PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
March 26, 2025

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/87087333912

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 February 26, 2025

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

5.A. **Child Care Land Use – Land Management Code Amendment** – The Planning Commission Will Consider Forwarding a Recommendation To The City Council Regarding a Draft Ordinance Amending Land Management Code Sections 15-2.1-2, 15-2.2-2, 15-2.3-2, 15-2.4-2, 15-2.5-2, 15-2.6-2, 15-2.7-2, 15-2.9-2, 15-2.10-2, 15-2.11-2, 15-2.12.-2, 15-2.13-2, 15-2.14-2, 15-2.15-2, 15-2.16-2, 15-2.17-2, 15-2.18-2, 15-2.19-2, 15-2.23-2, 15-3-6, 15-4-9, 15-6-5, 15-6.1-11, and Chapter 15-15. PL-24-06006 (20 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council Consideration on June 5, 2025

5.B. **2411 Gilt Edge Circle – Condominium Plat Amendment** – The Applicant Proposes to Amend Arrowood Condominiums in Deer Valley Plat for Unit 1 to Convert Private Ownership Areas from Existing Limited Common Area with 145 Square Feet Added to Private Ownership Area A and 518 Square Feet to Private Ownership Area B in the Recreation Development Zoning District. PL-24-06325 (15 mins.)
(A) Public Hearing; (B) Action

5.C. **2364, 2370, 2374, 2378, 2382, 2420, 2424, 2426, 2428, 2430, and 2434 Gilt Edge Circle – Condominium Plat Amendment** – The Applicant is Proposing to Convert 855 Square Feet of Common Ownership to Limited Common Ownership and 819 Square Feet of Common Ownership to Private Ownership in the Recreation Development Zoning District. PL-24-06292 (15 mins.)
(A) Public Hearing; (B) Action

5.D. **7815 Royal Street (The Chateaux Deer Valley) – Modification to Master Planned Development and Conditional Use Permit** – The Applicant Proposes to Construct a Porte Cochere on the Front Facade of The Chateaux along with a Drive Aisle, Van

Parking, and Associated Landscaping Improvements in the Residential Development Zoning District and Sensitive Land Overlay. PL-24-06349 (20 mins.)
(A) Public Hearing; (B) Action

5.E. **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 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. CUP PL-22-05475, MPD PL-22-05476, Subdivision PL-24-06238 (60 mins.)
(A) Public Hearing; (B) Action

5.F. **1120 Park Avenue – Conditional Use Permit** – The Applicant Requests Driveway Access off Sullivan Road for a Single-Family Dwelling in the Historic Residential - Medium Density Zoning District. PL-24-06309 (20 mins.)
(A) Public Hearing; (B) Action

5.G. **Flagstaff Mountain Master Planned Development** – The Applicant Proposes to Modify the Master Planned Development and Development Agreement for Flagstaff Mountain to Allow for Seven Residential Units. PL-25-06421 (20 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council Consideration on April 24, 2025

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
FEBRUARY 26, 2025

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

EX OFFICIO: Rebecca Ward, Planning Director; Jaron Ehlers, Planner I; Lillian Zollinger, Planner III; Virgil Lund, Planner II; Dave Thacker, Chief Building Official; John Robertson, City Engineer; Tim Sanderson, Transportation Planning Director; Mark Harrington, City Attorney

---

1. ROLL CALL

Chair Sarah Hall called the Planning Commission Meeting to order at 5:36 p.m. She noted that all Commissioners are present with the exception of Commissioner Henry Sigg.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from February 12, 2025.

MOTION: Commissioner Johnson moved to APPROVE the Planning Commission Meeting Minutes from February 12, 2025. Commissioner Shand seconded the motion. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reported that last year, there were almost 400 land use applications submitted for review. Many of those applications come to the Planning Commission. This year, there have already been 75 land use applications received. The Planning Commission agendas are currently full until May. There are no items scheduled for Historic Preservation Board review on Wednesday, April 2, 2025. She asked if the Planning Commission is open to a special meeting on that date to move through some of the more straightforward applications. Commissioner John Frontero stated that he was unable to attend a meeting on that date and Commissioner Rick Shand was uncertain. Commissioner Bill Johnson, Commissioner Laura Suesser, and Commissioner Christin

PENDING APPROVAL

Van Dine are available to meet on that date. Chair Hall noted that Commissioner Sigg indicated earlier that he would be available, so there should be a quorum for the meeting.

Director Ward reported that the General Plan project website has been updated. It now includes the survey summary and existing trends summary. That information is available to review at engageparkcity.org. The first community-wide open house will be held on March 4, 2025, at Miners Hospital in City Park from 5:00 p.m. to 8:00 p.m.

Commissioner Johnson stated that he will recuse himself from Item 5A on the Planning Commission Meeting agenda because he was a contractor for Verizon when they initially took over the Nextel facility. As a precaution, he will recuse himself from the vote.

Chair Hall reported that Item 5E has been continued. There will still be a public hearing held so residents can share comments, but the item will be continued to a future meeting.

4. PUBLIC COMMUNICATIONS

Allison Keenan stated that her zip code is 84060. Prior to Planning Commission Meetings, the Meeting Materials Packet and agenda are normally published on Friday evenings. That only gives the Commissioners three business days or five total days to review everything ahead of the Planning Commission Meeting. The Regular Agenda items at the current meeting include 834 pages of information and exhibits. Item 5C includes 225 pages of information and Item 5D includes 226 pages of information, which does not include the 200-page traffic study. Ms. Keenan requested that Planning Staff publish the agenda and Meeting Materials Packet earlier so there is more time for review. Commissioners deserve adequate time to review the materials in detail. Members of the public also need more time to review the materials in order to make informed comments.

There were no additional public communications.

5. REGULAR AGENDA

A. 7720 Royal Street – Modification to Conditional Use Permit – The Applicant Proposes to Expand Two Existing Faux Chimneys by a Combined 20 Square Feet and Install Telecommunications Equipment in the Faux Chimneys and an Existing Equipment Room. PL-24-06355.

It was reiterated that Commissioner Johnson will recuse himself from this agenda item. Planner I, Jaron Ehlers, presented the Staff Report and explained that the application is for a modification to a Conditional Use Permit (“CUP”) for a Telecommunications Facility. The property is located at 7720 Royal Street, more commonly known as the Deer Valley Club. The property is in the Residential Development (“RD”) Zoning District, the Sensitive Land Overlay (“SLO”), and the Deer Valley Master Planned Development (“MPD”).

PENDING APPROVAL

The MPD for Sterlingwood Phase II, which would become the Deer Valley Club, was approved on May 22, 1991. On March 14, 2001, the Planning Commission approved a CUP to replace the existing chimneys of Building 4, creating faux chimneys of a greater size than the original chimneys. This was done to accommodate the installation of telecommunications equipment. There was also expansion of the building footprint to create an equipment room to support the new Telecommunications Facility.

On December 2, 2024, the applicant submitted an application to modify the existing CUP. There is no proposed expansion of the building footprint, as the equipment in the existing mechanical room can be replaced. The faux chimneys will be increased in width, but there is no proposed height increase. Planner Ehlers shared images of the existing conditions and equipment in the faux chimneys as well as the existing equipment in the equipment room. He next shared renderings that were provided by the applicant. The property is well-screened, so there are minimal visual impacts related to the proposal.

Conditions of Approval recommended by Staff were shared. Planner Ehlers noted that the conditions state the height of the chimneys will not be increased and the project is designed to match the existing building. Staff recommends the Commission hold a public hearing, consider the application, and approve the modification based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

The applicant representative, Dakota Hawks, explained that the intention is to bring 5G to the site and improve capacity services in the surrounding area. During ski season, this is a high-traffic area. The upgrade will ensure that visitors continue to have service.

Commissioner Suesser asked for the dimensions of the existing faux chimneys and the proposed faux chimneys. Mr. Hawks shared the Existing Antenna Plan and the New Antenna Plan. It will be increased by 1-foot-six inches on the left chimney and 1-foot-4 inches on the right chimney to accommodate the new equipment in those areas. The same type of screening will be used, so it will look nearly identical to how it looks now.

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

Commissioner Frontero finds the request to be reasonable. It mitigates the reasonably anticipated detrimental effects of the proposed use. He found Figure 4 to be helpful and also finds the Conditions of Approval that have been proposed by Staff to be reasonable. Commissioner Shand agrees and feels that this is a fairly straightforward application.

MOTION: Commissioner Van Dine moved to APPROVE the Modification to a Conditional Use Permit for 7720 Royal Street, based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

PENDING APPROVAL

Findings of Fact

1. The property is in the Residential Development (RD) Zoning District, the Sensitive Land Overlay (SLO), and the Deer Valley Master Planned Development (MPD).

2. The property is subject to the Sterlingwood Phase II MPD.

3. The Parcel is Lot 1 of the Silver Lake East Subdivision (Summit County Entry # 326573) and the Expandable Area of the Sterlingwood Condominiums (Summit County Entry # 228724).

4. The proposal would expand the existing faux chimneys on the roof, allowing them to contain additional antenna equipment.

5. The proposal also includes the replacement of equipment in the existing mechanical equipment room, resulting in no exterior changes to the building.

6. On May 22, 1991, the Planning Commission approved the MPD for Sterlingwood Phase II, which would become the Deer Valley Club.

7. On January 8, 1992, the Planning Commission modified the approved MPD to resolve an issue with an Easement that had avoided notice in the original approval.

8. Although the MPD required the recordation of a Sterlingwood Phase II Condominium Plat, no Plat is on file for this property at Summit County.

9. On March 14, 2001, the Planning Commission approved a Conditional Use Permit (CUP) to expand the existing chimneys on Building 4, creating faux chimneys that would allow for the installation of Telecommunications Equipment, as well as the expansion of the Building Footprint to allow for the creation of an equipment shelter to support the new Telecommunications Facility.

10. On December 2, 2024, the Applicant filed an application to modify the CUP.

11. The proposal to Modify the Telecommunications Facility Conditional Use Permit complies with the Residential Development Zoning District regulations outlined in Land Management Code Chapter 15-2.13 and with the Master Planned Development for the site approved by the Planning Commission in 1991.

PENDING APPROVAL

a. LMC § 15-2.13-2(B)(8) establishes that a Telecommunication Antenna is a Conditional Use in the RD Zoning District.

b. The proposed Modification complies with the Lot and Site Requirements detailed in LMC § 15-2.13.2-3. The Footprint of the existing structure will not be modified because the expanded faux chimneys are located on the existing Roof, and the equipment room built as part of the 2001 CUP will not be expanded to accommodate the new equipment.

c. The proposed Modification complies with LMC § 15-2.13-4. At 36.6 feet in height, the existing faux chimneys exceed the Zone Height of 28 feet. However, the original chimneys—of a smaller size but the same height as the faux chimneys approved in 2001—were included in the original plans approved by the Planning Commission for the 1991 MPD.

d. The height of the chimneys was not increased in 2001 and will not be increased under this approval (Condition of Approval 3).

12. The proposal to Modify the Telecommunications Facility Conditional Use Permit complies with the Sensitive Land Overlay regulations outlined in Land Management Code Chapter 15-2.21.

a. While the Deer Valley Club is in the SLO, exterior changes to the existing Deer Valley Club are limited to the horizontal expansion of the faux chimneys.

b. 7720 Royal Street is not visible from any of the Vantage Points codified in LMC § 15-2.21-3(A)(6).

13. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Section 15-1-10(E).

a. Size and location of the Site: *No unmitigated impacts.* The project involves the minor expansion of two existing faux chimneys on the primary structure to accommodate telecommunications infrastructure. The project will not result in any height increase.

b. Traffic considerations: *No unmitigated impacts.* The project will not generate additional traffic or impact the capacity of existing streets in the Area.

PENDING APPROVAL

c. Utility capacity, including Storm Water run-off: *No unmitigated impacts.* The Development Review Committee reviewed the project and did not identify any impacts to utility capacity of Storm Water run-off.

d. Emergency vehicle Access: *No unmitigated impacts.* The project will not impact emergency vehicle access.

e. Location and amount of off-Street parking: *No unmitigated impacts.* The project will not generate additional off-Street parking needs. There is no off-Street parking requirement for Telecommunications Facilities in LMC Chapter 15-3. Therefore, expansion of this ancillary Use does not trigger any additional required parking.

f. Internal vehicular and pedestrian circulation system: *No unmitigated* impacts. The project will not create impacts to the internal vehicular and pedestrian circulation system.

g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: *Condition of approval recommended.* Existing rooftop infrastructure is located within two faux chimneys screened from public view and designed to match Building materials and colors. The project involves the minor expansion of these chimneys to accommodate new infrastructure. The expanded chimneys will be constructed to match existing materials and colors (Condition of Approval 4). No increase in height is proposed. The chimneys are on the east (rear) façade of the Building and are not visible from most points along Royal Street (see Figure 7). Additional infrastructure is proposed within an enclosed utility room.

h. Building mass, bulk, and orientation, and the location of Buildings on the Site: *No unmitigated impacts.* The project does not involve significant changes to the mass, bulk, orientation, or location of Buildings at 7720 Royal Street. The existing faux chimneys are approximately 31 square feet and 33 square feet and will be increased to approximately 39 square feet and 43 square feet, respectively, a total increase of approximately 18 square feet. No expansion of the utility room is proposed.

i. Usable Open Space: *No unmitigated impacts.* No usable Open Space will be impacted.

j. Signs and lightings: *No unmitigated impacts.* No signs or lighting are proposed.

PENDING APPROVAL

k. Physical design and Compatibility with surrounding Structures: *Condition of approval recommended.* The project is designed to match existing Building materials and colors, as required by Condition of Approval 4.

l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: *No unmitigated impacts.* The Telecommunications Facilities will not generate odors or steam. Although construction and operation of the equipment could create minimal noise and vibration, the project is required to abide by the noise regulations in LMC Chapter 6-3.

m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: *No unmitigated impacts.* The project does not require delivery and service vehicles, loading and unloading zones, or trash and recycling facilities.

n. Expected ownership and management of the property: *No unmitigated impacts.* The project involves continuation of an existing ancillary Use at 7720 Royal Street. No changes to ownership or management of the property are proposed.

o. 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: *No unmitigated impacts.* The project is within the Sensitive Land Overlay. The project site does not include mine hazards or historic mine waste and is not within the Park City Soils Ordinance Boundary. The project does not involve development on Steep Slopes.

p. Reviewed for consistency with the goals and objectives of the Park City General Plan: Small Town Goal 4 in the General Plan states “Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.” The project is designed to match the existing Building façade, demonstrating consistency with community design guidelines and contributing to the identity of the Lower Deer Valley neighborhood.

PENDING APPROVAL

14. The proposal, as conditioned, complies with the regulations for Telecommunications Facilities outlined in Land Management Code Section 15-4-14. Regulations governing Telecommunications Facilities are intended to ensure infrastructure is compatible with the unique characteristics of each Zoning District and that adverse impacts on community quality and safety are mitigated. The following regulations apply:

- **Requirement:**
  - A. The installation of Telecommunication Facilities, unless otherwise addressed in this Code, shall be deemed a Conditional Use and subject to the Park City Building Permit process. It shall be unlawful to install any Telecommunication Facility without first having a CUP and Building Permit from the City.
- **Analysis of Proposal:**
  - Complies. The Planning Commission approved a CUP for a Telecommunications Facility at 7720 Royal Street on March 14, 2001. Modification of an existing CUP requires review and approval by the Planning Commission. Condition of Approval 5 requires the Applicant to obtain a Building Permit prior to construction of any approved project.
- **Requirement:**
  - B. (1). Each Applicant shall present documentary evidence regarding the need for Telecommunications Facilities within the City. This information shall identify the Applicant's existing Telecommunications Facilities and coverage Areas to demonstrate the need for the proposed Telecommunications Facility within the City.
- **Analysis of Proposal:**
  - Complies. The Applicant indicated the project will improve coverage and capacity to Verizon customers and first responders in the service area.
- **Requirement:**
  - B. (2-4) Requirements 2-4 apply to new Telecommunications Facilities.
- **Analysis of Proposal:**
  - Complies. The project involves only minor modifications to an existing Telecommunications Facility.
- **Requirement:**
  - B. (5) A visual impact study, graphically simulating through models, computer-enhanced graphics, or similar techniques, the appearance of any proposed Telecommunications Facility and indicating its view from at least five (5) locations around and within one (1) mile of the proposed Telecommunications Facility will be most visible.
- **Analysis of Proposal:**
  - The Applicant submitted a photo simulation showing existing and proposed conditions along the east (rear) façade of the Building, where the rooftop infrastructure is proposed. Because the project does not involve an

PENDING APPROVAL

increase in height for the existing faux chimneys, a single photo simulation is sufficient to establish the project's visual impacts.

- **Requirement:**
  - C. Requirement (C) relates to federal regulations. Compliance with these regulations is established during the Building Permit phase.
- **Analysis of Proposal:**
  - Complies. Condition of Approval 5 requires the Applicant to obtain a Building Permit prior to construction of any approved project.
- **Requirement:**
  - D./E. Requirements (D) and (E) establish that Telecommunications Facilities are not regulated or permitted as essential services or utilities and require a CUP.
- **Analysis of Proposal:**
  - Complies. Refer to Finding of Fact 13 for analysis of CUP criteria.
- **Requirement:**
  - F. Requirement (F) establishes Setback, Height, Use, and Design requirements for Telecommunications Facilities.
- **Analysis of Proposal:**
  - Complies. The project complies with underlying Setback and Height requirements for the RD Zoning District. The Telecommunications Facility is an ancillary Use.
- **Requirement:**
  - G. Requirement (G) applies to projects requiring the removal of Significant Vegetation or the expansion or construction of driveways or roads.
- **Analysis of Proposal:**
  - Complies: The project does not involve the removal of Significant Vegetation or the expansion or construction of driveways or roads.
- **Requirement:**
  - H. Enclosed Antennas are prohibited within a Historic Structure or within the POS zone unless approved by the Planning Commission as a CUP.
- **Analysis of Proposal:**
  - Complies. There are no Historic Structures at 7720 Royal Street. The project is not located within the POS Zoning District.
- **Requirement:**
  - I. Requirement (I) applies only to projects that do not meet the criteria in Requirements F-H.
- **Analysis of Proposal:**
  - Complies. The project complies with all criteria for Requirements F-H.
- **Requirement:**
  - J. Requirement (J) applies to new Telecommunications Facilities.
- **Analysis of Proposal:**
  - The project involves modifications to an existing Telecommunications Facility.
- **Requirement:**

PENDING APPROVAL

- K. Requirement (K) concerns signs associated with Telecommunications Facilities.

- **Analysis of Proposal:**
  - Complies. The project does not involve the installation of any signs.
- **Requirement:**
  - L.-O. Requirements L-O relate to permits for temporary antennas, Subdivision and Condominium covenants, and abandonment of Telecommunications Facilities.
- **Analysis of Proposal:**
  - Complies. The project does not involve the construction of a temporary antenna. Condition of Approval 6 requires the Applicant to obtain a Building Permit within one (1) year of project approval, or the approval is void. The Applicant submitted documentation from the property owner indicating consent to locate the project within the existing rooftop infrastructure.

15. The Development Review Committee (DRC) reviewed the proposal on February 4, 2025, and does not require Conditions of Approval. The proposal complies with the DRC's required standards.

16. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 12, 2025.

17. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025.

18. *The Park Record* published courtesy notice on February 12, 2025.

Conclusions of Law

1. The proposed Modification to the CUP, as conditioned, complies with the requirements of the Land Management Code.

2. The proposed Modification to the CUP is compatible with surrounding structures in use, scale, mass, and circulation.

3. The proposed Modification to the CUP is compatible with the Deer Valley and Sterlingwood II MPDs.

4. The differences in use or scale of the Modification to the CUP for a Telecommunications Facility have been mitigated through careful planning and Conditions of Approval.

PENDING APPROVAL

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed on February 26, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1.

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 appliable standards by the Planning Director prior to construction.

3. The height of the expanded faux chimneys shall not increase from the height of the existing faux chimneys.

4. The expanded faux chimneys shall be constructed to match existing materials and colors.

5. The Applicant shall obtain a Building Permit prior to commencement of any work for the approved project.

6. The Applicant shall obtain a Building Permit within one year of project approval, or the approval is void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.

The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission, with Commissioner Johnson recused.

B. 91 King Road – Steep Slope Conditional Use Permit – The Applicant Proposes to Construct a New Single-Family Dwelling in the Historic District – Low Zoning District. PL-24-06329.

Planner III, Lillian Zollinger, presented the Staff Report and explained that the application is for a Steep Slope CUP for 91 King Road. The property is in the Historic Residential – Low Zoning District. There is an existing single-family dwelling on the site that is proposed to be removed. A new single-family dwelling is proposed to be added to the site. The site itself is relatively flat at the front where the existing single-family dwelling is located, but the rear of the property has an approximate 86% slope, which qualifies this proposal for a Steep Slope CUP. Since this site is in the Historic Residential – Low Zoning District, it has different lot requirements than what is seen in Historic Residential – 1. There is a greater minimum lot size and a greater minimum lot width that is required.

PENDING APPROVAL

This lot does not meet those requirements, so there was a variance application in 2021. That variance granted the applicant a smaller lot and smaller width than what is typically required. Since this is an usual lot, the Planning Director determined setbacks for this site, where all of the side setbacks are three feet, and the front setback off of King Road is 10 feet. Ridge Avenue is on the rear portion and there is also a 10-foot setback there.

As conditioned, the proposal is compliant with the setbacks, maximum building footprint, building height, and parking requirements. The proposal, as conditioned, is also complaint with the Steep Slope CUP requirements. Planner Zollinger shared an image of what is proposed. There is terracing to keep the structure within the 4-foot existing and final grade requirement and to prevent any landslides from the steep grade on the side.

Additional images of the proposed development were reviewed. This proposal will be required to be reviewed under Historic District Design Review ("HDDR") for final design compliance. Planner Zollinger shared some of the proposed Conditions of Approval. The applicant representative, Johnathan DeGray, offered to answer Commissioner questions.

Commissioner Shand asked if there is access to the single-family home off Ridge Avenue. Mr. DeGray denied this and explained that it is the backyard area of the home. Commissioner Suesser requested clarification on the image of the home which appears to show a proposed driveway to a garage. That would provide the two spaces required for parking, but it looks like there is a concrete pad shown as well. Planner Zollinger understands that it is just part of the rendering and there will be vegetation in those locations. Mr. DeGray clarified that there will be a sidewalk in front of the entry stoop, which is underneath the covered porch. There will be landscaping there, as seen in the plan. Commissioner Suesser believed there should be a clarifying Condition of Approval to state that there should be no additional parking in front of the home, other than the one space on the driveway. Mr. DeGray expressed support for a clarifying condition.

Commissioner Suesser mentioned access to the hot tub in the rear of the home, where the steps are shown. She asked for clarification about whether or not that is part of the application. Planner Zollinger reported that one of the Conditions of Approval requires the applicant to update the plans to comply with the front setback requirements. A hot tub would not be allowed in the front setback, so that will need to be removed, but the stairs leading to a structure are considered an allowed structure in the front setback. The staircase coming out of the back door servicing the patio would be allowed to remain. Mr. DeGray clarified that the hot tub was proposed to be in the rear of the house, but since there is Ridge Avenue on the back, that area is classified as a front setback as well.

Commissioner Suesser asked if there will be a shoring wall built at the rear of the home. Mr. DeGray assumed so. Commissioner Suesser wanted to know if Staff analyzed the height of that shoring wall and created relevant Conditions of Approval. Planner Zollinger confirmed that there are conditions related to the shoring wall that need to be provided at the Building Permit stage. It will have to comply with the engineering regulations.

PENDING APPROVAL

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

Commissioner Johnson mentioned Condition of Approval #18, which stated: "The plans shall also be updated to comply with Front Setback regulations outlined in LMC § 15-2.21-3(G)." Director Ward clarified that there is a typo, and it should be 15-2.1-3.

MOTION: Commissioner Frontero moved to APPROVE the Steep Slope Conditional Use Permit for a new single-family dwelling at 91 King Road, based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact

1. 91 King Road is an unusual Lot because it is not a rectangle.

2. The property is in the Historic Residential - Low Density (HRL) Zoning District.

3. An existing non-historic Single-Family Dwelling (SFD) was constructed in 1970 on-site.

4. The Applicant proposes to demolish the existing SFD and construct a new one.

5. On August 24, 2021, the Board of Adjustment approved a Variance from the minimum Lot size, Lot width, and Setbacks for 91 King Road, which allowed the Applicant to complete a Plat Amendment. Condition of Approval 5 of the Variance states, "all future development on the Lot shall comply with the requirements of the Historic Residential - Low Density (HRL) Zoning District."

6. 91 King Road is Lot B of the 91 & 95 King Road Plat Amendment approved under Ordinance No. 2021-39 by the City Council on October 7, 2021.

7. The new SFD proposes constructing approximately 430 square feet on an existing Slope of thirty percent (30%) or greater. Therefore, pursuant to § 15-2.1-6, an SSCUP application is required.

8. In conjunction with the SSCUP, the Applicant submitted a Historic District Design Review (HDDR) Application (PL-24-06328). The HDDR Application approval is subject to the approval of this SSCUP.

9. The minimum Lot size in the HRL Zoning District is 3,750 square feet. In 2021, the Board of Adjustment found the property met the Variance criteria

PENDING APPROVAL

and granted a Variance from the minimum Lot size for the 2,298-square-foot Lot.

10. The maximum Lot size in the HRL Zoning District is 5,625 square feet. The Lot is 2,298 square feet and complies.

11. The minimum Lot width in the HRL Zoning District is 35 feet. In 2021, the Board of Adjustment found the property met the Variance criteria and granted a Variance from the minimum Lot width, approving the 32-foot Lot width.

12. The maximum Building Footprint in the HRL Zoning District for a Lot that is 2,298 square feet is 1,010 square feet. The proposed Building Footprint is 988 square feet and complies.

13. LMC § 15-4-17 outlines the Setbacks for an unusual Lot. On February 13, 2025, the Planning Director determined the Setbacks for 91 King Road.

14. The minimum Front and Rear Setbacks for Lots 75 feet or less in depth in the HRL Zoning District is 10 feet each. The Lot is 74.95 feet deep at its longest point. The proposed SFD has a 10' west Front Setback and a 10' east Front Setback. The proposed SFD complies with Setback requirements.

15. Minimum Side Setbacks for Lots up to 37.5' in width are three feet each in the HRL Zoning District. The Lot is 32 feet in width. The proposed SFD has a three-foot side Setback for each side and complies.

16. The maximum building height is 27 feet from Existing Grade in the HRL Zoning District. The proposed maximum building height is 27' from Existing Grade and complies.

17. The HRL Zoning District requires a ten-foot minimum horizontal step in the downhill façade. The proposed SFD steps back for 20 feet at 22 feet 11-3/8 inches feet from the lowest point of Existing Grade and complies.

18. Final Grade must be within four feet of existing grade in the HRL Zoning District. The proposed Final Grade is within four feet of Existing Grade.

19. Structures cannot exceed 35 feet from the lowest floor plane to the point of highest wall top plate that supports the ceiling joists or roof rafters in the HRL Zoning District. The proposal has an interior height of 35 feet and complies.

PENDING APPROVAL

20. The roof pitch for the Contributing Roof Form must be between 7:12 and 12:12 in the HRL Zoning District and occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. The proposed roof pitch is 7:12. The entire First Story is located under the finish grade on all sides of the structure. However, the Applicant still proposes a 20-foot step down at approximately 22 feet, eight inches.

21. Per Land Management Code (LMC) § 15-2.1-6, SSCUP applications are subject to the following criteria:

- ***LOCATION OF DEVELOPMENT*** *– Development is located and designed to reduce visual and environmental impacts of the Structure.*
    - **Complies:** The proposed SFD is less than the 1,010-square-foot Maximum Building Footprint and is compliant with the required Setbacks, step-back, and height. The slope of the site is the steepest at the rear, and the SFD has been designed to step up the hillside, in a similar pattern to adjacent properties on the street.
- ***VISUAL ANALYSIS*** *– The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points: To determine potential impacts of the proposed Access and Building mass and design; and to identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.*
    - **Complies:** The Applicant provided the following photos, taken from Ontario Avenue and Prospect Avenue, showing the visibility of the new proposed SFD. The proposed SFD is mostly concealed from these locations due to the change in elevation, existing structures, and vegetation.
- ***ACCESS*** *– Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Shared Driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible.*
    - See Condition of Approval 16: The proposed Site is located off King Road, with the Front Property Line approximately 6 feet from the road. The front of the Lot, where the driveway will go, is not very steep and will not require much grading. The Applicant will be required to record an encroachment agreement with the City for A 10-foot-wide heated driveway access to the site.
- ***TERRACING*** *– The project may include terraced retaining Structures if necessary to regain Natural Grade.*
    - **Condition of Approval 19:** The Applicant proposes eleven retaining walls, less than six feet in height, on the south, east, and west sides, to be within four feet of the Existing Grade. The Engineering Department noted that the proposed terraced walls and their heights were compliant with the findings of the Geotech report and requirements for soil retention (see Exhibit C). If

PENDING APPROVAL

the Applicant proposes additional retaining walls or increases in retaining wall heights, the Applicant will be required to file a modification application for Planning Commission review and approval prior to construction.

- ***BUILDING LOCATION*** *– Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard*.
    - **Complies:** The Applicant proposes a smaller footprint than the maximum allowed and coordinated the front of the structure to start in a similar location to the adjacent structures.
- ***BUILDING FORM AND SCALE*** *– Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Director and/or Planning Commission may require a garage separate from the main Structure or no garage.*
    - **Complies:** The proposed structure is broken up into two masses; the structure stays level with the grade at the front of the property and then steps up in the rear as the slope increases. The front portion of the structure stays under 23 feet in height until the slope starts to increase, approximately 20 feet back. This reduction in height from the allowed 27 feet is not required, as analyzed above, because the entire First Story of the structure is below Final Grade. The Applicant proposes a shorter, less impactful structure to reduce the scale of the structure as viewed from the road. Additionally, the single-car garage is subordinate to the structure and set back over two and a half feet from the pedestrian entrance.
- ***SETBACKS –*** *The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a "wall effect" along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.*
    - **See Condition of Approval 20:** The proposed structure is compliant with the required Setbacks of the HRL Zoning District. The proposed SFD sets back from King Road ROW in a distance similar to adjacent properties and to reduce excavation at the rear where the slope is steepest. The Applicant shall update the plans to show the east Front Setback complies with the Ridge Avenue ROW.
- ***DWELLING VOLUME –*** *The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.*

PENDING APPROVAL

- **Complies:** As seen from King Road, the proposed SFD looks more like a two-story structure. The proposed volume is compliant with the HRL Zoning District Lot and Site requirements as analyzed above.

- ***BUILDING HEIGHT | STEEP SLOPE*** *– The Zone Height in HRL is 27' for Structures and is restricted as stated above in Section 15-2.1-5. The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.*
  - **Complies:** The proposed SFD height is 26' 8". The tallest portion of the structure is at the rear of the Lot, less visible from King Road, and steps up the hillside, similar to the adjacent properties.

22. The analysis of the Staff Report is incorporated herein.

23. Staff published notice on the City's website and posted notice to the property on February 12, 2024. Staff mailed courtesy notice to property owners within 300 feet and posted notice to the property on February 12, 2024. The Park Record published notice on February 12, 2024.

Conclusions of Law

1. The proposal complies with the LMC requirements in Chapter 15-2.1, Historic Residential - Low (HRL) District.

2. The proposal complies with the LMC requirements in Chapter 15-2.1-6, Development on Steep Slopes in the HRL District.

3. The proposal complies with the LMC requirements in Chapter 15-3, Off-Street Parking.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed February 26, 2025, by the Planning Commission, pending design modifications required for Historic District Design Review compliance. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.

2. The Applicant shall receive approval of a Historic District Design Review prior to submitting a Building Permit application.

PENDING APPROVAL

3. If the Applicant does not obtain a Building Permit within one year of the date of this approval, this SSCUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.

4. The applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.

5. Any changes, modifications, or deviations from the approved scope of work, in shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.

6. Residential fire sprinklers are required for all new construction on this lot, per requirements of the Chief Building Official.

7. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.

8. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state. The Final Grade shall be within four feet of Existing Grade.

9. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any Building Permits. The CMP shall include language regarding the method of protecting adjacent structures.

10. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to Building Permit issuance.

11. All outdoor lighting must be down-directed, fully shielded, with bulbs 3000-degree 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.

PENDING APPROVAL

12. The Applicant shall submit final slope stability prior to submitting a Building Permit, subject to City Engineer approval.

13. The Applicant shall provide soil stabilization and drainage details documenting how the disturbed area will be restored and stabilized prior to submitting a Building Permit, subject to City Engineer approval.

14. Prior to submitting a Building Permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.

15. Retaining walls cannot exceed the height approved as part of this SSCUP without modifying the SSCUP.

16. The Applicant shall obtain an Encroachment Agreement for driveway access with the Engineering Department for the heated driveway.

17. If the Applicant proposes additional retaining walls not approved under this SSCUP, the Applicant must file a modification application and return to the Planning Commission for review and approval prior to submitting a revised Building Permit.

18. The Applicant shall update the final plans to show the Front Setback complies with Ridge Avenue Right-of-Way according to the LMC § 15-15-1 definition of *Setback*. The plans shall also be updated to comply with Front Setback regulations outlined in LMC § 15-2.1-3.

19. No additional parking in front of the home, other than the space on the driveway.

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

C. 2250 Deer Valley Drive South – Conditional Use Permit – The Applicant Proposes to Construct the Bottom Terminal for Ski Lift 7, a 1,185-Square-Foot Lift Storage Building, a 1,464-Square-Foot Pumphouse, and a Realigned 0.3-Mile Ski Run in the Recreation Open Space Zoning District and Sensitive Land Overlay. PL-24-06291.

Planner II, Virgil Lund, presented the Staff Report and explained that this application is for the Phase II CUP for Deer Valley Lift 7. The property is located at 2250 Deer Valley Drive South. On May 22, 2024, the Planning Commission approved the Phase I CUP for Lift 7. It included a building pad for the bottom terminal and the bottom lift storage building, not to exceed 13,543 square feet and 4.62 miles of new ski runs. On September

PENDING APPROVAL

24, 2024, the Phase II CUP was submitted. It included a realigned ski run, 1,464 square foot pumphouse for snowmaking abilities, and a 1,185 square foot lift storage building.

On January 22, 2025, the Planning Commission approved an addendum amending the Flagstaff Technical Report #5 – Open Space Management Plan and #13 – Wildlife Management Plan. Planner Lund shared images of the proposal that were provided by the applicant, including a 3D rendering of the bottom terminal and lift storage building. He reviewed the overhead floor plan for the proposed bottom terminal and lift storage building. There is also a small operator house to the right of the lift storage building. Planner Lund explained that this will be included with the lift terminal and is consistent with other lift terminals on the resort. The realigned ski run was shared. The originally approved ski run is shown in blue and the adjusted ski run is shown in red.

The proposal complies with the Recreation and Open Space Zoning District requirements regarding setbacks and building height. All the proposed buildings and accessory buildings are under the 28-foot limit. As for vegetation protection, an image was shown that indicates the amount of disturbance needed for the realigned ski run shown in red, and the original approval is shown in blue. The proposal complies with the SLO requirements regarding steep slopes, ridgelines, wetlands, and wildlife. Planner Lund reported that the proposal complies with the CUP criteria as well. Staff recommends the Planning Commission review the proposal and consider approving the Phase II CUP, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter. He reviewed some of the Conditions of Approval listed.

Vice-President of Resort Planning for Deer Valley, Hannah Tyler, introduced herself to the Commission. The rest of the applicant team introduced themselves, including Senior Director of Mountain Operations, Garrett Lang, Vice-President of Mountain Operations, Steve Graff, and Jason Boal with Snell & Wilmer. Ms. Tyler noted that the Commission will review three key pieces of the application: the lift maintenance and operator house, the relocation and modification of the pumphouse, and the realignment of ski run 7c.

After receiving approval in May 2024, there were discussions about what needed to be done to adequately put a lift maintenance and operator house at the base. Ms. Tyler explained that this resulted in a significantly reduced structure from what was approved last May. At that time, the building footprint was 8,446 square feet. The proposal is now a 1,185-square-foot lift maintenance structure. Since the operator's house is less than 600 square feet, it does not require a Planning Commission review. However, there is a desire to be transparent during the Planning Commission process. A lot of the architecture of the structure will look similar to the Burns Express terminal and operator house. That includes horizontal corrugated metal that is painted green, with black trim and black windows. She asked Mr. Lang to share information about the pumphouse relocation.

PENDING APPROVAL

Mr. Lang reported that the pumphouse will only move slightly. It will be relocated a bit further downhill. That will require less excavation and less retainage because there is a flatter area. It will still allow them to have the pump capacity needed and integrate into the existing reservoir. Ms. Tyler added that the architecture will be similar to the operator and maintenance structures. Mr. Graff discussed the realignment of 7c. With recommendations from the wildlife consultants, a better alignment was created. It preserves more bird habitat, protects vegetation that supports wildlife food sources, and utilizes existing mountain bicycle trail corridors to reduce vegetation removal. It also avoids a steep rock band and slope. It came out to a 1.03-acre reduction in Ski Run 7c's limit of disturbance. It follows natural terrain and less excavation work needs to be done.

Commissioner Suesser is pleased that the storage structure was reduced so significantly. That is a relief because there were some previous Commissioner concerns about that. As for the significant vegetation, she pointed out that there will still be 3.45 acres removed. It seems like the requirement, as currently drafted, is for additional dead and dying significant vegetation to be removed in an area equivalent to this. She asked if that area had been identified yet and wondered whether it is possible to replace some vegetation. Planner Lund explained that this was carried over from the original Phase I CUP that was required from the Forestry Board. After the Forestry Board reviewed the proposal, they determined that it would be better for forest health to remove the dead and dying vegetation that is on the forest floor so new vegetation can spring up in its place. Commissioner Suesser asked if the Forestry Board will review that removal. Planner Lund clarified that the Forestry Board will not review what will be removed. It is up to the Deer Valley forestry experts to determine which area would be best for that to occur.

Commissioner Shand wanted to know why the storage structure has been reduced. Mr. Graff stated that it has been reduced for a number of reasons. The terminal will not be enclosed in the building anymore and there will be a standalone terminal. The building itself will be for two to three chairs at a time for inspection and maintenance. There are terminals that will be able to store the carriers at the top and bottom, so those will not be on the line at night. While not totally enclosed, those will be covered in the structures.

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

Commissioner Frontero finds the reduction of the storage structure improves the application. That was an area that he was concerned about previously. As for the realignment of the ski run, it looks to be a much better proposal. He asked if this was largely the result of the Wildlife Report. It was clarified that the report was a factor in the decision as was the terrain that was identified. It better lends itself to the ski run and fits better naturally. A lot more cut and fill would have been in the original location.

Commissioner Johnson asked if it is possible to incorporate a Condition of Approval that speaks to the best management practices that were recommended by the wildlife consultant. He shared some proposed language: "Prior to any land clearing, surveys for

PENDING APPROVAL

any active avian nests must be performed no more than one week prior to any work within a 300-foot buffer on either side of the clearing." The condition language was finalized:

- The Applicant shall incorporate all recommendations and findings from the updated Technical Report #13 Wildlife Management Plan.

MOTION: Commissioner Suesser moved to APPROVE the Conditional Use Permit for 2250 Deer Valley Drive South, for a realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building, based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact

1. On November 6, 2023, Deer Valley Resort submitted a Conditional Use Permit (CUP) application to construct:

    a. 4.62 miles of new ski runs;

    b. A new six-passenger 0.56-mile-long ski lift on Park Peak between Bald Mountain Peak and Flagstaff Peak for beginner skier access to the higher elevations of Deer Valley Resort;

    c. An 8,483-square-foot terminal and lift storage building; and

    d. A 375-square-foot operator house.

2. 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.

3. On May 22, 2024, the Planning Commission approved the 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 operator house, and 4.62 miles of new ski runs. The Applicant deferred the requested terminal and lift storage building to a later CUP.

4. On September 24, 2024, Deer Valley Resort submitted the Phase II CUP for Lift 7 to realign one of the approved Ski Runs and construct the bottom terminal for Lift 7, with a 1,185-square-foot lift storage building and a 1,464-square-foot pumphouse.

PENDING APPROVAL

5. The realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are proposed to be constructed on Parcels PCA-S-98-R and PCA-S-85-D, in the Upper Deer Valley neighborhood of the General Plan (p. 13), the Recreation and Open Space Zoning District, and the Sensitive Land Overlay.

6. These Parcels are also within the Flagstaff/Empire Pass Master Planned Development (MPD). The Flagstaff Development Agreement (pg.15) outlines the review process for Upper Deer Valley ski lifts that are part of the Deer Valley Ski Area Master Plan. Ski lifts included in the Deer Valley Ski Area Master Plan require an Administrative Conditional Use Permit with the Planning Director's Final Action. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are not in the Deer Valley Ski Area Master Plan or the Flagstaff Development Agreement and therefore require a CUP and Planning Commission Final Action. Land Management Code Section 15-6-8(G) establishes maintenance and storage facilities as Resort Accessory Uses that do not require the use of Unit Equivalents within an MPD.

7. On January 22, 2025, the Planning Commission approved an addendum amending Flagstaff Development Agreement Technical Report #5 Open Space Management Plan and #13 Wildlife Management Plan.

8. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building comply with the Recreation and Open Space Zoning District requirements.

    a. LMC § 15-2.7-2(C)(8) requires Planning Commission review of a CUP for ski runs and LMC § 15-2.7-2(C)(14) requires Planning Commission review of a CUP for Ski-Related Accessory Buildings greater than 600 square feet proposed within the Recreation and Open Space (ROS) Zoning District.

    b. The purpose of the ROS Zoning District is to:

        i. Establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots.
        ii. Permit recreational Uses and preserve recreational Open Space land.
        iii. Encourage parks, golf courses, trails and other Compatible public or private recreational Uses.

PENDING APPROVAL

iv. Preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests, and

v. Encourage sustainability, conservation, and renewable energy.

c. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building will provide additional recreational opportunities for residents and visitors of Park City.

d. Recreation and Open Space Zoning District Setbacks:

i. All Structures must be no less than 25 feet from the boundary line of the Lot, district, or public Right-of-Way.

ii. The realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building are proposed to be constructed on metes-and-bounds Parcels leased by Deer Valley Resort. The ski lift bottom terminal and lift storage building are proposed to be constructed adjacent to Parcel PCA-S-79-C, 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 terminal and lift storage building are set back 106 feet from Parcel PCA-S-79-C. The proposed pumphouse is set back greater than 700 feet from any parcel boundary line.

e. Recreation and Open Space Zoning District 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.

ii. The 7c ski run that was part of the Phase I Lift 7 CUP included the removal of Significant Vegetation for 4.48 acres. The re-aligned ski run proposes to remove 3.45 acres of Significant Vegetation.

iii. The Forestry Board requires the following Condition of Approval: The Applicant is responsible for the removal of dead

PENDING APPROVAL

and dying Significant Vegetation in an area equal to the proposed area of disturbance.

f. Recreation and Open Space Zoning District Height:

i. In the ROS Zoning District, no Structure may be erected to a height greater than 28 feet from Existing Grade.
ii. The proposed lift storage building will reach a maximum height of 21 feet from Existing Grade. The proposed lift terminal will reach a maximum height of approximately 19 feet from Existing Grade. The propose`d pumphouse will reach a maximum height of 26 feet from Existing Grade.

9. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building comply with the Sensitive Land Overlay regulations in LMC Chapter 15-2.21.

a. The purpose of the Sensitive Land Overlay (SLO) is to:

i. Require dedicated Open Space in aesthetically and environmentally sensitive Areas.
ii. Encourage preservation of large expanses of Open Space and wildlife habitat.
iii. Cluster Development while allowing a reasonable use of Property.
iv. Prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands, and
v. Prot`ect and preserve environmentally sensitive land.

b. Steep Slopes:

i. LMC § 15-15-1 defines Very Steep Slopes as those greater than 40%. LMC § 15-2.21-4(A) prohibits Development on or within 50 feet, map distance, of Very Steep Slopes, Areas subject to land slide activity, and other high-hazard geologic Areas. An Area of Very Steep Slopes must cover a topographic Area at least twenty-five feet vertically, upslope or downslope, and fifty feet horizontally in any direction to be subject to this prohibition.
ii. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are not located on or within 50 feet of a Very Steep Slope area.

PENDING APPROVAL

iii. The average slope for the length of the proposed ski run is between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.

iv. The proposed pumphouse will be located 51 feet from a Very Steep Slope area.

c. Ridge Line Area Protection:

i. LMC § 15-15-1 defines a Ridge Line Area as the top, ridge or Crest of Hill, or Slope plus the land located within one hundred fifty feet on both sides of the top, crest, or ridge. LMC § 15-2.21-5(A) states the intent of Ridge Line Area Protections within the SLO is to ensure Development blends with the natural contour of these landforms and that Development should be sited so as not to create a silhouette against the skyline or mountain backdrop as viewed from designated Vantage Points. LMC § 15-2.21-5(C) requires Ridge Line Areas to remain Open Space.

ii. The proposed realigned ski run, bottom lift terminal, 1,464-square-foot pumphouse, and 1,185-square-foot lift storage building will not impact a Ridge Line Area or be visible from any Vantage Points.

d. 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 pumphouse, bottom terminal and lift storage building, and realigned ski run. However, the Utah Department of Environmental Quality identifies an intermittent or ephemeral stream channel.

ii. On November 6, 2023, Daren Rasmussen, an Environmental Scientist – Utah Division of Dam Safety & Stream Alterations with the Utah Department of Natural Resources Division of Water Rights outlined the designated stream channel as a natural stream beginning below the location of the Lift 7 bottom terminal and storage building. Because Lift 7 terminates above the location where the stream channel is designated as a natural stream, the Utah Department of Natural Resources Division of Water Rights determined special permitting is not required for stream alteration.

iii. LMC § 15-2.21-6(F) establishes a minimum Setback of fifty feet outward from the Ordinary High-Water Mark in the SLO

PENDING APPROVAL

for streams. Condition of Approval 8 from the Phase I CUP requires the Applicant to retain the minimum fifty-foot Setback for the natural stream.

e. Wildlife and Wildlife Habitat Protection:

i. LMC § 15-2.21-8 establishes the intent of Wildlife and Wildlife Habitat Protection standards 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: "[i]f 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 in 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 include 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

PENDING APPROVAL

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." The Phase I Lift 7 Conditional Use Permit Final Action Letter imposed specific Conditions of Approval for wildlife habitat protection within this area.

f. Preserve the Natural Character of the Sensitive Lands, Revegetate, and Establish Permanent Erosion Control Measures.

i. LMC § 15-2.21-7(B) requires the following:

1. The Planning Director must review the proposed project and after consultation may request the Developer to prepare alternatives for consideration and to prepare a mitigation plan that modifies the project to mitigate the environmental and visual impact of the project. To the maximum extent feasible, the Developer must design the ski facilities to preserve the natural character of the Sensitive Lands. The mitigation must also address revegetation of disturbed Areas and temporary and permanent erosion control measures.

ii. The Applicant included a vegetative cover evaluation in their Sensitive Lands Analysis submittal.

iii. The Applicant's narrative provides clarification on the purpose of realignment of the ski run:

1. Preservation of bird nesting areas.
2. Protection of vegetation that supports wildlife food sources, specifically berry-producing shrubs.
3. Conservation of conifer forest stands.
4. Utilization of existing mountain biking trail corridors to reduce removal of Significant Vegetation.
5. Avoidance of steep rock band and Steep Slopes.
6. 1.03-acre reduction of limits of disturbance.

PENDING APPROVAL

7. Optimized grade for beginner skiers.

iv. The Phase I Lift 7 Conditional Use Permit Final Action Letter imposed specific Conditions of Approval for the removal of Significant Vegetation, revegetation and erosion control measures.

10. The proposal, as conditioned, complies with the Passenger Tramways and Ski Base Facilities criteria outlined in LMC § 15-4-18.

11. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

a. There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

b. The Planning Commission shall approve the Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC § 15-1-10.

c. Size and Location of the Site:

i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are located within the existing Deer Valley Resort ski area. The proposed lift terminal is similar in size and dimensions to the existing lift terminals in the resort and is in an appropriate location on the mountain to connect to the future Deer Valley East Village expansion area. The lift storage building is within the Planning Commission-approved building pad. The proposed 1,464-square-foot pumphouse will be located underneath the existing snowmaking pond and will increase snowmaking capabilities for the resort.

d. 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.

PENDING APPROVAL

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."

e. Utility Capacity:

i. As part of the realigned ski run, the Applicant proposes installing a snowmaking line and power line.
ii. The proposed bottom terminal, lift storage building, re-aligned ski run, and pumphouse do not cross existing utilities. The Development Review Committee reviewed the Application on October 15, 2024, and does not require Conditions of Approval.

f. Emergency Vehicle Access:

i. The Park City Fire District reviewed this Application on October 15, 2024, and confirmed the proposal conforms with their requirements.

g. Parking:

i. LMC § 15-3-6 "Parking Ratio Requirements For Specific Land Use Categories" does not outline 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 continues: "If the capacity of the

PENDING APPROVAL

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."

iii. The Applicant states: "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. Please see the Planning Commission's Conditions of Approval from the Phase I Lift 7 CUP.

h. Internal Vehicular and Pedestrian Circulation System:

i. The proposed queuing system will locate skiers waiting to load the lift outside of the existing ski runs.

i. 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.

j. Building Mass, Bulk, and Orientation:

i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are appropriate in size and scale and are not visible from designated Vantage Points.

ii. The Structures comply with the ROS Zoning District Height and Setbacks.

k. Useable Open Space:

i. The proposed ski lift and ski runs will increase the amount of recreational open space for beginner skiers at Deer Valley Resort.

l. Signs and Lighting:

PENDING APPROVAL

i. The lights proposed for the ski lift bottom terminal are emergency lights and utility lighting consistent with current ski lift infrastructure. The Applicant will finalize exterior lighting for the pumphouse at Building Permit submittal.
ii. No signs are proposed or approved as part of this CUP Application.

m. Physical Design and Compatibility with Surrounding Structures:

i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse will be similar in design to the existing ski infrastructure in Deer Valley Resort.
ii. The ski lift bottom terminal 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 bottom terminal will be of the same aesthetic as the existing Deer Valley lift terminals.

n. Noise, Vibration, Odors, Steam, or Other Mechanical Factors:

i. The proposed ski lift will produce noise of 70 to 80 decibels, typical for ski lifts. Operation of the ski lift shall comply with the City Noise Ordinance in the Municipal Code of Park City Chapter 6-3.
ii. The bottom terminal and lift storage 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 bottom terminal and lift storage building are set back 106 feet from Parcel PCA-S-79-C. The pumphouse is greater than 700 feet from the parcel boundary line.

o. 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.
ii. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.
iii. 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.

p. Expected Ownership and management of the project:

PENDING APPROVAL

i. The parcels are owned by BLX Lease, LLC and BLX Lease 2, LLC and are 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 for 105 years, commencing on August 24, 2023, and expiring on August 23, 2128.

q. 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. The Sustainability Department reviewed the proposal on March 6, 2024, and confirmed the project area is not within the Park City Soils Ordinance.
ii. The proposed bottom terminal, lift storage building, and pumphouse do not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and are not within fifty feet of Very Steep Slopes.
iii. The average slope for the proposed ski run is between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.
    1. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
    2. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.

r. Reviewed for consistency with the goals and objectives of the Park City General Plan:

i. The proposed bottom terminal, lift storage building, realigned ski run, and pumphouse are proposed to be installed within the Upper Deer Valley neighborhood and align with Goals 9, 10, and 11 outlined in the Park City General Plan.
ii. The General Plan identifies the Upper Deer Valley Neighborhood as a home to resort-oriented development, surrounded by open space.
iii. Goal 9 of the Geneal Plan states: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.”
iv. 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

PENDING APPROVAL

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."

v. 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."

vi. 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."

12. The Development Review Committee reviewed the proposal on October 15, 2024, and confirmed the proposal conforms to their requirements.

13. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 12, 2025.

14. Staff mailed courtesy notice to property owners within 300 feet on February 12, 2025.

15. *The Park Record* published courtesy notice on February 12, 2025.

Conclusions of Law

1. The proposed re-aligned ski run, bottom lift terminal, 1,464-square-foot *pumphouse*, and 1,185-square-foot lift storage building 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 building plans and construction details shall reflect substantial compliance with the final plans dated December 18, 2024, submitted to the Planning Department and reviewed February 26, 2024, by the Planning Commission.

PENDING APPROVAL

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 Planning Staff prior to installation.

6. Operation of the ski lift shall comply with the City Noise Ordinance in the Municipal Code of Park City Chapter 6-3 *Noise*.

7. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.

8. The construction site must be maintained and a construction mitigation plan submitted. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday. The Applicant must submit a construction mitigation plan with Building Permit submittal to be approved by the Building Department.

9. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.

10. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.

PENDING APPROVAL

11. The Applicant shall incorporate all recommendations and findings from the updated Technical Report #13 Wildlife Management Plan.

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

The Commission took a short break before hearing the next item on the meeting agenda.

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

Director Ward presented the Staff Report and explained that the item relates to the Snow Park Village Base Area. The application is for the Snow Park Village Phase I CUP. This permit has been pending review since 2021. With the most recent plan set submitted for review, there was a Work Session on September 11, 2024. This is the seventh public hearing on the revised proposals. Snow Park Village is the last major development in Lower Deer Valley and is addressed in the General Plan, highlighting the opportunity to create a true base area village. It also highlights the importance of collaboration on traffic mitigation between Deer Valley and the City. Director Ward stated that the Snow Park development has 209.75 residential unit equivalents, which is approximately 420,000 square feet, and 21,890 square feet of commercial, support uses, and accessory uses.

The applicant requests the Planning Commission consider final action on Phase I:

- Up to 1,971 parking spaces in a three-level partially underground public and private parking structure;
- An underground public transit center;
- Road, utility, and pedestrian and pathway improvements.

Director Ward shared an overview of the Site Plan and circulation. It would shift the transit center to an underground location closer to the Snow Park Lodge. The previous iterations have shown that along Doe Pass Road. Previously, the Planning Commission provided input on potential Conditions of Approval. Those conditions are related to the following:

- Address ski club parking as part of the Phase II CUP;
- Require annual Commission review of temporary transportation and parking during project construction;

PENDING APPROVAL

- Continue review of the Traffic Impact Study ("TIS") and Transportation Demand Management ("TDM") as part of the Phase II CUP.

The draft Conditions of Approval incorporate input received from the Planning Commission during the January 26, 2025, meeting. Additionally, the drafted conditions:

- Limits the approval of the Phase I parking structure, transit center, and rights-of-way improvements;
- Requires baseline TDM strategies;
- Outlines rights-of-way improvements and pedestrian and multi-use pathways;
- Establishes obligations for the public transit center, Doe Pass Road, public transit operator lounge, and related infrastructure;
- Outlines Building Permit requirements for Phase I;
- Establishes baseline application requirements for Phase II;
- Requires a 14th modification to the Deer Valley MPD to address unit equivalents, uses, and affordable housing;
- Establishes baseline requirements for the Construction Mitigation Plan.

The Subdivision Plat is requested to be continued to a later date. As a result, Staff recommends the addition of Condition of Approval #54, which is as follows:

- Prior to Building Permit submittal, the applicant shall obtain Planning Commission approval of a Snow Park Subdivision Plat. Recordation of the plat is required prior to Building Permit issuance.

Director Ward reported that Chief Building Official, Dave Thacker, City Engineer, John Robertson, and Transportation Planning Director, Tim Sanderson are all present at the Planning Commission Meeting and can answer additional Commissioner questions. The Draft Final Action Letter is also available, which the Commission can review later on.

Ms. Tyler stated that she is joined by President and COO Todd Bennett, Project Director, Jen Pasquier, and Mr. Boal from Snell & Wilmer. There has been a lot of collaboration with Staff to address the previous comments from the Planning Commission. There is a lot of detail in the modified conditions. Deer Valley is available to answer any questions.

Chair Hall opened the public hearing.

Allison Keenan gave her zip code as 84060. Deer Valley is requesting Final Action on the Phase I CUP and 13th amendment to the Deer Valley MPD. However, there is not a Private-Public Partnership Agreement finalized. Per Ordinance 2023-56 – Vacating Portions of Deer Valley Drive, the agreement, consistent with the terms outlined in Resolution 24-2023, must be finalized prior to recording the plat. In the Draft Final Action Letter, a number of items need to be clarified. Under Findings of Fact #9, it reads:

PENDING APPROVAL

- To ensure the best design to protect view corridors and improve circulation, additional flexibility for height and building pads is likely to be necessary.

Other areas in the draft, such 26(E) and 27(N) contradict this and limit the height to heights previously established in the Deer Valley MPD. Ms. Keenan stressed the importance of consistent language throughout. Allowable heights must be per the existing MPD of 28 to 45-feet above grade. Ordinance 2023-56 requires the applicant reduce peak parking by 20% for no more than 1,360 day skier parking spaces. The applicant has still not provided verification for the 1,700 day skier parking spaces. 27(J)(4) reads:

- According to the Applicant, the Applicant has surface parking lots that, together with allowed street parking, equal approximately 1,700 vehicles on peak ski days during the ski season.

Despite this language, in the same document, it notes that there are currently 1,340 spaces in the lots and 142 allowed parking spaces on the street on overflow days. Details of existing parking should be easy for the applicant to provide so a true 20% reduction is achieved. Under the TDM Plan for Phase I, 10(C) includes the following language:

- To the extent a skier shuttle program is administered by Deer Valley, make available the Deer Valley skier shuttles to any Homeowner Association in the Lower Deer Valley community that would like to opt in and pay for the service.

As mentioned previously, many individuals use this service. Deer Valley should be required to continue shuttle service for Homeowners Associations ("HOA") in Lower Deer Valley to reduce traffic to the resort. Since the Draft Final Action Letter is limited to Phase I, there is agreement with Planning Staff that the 13th amendment to the MPD should address the Phase I CUP, and a 14th amendment should be prepared to address items in the Phase II CUP, such as unit equivalents, uses, and affordable housing. A requirement of Ordinance 2023-56 is that the amended MPD includes skier, day use, and employee parking plans. No detailed employee parking plans are included in the 13th amendment.

Ms. Keenan stated that the 13th amendment Exhibit 2 needs to be corrected. Prior to approval, all Conditions of Approval must be met. The 13th amendment to the MPD should be updated to solely reflect changes related to the Phase I CUP as well as the requirements of Ordinance 2023-56. Ms. Keenan asked that the item be continued to a date certain rather than taking final action at the current meeting. This would allow for modifications to the Phase I CUP Draft Final Action Letter and 13th amendment.

Charlotte O'Connell echoed the comments from Ms. Keenan. She lives on South Deer Valley Drive and has spoken to people at various meetings with Deer Valley when there have been open houses held for residents. She has looked through the materials, which state that roundabouts cannot be done. Ms. O'Connell thinks there need to be real plans

PENDING APPROVAL

with clear details before anything is approved. She does not feel the application should be approved at this time, because there needs to be a better study of traffic conducted.

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

The applicant was asked to respond to the comments shared during the public hearing. Ms. Tyler responded to the traffic study comment. She reported that Fehr & Peers is well-respected and has done a lot of work throughout the United States as well as in resort communities. There has also been close work done with the City's technical staff. The City also hired a third-part consultant, WCG, who has validated the work that has been done. There is confidence about what has been completed. During the public hearing, there was a question about the parking count, specifically the one that is referenced in the Letter of Intent with the City. There was a document submitted by Fehr & Peers, which was a requested supplement, that talked through those details. There is a lot of snow that comes into the parking lots. This means there are days with lower counts in the lots and days with higher counts in the lots, depending on the conditions. There is historical data for the lot counts, which results in the 1,700 average on a peak day.

Commissioner Suesser noted that sees that the event center has been placed on the north side of Doe Pass Road in the most recent plans. She pointed out that this location is mostly surrounded by residential homes and wondered about any noise related to the event center. It might have been better positioned when it was south of Doe Pass Road. Ms. Tyler reported that Deer Valley submitted their evolved plan in June and the event center was located there in that set. During Phase II, there will be discussions about mitigating the impacts of the uses. Additionally, some specific mitigation strategies will be brought to the Planning Commission for consideration. The intention is to bring a set of plans forward in the spring or summer so those conversations can start.

Commissioner Suesser mentioned Conditional Use Permit Criteria 27(E). Deer Valley is being required to improve a failing intersection from a level of service ("LOS") F to a D as part of the Phase II CUP review, but there is no requirement to make that same improvement in 27(F), which is another failing intersection off-site. Deer Valley is required to work to further decrease single-occupancy vehicle trips. She wondered why the same LOS improvement is not required there. Director Ward explained that Condition of Approval #27 requires the applicant to submit an updated TIS and TDM plan as part of Phase II to continue to solidify what is required as far as employees coming to the site and how single-occupancy vehicles can be reduced during peak traffic periods. The Marsac roundabout and the other identified intersections are already at that LOS. What the applicant can work through and address is the LOS within the proposed development.

Commissioner Shand noted that the public comments received have been useful. That being said, he understands why each intersection is the way it is based on the available land. He believes the baseline parking spaces are 1,459 in the parking lots, 16 on Doe

PENDING APPROVAL

Pass Road, and up to 225 on the street. In the past, the Planning Commission has discussed traffic patterns, drop-off areas, and baseline parking numbers in the past.

Commissioner Johnson mentioned Finding of Fact #9. He interpreted it as referencing the General Plan. As for the other items, the height of the development is limited to the MPD restrictions of under 45 feet. Director Ward clarified that Finding of Fact #9 is included to describe the General Plan recommendation about the need for some flexibility, not necessarily for the height, but for the building pads. That was one of the reasons the applicant went before the City Council to vacate the portions of Deer Valley Drive. The intention was to allow for a more efficient design and plaza area. The General Plan highlighted the potential need for modifications to create an improved Site Plan. The applicant went through that vacation process with the City Council. As part of the vacation of the right-of-way, there are some findings in Ordinance 2023-56 about the flexibility of the site. No building height exceptions are requested. There is a Condition of Approval that notes the Deer Valley MPD already establishes the maximum height of 28 to 45 feet. This height maximum will also carry through for the Phase II development.

City Attorney, Mark Harrington, clarified that the City cannot prohibit the applicant from applying for certain things in the future. However, that would not just be an amendment to Phase II. In that case, the applicant would need to go back and get City Council permission to amend the documents that Director Ward cited, in addition to applying to the Planning Commission or Board of Adjustment for any special requests in the future.

Commissioner Van Dine pointed out that the Commission will likely continue to struggle with the fact that many elements are being pushed to Phase II. She hopes the yearly reviews are robust. The fact that there are failing intersections within the project is difficult, especially since those will be pushed to Phase II. There need to be actual solutions implemented for Doe Pass Road. Commissioner Johnson shared comments about the parking counts. There is a compelling argument from the public, but he can also understand the justifications from Deer Valley. There are 1,360 day skier parking spaces allocated for the development, per the direction from the City Council. He is not comfortable with Condition of Approval #3 and feels that club parking is day skier parking. Commissioner Johnson is comfortable with certain items being handled in the Phase II process, but he feels the Phase II scope needs to be limited to some degree.

Commissioner Frontero agrees with the comments shared by Commissioner Johnson. He is not comfortable moving the club parking issue to Phase II. It is parking and should be addressed as part of the Phase I process. Commissioner Frontero is opposed to moving the club skier parking out of the 1,360-day skier parking numbers. That is the maximum day skier parking numbers allowed, which was negotiated by the City Council with the applicant. He feels strongly that the number should be adhered to. Club skier parking is enhanced, as it comes with amenities, but it is still essentially day skier parking.

PENDING APPROVAL

Commissioner Frontero stated that he is struggling with the LOS and the lack of improvements. He mentioned the TIS that was completed by the consultant in 2024, which is Attachment 4 in the Meeting Materials Packet. Table 6 is a projection of 2030 and what the conditions will look like on a Saturday. Six of nine intersections are listed as failing with an LOS F, which is after input from the community and the consultant and applicant working diligently to address issues. He does not feel it is appropriate to allow this to be built without intersection improvements. There is a willingness to work with the applicant and look into different solutions. As for employee parking, the current strategy does not have a lot of detail and he would like to see more provided.

Ms. Tyler asked a member of the team to address Commissioner Frontero's comments about the intersections. Jon Nepstad from Fehr & Peers recommended looking at Table 9 rather than Table 6. The issues on Deer Valley Drive between Marsac and the Y-intersection are due to the failure of the roundabout. That is the choke point that creates some of the problems. It was clarified that Table 6 is the 2030 conditions without any mitigation efforts. Table 7 is the 2030 conditions and Table 9 is the 2040 conditions. It was clarified that Table 7 and Table 9 both include mitigation efforts at the Y-intersection as well as other efforts. It was reiterated that what is seen at Mellow Mountain is a direct result of the roundabout issues. He reiterated that it is currently a choke point.

Commissioner Frontero stated that there are two areas of Phase I that he is not comfortable with. The applicant has a desire to create a better system to move employees to the resort. He noted that the word "encourage" is used in the proposed language, but he does find that language to be strong enough. He would prefer to see specific strategies included. For example, he would like to see a requirement that employees must take shuttles. Employees could be restricted and prohibited from coming directly to the resort. He understands this is not necessarily possible for all employees, but a large portion of them could be transported using shuttles. Commissioner Frontero believes there is a better solution when it comes to employees coming to the resort. There is a lot more control over employee behaviors as opposed to guest behaviors. He wants more specifics about the employee parking plan.

Mr. Bennett reminded the Commission that 10% of employees park in Snow Park currently. There are a lot of programs already in place. He appreciates the view that more can be done, but the vast majority of the employees do not park at Snow Park. Commissioner Frontero asked how most employees reach the resort currently. Ms. Tyler reported that there are over 500 beds in the employee housing. All of those staff members take public transit. In the event the employee needs to reach Deer Valley at an off-hour, there are shuttles provided. There are already 531 staff members who arrive that way. This does not include all of the staff members who currently use park-and-ride lots. There is a robust TDM strategy in place and the resort is actively working to incentivize staff.

Commissioner Frontero would like to see stronger language in place for the condition. Attorney Harrington suggested that language be added. There can be discussions with

PENDING APPROVAL

Deer Valley about whether there is a desire to include a reference to a measurable amount or a specific reduction amount. Commissioner Frontero wants to see a numeric goal and added specificity in the Conditions of Approval. He suggested it state that no more than 10% of employees will drive vehicles onto Deer Valley property. Mr. Bennett does not want the language to be overly restrictive. The issue there is a desire to solve is the peak load problem. There are a number of days where there are not peak load problems. He explained that the resort is attempting to address the top days.

Commissioner Frontero thinks consistency is necessary in order to encourage certain behaviors. He would prefer to have a consistent system in place rather than something that is only in place on peak days. Ms. Tyler reported that there is a robust TDM strategy that is in place for all operating days, but there are additional incentives provided to staff on peak days. There is a point system where points can be redeemed. Ms. Tyler does not have an issue with Staff working on an additional condition, but she would ask that it be specific to Snow Park, because that is relevant to the application.

Commissioner Frontero suggested language to state: "No more than 10% of employees will be driving cars into Snow Park." The Deer Valley representatives discussed the proposed condition. Chair Hall asked that the Draft Final Action Letter be reviewed, specifically the Conditions of Approval section that is being discussed. Ms. Tyler suggested that Deer Valley work with Staff on a condition. It might make sense to work with them on substantive changes. She believes it is reasonable to state that no more than 10% of staff can park at Snow Park on peak days. That is measurable and is something that can be implemented. Commissioner Shand asked whether the condition is desired because of traffic levels or parking spaces. Commissioner Frontero stated that it is both, but traffic is the main concern. Commissioner Shand pointed out that employees do not necessarily arrive when the skiers do, so this might not impact traffic as much.

Ms. Tyler reported that employees arrive at off-peak times. She also acknowledged that there is limited parking available on the site. She does not believe staff are contributing to the peak load issue. Mr. Bennett agreed but also recognized where Commissioner Frontero is coming from. Generally, employees come at off-peak times. He supports having measurable actions in place, but he wants to make sure there are not operational restrictions imposed that do not achieve the goals desired by the Planning Commission. Commissioner Frontero is not certain he can make a decision on the Draft Final Action Letter at the current Planning Commission Meeting without certain conditions in place.

Additional discussions were had about employee parking. Mr. Bennett understands the concerns expressed by Commissioner Frontero but does not feel there should be a restrictive percentage that will be administratively burdensome and may not achieve the desired results. The focus is the peak load for entry and exit at Snow Park. There is a desire to be as thoughtful as possible about the approach taken to address that. The Commission wants a measurable set of actions that can reduce traffic on peak days.

PENDING APPROVAL

The language for the Transportation Demand Management Plan for Phase I section was reviewed, specifically 10(F). Attorney Harrington suggested potential language. Mr. Bennett reiterated that there is a desire to maintain some flexibility. On days when there is parking available, it might be appropriate for an employee to park on-site. On peak days, employees can be incentivized to use a different transportation alternative. Commissioner Frontero explained that he is looking for ways to improve the intersections, even on non-peak days. The residential community would appreciate the resort mitigating employee traffic on a regular basis. He feels there should be consistency.

Commissioner Suesser believes Commissioner Frontero is asking the applicant to commit to only 10% of their employees parking at Snow Park. The applicant has previously indicated that this is the approximate amount of parking there currently. As a result, she does not believe it will be a hurdle for the applicant to commit to that number.

Commissioner Shand asked what time most employees arrive at Snow Park. Ms. Tyler reported that it is between 6:00 a.m. and 8:00 a.m. Commissioner Shand pointed out that the traffic study provides a letter grade for each intersection, but that is not applicable 100% of the time. The intersections fail on certain days during certain times of the year. If Deer Valley wants to adhere to a measurable 10% rule, that is fine, but the LOS grade does not apply all the time. Most employees arrive at Snow Park long before the intersections fail.

Commissioner Shand does not know that a 10% rule for employee parking every single day of operation necessarily needs to be in place. Commissioner Van Dine agreed. The suggestion from Attorney Harrington will provide some flexibility to incorporate it into the reviews. Drafted language was created for the Transportation Demand Management Plan for Phase I section, specifically for 10(F). It now reads as follows:

- Incentivize employees to carpool and take transit through the “Ride On” or other similar program. The Applicant shall submit an inventory and parking management plans with measurable goals consistent with single-occupancy vehicle reduction targets of the TDM Plan regarding employee parking at Snow Park.

There were discussions about the language in Limitations of Phase I Conditional Use Permit section, specifically item 3. Commissioner Suesser noted that the Commission believes ski club parking is day skier parking, so any ski club parking should be part of the 1,360-day skier parking numbers. Chair Hall noted that the Resolution from the Council has clear language regarding the use of the spaces. It might be possible to insert that language there. Commissioner Suesser suggested that there be a reference to the Council included. Commissioner Johnson reiterated his earlier point that a lot is being handled as part of Phase II. He believes there should be some determination made about the ski club parking during this phase.

PENDING APPROVAL

Ms. Tyler reported that Deer Valley is continuing to refine what the private members club looks like, what it includes, and all of the associated amenities. The reason the request was made to handle this matter during Phase II is because there is still work that needs to be done before the use is finalized. Additional discussions were had about the proposed language. Ms. Tyler pointed out that a private members club is considered a private use, so the private members club would fall within the 611 parking spaces rather than the day skier spaces. Attorney Harrington understood the applicant's argument, but the Commission appears to disagree with that classification. Ms. Tyler noted that a lot of work was done at the last meeting to get the condition to where it is currently. She believes it provides flexibility to the Commission, but also provides them with comfort. Deer Valley wants the ability to come back to the Commission with more data since it is not available currently. Commissioner Johnson expressed concerns about the phasing.

Attorney Harrington shared some proposed language with the Commission:

- **Ski Club Parking Not Approved** – The Planning Commission currently finds that ski club parking is day skier parking. If the Applicant proposes ski club parking in addition to the 1,360-day skier parking spaces as part of the Phase II vertical development CUP, the Applicant must obtain approval from the City Council and Planning Commission at the time of the Phase II application.

Mr. Bennett reiterated that Deer Valley is still refining the ski club program. He would not want this language to restrict the parking further if the club does not move forward. Commissioner Shand explained that the objective is not to reduce the 1,360 number but to be cautious about increasing that number. The proposed language was supported.

The Commission further discussed the Transportation Demand Management Plan for Phase I section, specifically for 10(F). Commissioner Suesser wanted to see some specificity about a parking management plan for employees, as the current language is general. She noted that the applicant believes approximately 10% of their employees currently park at Snow Park. Ms. Tyler reported that there are parking counts from every single day of the season and the employee lot is counted. Commissioner Suesser pointed out that the Planning Commission has not seen that data. She wants the condition language to be clear that there is a desire to see that data so the goals can be measured. Commissioner Frontero wants to see a reference to 10% in the language for 10(F).

Mr. Bennett stated that he is hesitant to add restrictions to something that he does not believe will actually solve the problem the Commission is concerned about. There may be some unintended consequences as a result of the language proposed. Chair Hall asked about it being part of the annual review. Director Ward explained that as the Draft Final Action Letter is currently written, the annual review is just for the construction of the parking structure. As part of the Phase II CUP, that could be another ongoing review. The condition that is currently being discussed is under the Transportation Demand Management Plan for Phase I section. The language was rewritten and is now as follows:

PENDING APPROVAL

- Incentivize employees to carpool and take transit through the "Ride On" or other similar program. The Applicant shall submit data and an inventory and parking management plan for employees with measurable goals consistent with single-occupancy vehicle reduction targets of the TDM Plan regarding employee parking at Snow Park for Planning Commission review annually. Unless otherwise approved by the Planning Commission, the Applicant shall not exceed an average of 10% of employee parking at Snow Park on peak days.

Commissioners expressed support for the proposed language. Chair Hall asked to discuss language related to on-street parking. She wanted to clarify Parking Structure item number six. It currently states that the applicant is prohibited from using the Deer Valley Drive loop for parking as had been allowed by the Deer Valley MPD. She wants to reiterate that there can be no on-street parking. Commissioner Johnson believes this was clarified in another condition. For the Right-of-Way Improvements section, under 14, Chair Hall wanted to ensure the City had the final say. The language was amended:

- During the ski season, the City shall designate the SML for public transit and emergency vehicle use only. Outside of the ski season, the City may designate the SML for public transit and emergency vehicle use for special events, peak traffic days, etc. When not designated for public transit and emergency vehicles, the City may designate the lane for bicyclists. The Applicant shall prepare a signage/striping plan for the SML that will be consistent with required signage to indicate seasonal restrictions as approved by the City Engineer. The Applicant shall coordinate with the City on SML use and safety, including signage, striping, monitoring, and supporting City enforcement.

Mr. Robertson noted that the applicant will be working with the City to help prepare the types of signage, striping, and other ways to operate the shared mobility lanes. Since they will be installing it, they will be preparing and submitting to the City any proposed signage or striping for review and approval. He was comfortable with the previous language, but the slight modification is appropriate. Chair Hall prefers the clarification.

Commissioner Suesser noted that there was a reference to snow storage. She asked if there is a requirement for snow storage in conjunction with the Phase I CUP. Director Ward explained that the MPD perimeter setback will be 25 feet around Deer Valley Loop for right-of-way snow storage. The details for the plaza will be worked out as part of the Phase II CUP. Ms. Tyler reiterated that the plan is to bring the Phase II submission to City Staff and the Commission in the summer. Mr. Robertson stated that there are no concerns about the plans for snow storage as it relates to Phase I.

Commissioner Johnson proposed a minor edit to the Construction Mitigation and Phasing Plan section on Page 26. He asked that it mention a “fugitive dust control plan” instead. Director Ward shared the proposed language for Condition of Approval #54:

PENDING APPROVAL

- Prior to Building Permit submittal, the Applicant shall obtain Planning Commission approval of a Snow Park Subdivision. Subdivision Plat recordation is required prior to Building Permit issuance.

The Commission discussed the Transportation Demand Management Plan for Phase I - 10(E). Commissioner Suesser thought that language was vague. Director Ward reported that it came from the proposed TDM Plan, specifically related to employees who live outside of the City boundary. She clarified that the language relates to employees. Ms. Tyler proposed language to tie it to employee housing. The language was amended:

- To complement public transit service where employee housing exists and supplement certain areas for employees where public transit may not yet exist.

Commissioner Johnson asked about the cost of the shuttle service that HOAs can opt into. Ms. Tyler reported that it is $265 per unit within a condominium or housing development. That is for the whole season, but everyone needs to opt into this service.

Additional discussions were had about modifications to the Draft Final Action Letter. Commissioner Suesser asked if there is a condition that requires the applicant to submit annual or quarterly data for the parking and traffic evaluations. Mr. Bennett feels like there is some specificity being requested that is not necessary. Director Ward reviewed what the applicant has proposed in the Phase I TDM. As part of their approach to monitor and mitigate traffic, the applicant proposes installing and funding a traffic monitoring station at the Deer Valley Drive east and west intersection to track ongoing traffic counts, record queuing through imagery, and conduct year-over-year comparisons. Another strategy included in the plan is to appoint a TDM Coordinator to coordinate with the City and to evaluate the parking program annually.

Director Ward reviewed the Annual Temporary Transportation and Parking Plan Review Until Parking Structure Is Complete section of the proposed language. The way this is currently worded is that in early spring, the applicant would submit their plan for temporary transportation and parking to the Planning Department. The Commission would then review the plan. A slight modification was made to reference a start date in 2026.

MOTION: Commissioner Van Dine moved to APPROVE the Thirteenth Amended and Restated Large Scale Master Planned Development Permit and Snow Park Village Phase I Conditional Use Permit, based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact

1. 2250 Deer Valley Drive South contains Snow Park Lodge and surface-level parking lots (“the property”).

PENDING APPROVAL

2. The property is in the Residential Development Zoning District and is subject to the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 ("the Deer Valley MPD") (Attachment 1).

3. The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet) and 21,890 square feet of commercial and support space for the development of Snow Park Village on 14.93 acres in the general area of the existing surface-level parking lots.

4. On February 18, 2021, the Applicant applied to the Planning Commission for a substantive modification to the Deer Valley MPD for Snow Park Village (PL-21-04767, Modification Application).

5. The Deer Valley MPD Paragraph (C)(1) requires Planning Commission review of a Conditional Use Permit (CUP) for Snow Park Village.

6. A parking structure in the Residential Development Zoning District requires Planning Commission review of a CUP (Land Management Code (LMC) Section 15-2.13-2(B)(29)).

7. The Applicant proposes constructing Snow Park Village in two phases:

   a. Phase I – up to 1,971 parking spaces in a three-level partially underground public and private parking structure, an underground public transit center, and road, utility, and pedestrian and pathway improvements.
   b. Phase II – vertical development.

8. On April 13, 2021, the Applicant applied for Planning Commission review of the Snow Park Village Phase I CUP (PL-21-04811, CUP Application).

9. According to the 2014 General Plan, the Snow Park Village CUP will be reviewed for compatibility, mass, and scale; however, it does not have any flexibility to adjust the parameters of the MPD in terms of height and building pads. To ensure the best design to protect view corridors and improve circulation, additional flexibility for height and building pads is likely to be necessary. As the last large development to be built in the Lower Deer Valley neighborhood, compatibility, view corridors, circulation, and connectivity is a priority for future design.

10. On September 30, 2021, the Applicant petitioned the City to vacate a portion of Deer Valley Drive to allow for a more efficient design with a larger Snow

PENDING APPROVAL

Park Village plaza area. On January 31, 2022, the Applicant supplemented the request with updated legal descriptions for the Deer Valley Drive vacation.

2021 – 2023 Snow Park Village Phase I Review

11. On July 28, 2021, August 25, 2021, September 22, 2021, October 27, 2021, December 8, 2021, and February 9, 2022, the Planning Commission conducted work sessions.

12. On March 15, 2022, the Planning Commission and City Council conducted a joint meeting.

13. On December 19, 2022, the Planning Commission conducted a work session.

14. On January 18, 2023, the Planning Commission held a public hearing and outlined recommendations for City Council consideration regarding the Applicant's requested vacation of a portion of Deer Valley Drive.

Ordinance No. 2023-56 Vacating a Portion of Deer Valley Drive

15. The City Council conducted public meetings on March 16, 2023, June 1, 2023, June 15, 2023, July 6, 2023, August 29, 2023, September 28, 2023, October 26, 2023, November 2, 2023, November 16, 2023, November 30, 2023, December 5, 2023, and December 14, 2023.

16. On December 14, 2023, the City Council approved Ordinance No. 2023-56 vacating a portion of Deer Valley Drive.

17. Ordinance No. 2023-56 requires the Applicant in part to:

    a. Reduce the number of parking spaces designated for day skier use to 1,360 and restrict day skiers from parking in spaces reserved for hotel, residential, dining, retail, entertainment, and commercial uses.
    b. Implement paid parking upon completion of parking structure.
    c. Facilitate a new site plan for a public transit center to accommodate transit, resort/lodging vehicles, and drop off lanes.
    d. Dedicate public access and right-of-way easements over an expanded Doe Pass Road.
    e. Install a gondola between Snow Park and Silver Lake to connect to Mayflower [Deer Valley East Village in Wasatch County].
    f. Request the Planning Commission approve up to 15,000 additional square feet at the current Deer Valley maintenance facilities south of

PENDING APPROVAL

Silver Lake and up to 15,000 additional square feet of restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.

g. Realign the Carpenter lift to extend into Snow Park Village and allow for the gondola.
h. Submit to the Planning Commission skier, day use, and employee parking plans and full connection of proposed gondola alignment including Highway 40 and Mayflower [Deer Valley East Village in Wasatch County] in amended mitigation plans.

Resolution No. 24-2023 Authorizing the Mayor to Execute a Non-Binding Letter of Intent Regarding a Public-Private Partnership with Deer Valley

18. On December 14, 2023, the City Council approved Resolution No. 24-2023 authorizing the Mayor to execute a non-binding letter of intent for a public-private partnership with Deer Valley for a regional off-site parking and transportation facility intended to be located near S.R. 248.

19. Resolution No. 24-2023 requires the Applicant in part to:

a. Limit parking for Snow Park Village to 1,971 spaces by capping day skier parking spaces to 1,360 and limiting remaining parking spaces to no more than 611.
b. Install a Lift 7 circulator lift along the new gondola alignment to provide a beginner ski pod.
c. Maintain temporary public access during construction.
d. Regulate permitted times for truck trips to minimize soil hauling resulting from excavation during construction.
e. Calculate Unit Equivalents and support and accessory uses according to the 2022 LMC for all phases of Snow Park Village.

2024 – 2025 Snow Park Village Phase I Review

20. On July 9, 2024, the Applicant submitted updated plans based on the requirements of Ordinance No. 2023-56 and Resolution No. 24-2023.

21. The Applicant updated requested modifications to the Deer Valley MPD:

a. Clarify that Unit Equivalents and support and accessory uses for Snow Park Village are calculated based on the 2022 LMC.
b. Establish building height based on the February 18, 2021, Planning Director Determination of Natural Grade.
c. Update Paragraph G regarding parking to reflect the Snow Park Village Conditions of Approval.

PENDING APPROVAL

d. Outline Applicant obligations to improve Doe Pass Road and to grant a perpetual public use easement for perpetual public access rights, including emergency, utility, and vehicular access over Doe Pass Road.
e. Outline Applicant commitment to construct the public transit center.
f. Outline Applicant requirement to realign Carpenter Express and install a gondola connecting Snow Park Village to Park Peak with a stop in the Silver Lake area.
g. Increase square footage up to 15,000 at the current Deer Valley maintenance facilities south of Silver Lake.
h. Increase square footage up to 15,000 for restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.
i. Increase the acreage for Snow Park Village from 14.93 to 24.28.

22. On September 11, 2024, the Planning Commission conducted a work session.

23. The Planning Commission held public hearings on October 9, 2024, October 30, 2024, November 13, 2024, December 11, 2024, January 22, 2025, and February 26, 2025.

24. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 28, 2024, January 9, 2025, and February 11, 2025. Staff published notice on the City's website and Utah Public Notice website on August 23, 2024, September 24, 2024, October 9, 2024, October 28, 2024, November 22, 2024, January 3, 2025, and February 10, 2025. The *Park Record* published courtesy notice on August 28, 2024, September 28, 2024, October 12, 2024, October 30, 2024, November 27, 2024, January 8, 2025, and February 12, 2025.

25. Referenced herein are the Applicant's plans dated December 20, 2024 (Attachment 2) and the Applicant's updated narrative dated January 31, 2025 (Attachment 3).

Master Planned Development Criteria

26. LMC Chapter 15-6 outlines the requirements for MPDs. MPD criteria that are also addressed through CUP criteria are analyzed in the CUP section below.

a. **Public Outreach** – The Applicant conducted neighborhood meetings on January 10, 2024, March 26, 2024, June 3, 2024, September 12, 2024, and November 14, 2024 (LMC Section 15-6-4(C)).

PENDING APPROVAL

b. **Additional Studies** – The Deer Valley MPD Paragraph J requires the Applicant to submit updated technical reports for traffic monitoring, water systems, and **sewer** systems.

i. The Applicant submitted the October 2024 Snow Park Village Traffic Impact Study ("the 2024 TIS") prepared by Fehr and Peers (Attachment 4). The City's third-party consultant, Wall Consultant Group, reviewed the 2024 TIS to verify conformance with the 2023 Park City TIS Guidelines.

ii. The Applicant submitted utility plans (Attachment 2, Exhibit 31). The utility plans were reviewed by the Development Review Committee on April 6, 2021, February 7, 2023, September 17, 2024, and December 17, 2024.

iii. Resolution No. 2024-23 requires the Applicant to update their Application with a Construction Mitigation Plan that maintains temporary public access and regulates permitted times for truck trips to minimize soil hauling resulting from excavation. The Applicant submitted a Construction Mitigation and Phasing Plan dated November 6, 2024 (Attachment 5). The Planning Commission reviewed the Construction Mitigation and Phasing Plan on November 13, 2024.

1. The Applicant proposes a five-year timeline to construct Snow Park Village while ski operations within the Snow Park Base area continue.
2. The Applicant proposes offsite parking areas during construction, including coordination with the City on potential increased parking at Richardson Flat and increased transit service to the Snow Park Base.
3. The Applicant is working on and utilizing other off-site parking areas during construction, including at the Jordanelle State Park.
4. The Applicant estimates excavation of 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. The Applicant proposes hauling excavated soil within the Snow Park ski area and not outside the ski area unless required by environmental regulations.

iv. Resolution No. 2024-23 requires the Applicant to submit skier, day use, and employee parking plans and the full gondola alignment. The Applicant submitted an updated Transportation Demand Management Plan for skier, day use, and employee parking mitigation (Attachment 6). The Applicant submitted a supplemental memo on parking

PENDING APPROVAL

reduction criteria dated October 23, 2024 (Attachment 7). The Applicant submitted the proposed gondola alignment (Attachment 8).

c. **Perimeter Setback** – Snow Park Village is subject to a 25-foot perimeter Setback (LMC Section 15-6-5(C)(1)). The proposed parking structure meets the 25-foot perimeter Setback. At-grade sidewalks and pathways are exceptions to Setbacks in the Residential Development Zoning District (LMC Section 15-2.13-3). At-grade sidewalks and pathways are proposed to be constructed within Setbacks.

d. **Open Space** – The Deer Valley MPD Paragraph M establishes parcels for commercial and support space and designates all remaining property landscaped Open Space to remain substantially free from structures, roads, and parking lots except as otherwise approved.

i. Exhibit 1 of the Deer Valley MPD allocates Snow Park Village construction on 14.93 acres.

ii. The Applicant proposes creating one 24.28-acre Lot encompassing Snow Park Lodge, associated Open Space, and Snow Park Village. 18.1 acres are proposed to remain without a Building Footprint. 14.92 acres within the 24.28-acre Lot are proposed to be Open Space, a total of 61% (Attachment 3, Exhibit 23A). Landscaped areas are proposed within the perimeter Setback along Deer Valley Drive, in the Snow Park Lodge area, and throughout the Snow Park Village plaza atop the parking structure. Buildings are proposed within 9.36 acres. The Applicant must demonstrate as part of the Phase II vertical development CUP that compliance with the Open Space requirement in LMC Chapter 15-6-5(D).

e. **Building Height** – On February 22, 2021, the Planning Director issued a Natural Grade Determination to establish the foundation for measuring Snow Park Village height (Attachment 3, Exhibit 22). The Deer Valley MPD establishes a maximum height of 28 to 45 feet from the Natural Grade Determination. The Applicant's Phase I parking structure is 23 feet at its highest point above the Natural Grade Determination and is below the allowed height. Vertical development as part of the Phase II CUP must comply with the maximum height established in the Deer Valley MPD.

f. **Site Planning** – Vertical development will be evaluated as part of the Phase II CUP and refined at that time. The Phase I CUP is limited to the parking structure, which is partially underground in the general area of the existing surface-level parking lots. Adequate internal

PENDING APPROVAL

vehicle, pedestrian, and bicycle circulation, as conditioned, are provided (Attachment 2, Exhibits 26-28). The site plan includes 27,878 square feet (0.64 acres) of snow storage (Attachment 3, Exhibit 23A). The Applicant also proposes 17,920 square feet snow melt for the Snow Park Lodge, 98,510 square feet snow melt for the Snow Park Village plaza, 25,837 square feet snow melt for the hotel, and 19,768 square feet for vehicles, including the ramp to the public transit center (Attachment 3, Exhibit 23B).

g. **Landscape** – The Applicant will be required to submit landscape plans as part of the Phase II vertical development CUP that comply with Wildland Urban-Interface, waterwise landscaping, and mechanical equipment and service and delivery screening requirements.
h. **Lighting** – The Applicant will be required to install outdoor lighting that complies with the dark sky and parking structure lighting requirements.
i. **Sensitive Lands Compliance** – Snow Park Village is not within the Sensitive Land Overlay.
j. **Employee/Affordable Housing** – Condition of Approval 4 requires the Applicant to address employee/affordable housing obligations as part of the Phase II vertical development CUP.
k. **Child Care** – The Phase I parking structure does not increase childcare demand for current operations. The Planning Commission may evaluate childcare demand as part of the Phase II vertical development CUP.
l. **Mine Hazards** – There are no known Physical Mine Hazards on the property.
m. **Historic Mine Waste Mitigation** – The property is not within the Park City Soils Ordinance Boundary.
n. **Historic Sites** – No Historic Structures or Sites designated on the Park City Historic Sites Inventory are within the property.
o. **Sustainability** – The Sustainability team coordinated with the Applicant on the proposed Snow Park Sustainability Plan (Attachment 9). Sustainability related to vertical development will be evaluated as part of the Phase II CUP. The Sustainability team recommends Condition of Approval 33.

i. For the Phase I CUP, the Applicant commits to:

1. Removing asphalt surface parking lots to minimize heat absorption.
2. Installing infrastructure to support Electric Vehicle Charging and usage.

PENDING APPROVAL

3. Working with the City to increase public transportation to decrease carbon emissions from guests and employees.
4. Implementing efficient storm water and snow melt collection systems and processing stations to reuse water for the snow making ponds.
5. Reusing/recycling existing asphalt pavement for general projects.
6. Establishing targets to reduce embodied carbon emissions associated with the parking garage construction materials such as low-carbon concrete and steel (Attachment 3, Paragraph 6.5).

Conditional Use Permit Criteria

27. LMC Section 15-1-10(E) outlines CUP review criteria:

a. **Size and Location of Site** – The site has long been envisioned for Snow Park Village. In 1977, the City approved a Special Exception Permit for the Deer Valley MPD, which has been amended 12 times through 2016. The Deer Valley MPD outlines 209.75 Residential Unit Equivalents, 21,890 square feet of commercial and support space, and support commercial as defined in the LMC at the time of application. Additionally, the 2014 General Plan anticipates Snow Park Village: "[t]he opportunity exists for a true 'village' base area to be built that is complementary to the surrounding multifamily condominiums set around the periphery of the parking lots." The Applicant proposes creating a 24.28-acre Lot for Snow Park Village that includes the existing Snow Park Lodge and the surface-level parking lots proposed to be redeveloped (Attachment 2, Exhibit 3B).

b. **Traffic Considerations** – According to the 2014 General Plan, "[e]ssential to the continued success of Deer Valley is the ongoing collaboration between the City and Deer Valley Resort to manage traffic flows in and out of Deer Valley Drive. As the base area and surrounding neighborhoods build out, it is essential that priority be given to alternative modes of public transportation. Alternatives should be studied and implemented with a goal of connectivity between Deer Valley, Main Street, and the Swede Alley transit center. In addition, the use of park-and-ride facilities should be explored for employees on a regular basis and visitors during the busiest times of the season."

c. As part of the Phase I CUP, the Applicant submitted the 2024 TIS and proposes the following modifications for traffic circulation within the Deer Valley Drive loop:

PENDING APPROVAL

i. Keep the road network north of what is known as the "Y-intersection" (Deer Valley Drive and Deer Valley Drive East – north and east portion of the loop).
ii. Construct an underground public transit center near the Snow Park Base for transit and passenger vehicle pick-up and drop-off in a one-way loop from Deer Valley Drive West, exiting on Deer Valley Drive East.
iii. Install a roundabout at the Deer Valley Drive West and Doe Pass Road intersection.
iv. Install three-way stop signs at the Deer Valley Drive East and Doe Pass Road intersection.
v. Install a traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays.
vi. Provide left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
vii. Construct a Shared Managed Lane for express transit access to the underground transit center (Attachment 2, Exhibits 25-30).

d. The Applicant's 2024 TIS is based on:

i. 100 Multi-Unit Dwellings
ii. 120 hotel rooms
    1. 8,000 square feet of food and beverage
    2. 8,000 square feet of meeting/ballroom space
    3. 8,000 square feet of spa space
iii. 30,000 square feet of commercial/retail space
iv. 15,000 square feet of event center space
v. 15,000 square feet of ski club space

e. The Applicant's TIS indicates at full buildout one on-site driveway will operate at a Level of Service (LOS) F: the middle driveway within the parking structure (P3) and Doe Pass Road. Condition of Approval 28 requires the Applicant to implement mitigation strategies that improve this to a LOS D or better as part of the Phase II vertical development CUP submittal.
f. On peak days, some of the intersections within the Lower Deer Valley neighborhood and beyond currently operate at a LOS F. In other words, vested development rights without any mitigation results in more intersections that underperform during peak periods. Two off-site intersections are likely to continue to operate at a LOS F during peak periods: the Marsac roundabout and the intersection of Mellow Mountain Road and Deer Valley Drive. Condition of Approval 27 requires the Applicant to submit an updated TIS and

PENDING APPROVAL

TDM Plan as part of the Phase II vertical development CUP to further decrease single-occupancy vehicle trips during peak periods.

g. **Transportation Demand Management Plan** – The Applicant's Phase I CUP TDM Plan includes:

i. Installing a Deer Valley-funded and managed traffic monitoring station at the Deer Valley Drive/Deer Valley Drive East/Deer Valley Drive West intersection to track ongoing traffic counts, record queueing via still imagery, and conduct year-over-year comparisons.

ii. Implementing paid parking. The Applicant will operate a paid system for its day skier parking beginning with the completion of the parking structure. The Applicant will be responsible for administering the paid parking program.

iii. Offering ski shuttle service as described in the below conditions.

iv. Making available during the ski season off-site parking areas including a shared parking facility with the City being contemplated near S.R. 248 and Highway 40.

v. Incentivizing employees to carpool and take transit through the "Ride On" or similar program.

vi. Providing accurate parking and traffic information to employees and guests in real time, including through the Deer Valley app, website, and text messaging.

vii. Coordinating with the City and UDOT on variable message boards.

viii. Appointing a TDM Coordinator to coordinate with the City on data collection and traffic and transit operations.

ix. Evaluating the parking program annually and actively considering available technologies to improve the function of the parking structure and to reduce traffic impacts in and out of the parking structure, including programs involving possible carpool and transit incentives, reservations, and user notifications.

h. **Utility Capacity** – The Development Review Committee evaluated Snow Park Village on April 6, 2021, February 7, 2023, September 17, 2024, and December 17, 2024. The Deer Valley MPD and Development Review Committee require Conditions of Approval incorporated below.

i. **Emergency Vehicle Access** –

i. On June 15, 2017, the City Council approved an amendment to the 1995 Deer Crest Settlement Agreement that allows

PENDING APPROVAL

emergency egress from Deer Valley Drive to Highway 40 on Deer Hollow Road for official vehicles (police, fire, and emergency medical), and for the public when an evacuation is necessary to protect human life, during a natural disaster, or for a major public safety event determined by the Park City Fire Marshal, Park City Police Chief, Wasatch County Fire Chief, or other public safety officer of similar rank in Park City or Wasatch County.

ii. The Applicant proposes a Shared Managed Lane to serve not only transit, but emergency vehicles along the Deer Valley Drive loop (Attachment 2, Exhibit 11).

iii. The Park City Fire District requires Conditions of Approval incorporated below.

j. **Off-Street Parking** – Existing day skier parking for Snow Park is governed by **Section** G of the Deer Valley MPD: *If the capacity of the surface parking lots in the Snow Park Community is exceeded 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*.

i. In 2019, Snow Park surface-level parking capacity was 1,250 spaces.

ii. In November of 2019, the Planning Director approved an Administrative Permit for an additional 90 parking spaces in lot 5 for a total of 1,340.

iii. On December 19, 2019, the City Council approved limited on-street parking spaces along Deer Valley Drive loop not to exceed 10% of the operating days of each ski season.

iv. According to the Applicant, the Applicant has surface parking lots that, together with allowed street parking, equal approximately 1,700 vehicles on peak ski days during the ski season.

v. Ordinance No. 2023-56 requires the Applicant to reduce peak parking by 20% for no more than 1,360-day skier parking spaces.

vi. The Planning Commission may decrease the number of parking spaces based on a parking analysis submitted by the Applicant (LMC Section 15-6-5(E)).

vii. Phase I-day skier parking is analyzed below.

viii. Parking related to all other uses not to exceed 611 parking spaces will be evaluated as part of the Phase II vertical development CUP.

PENDING APPROVAL

ix. Phase I-day skier parking reduction criteria are outlined in a Fehr and Peers memorandum dated October 23, 2024 (Attachment 7):

1. **Vehicles required by project use and occupancy** – To reduce vehicles traveling to the site, Ordinance No. 2023-56 requires the Applicant to restrict day skier parking to no more than 1,360 spaces, to implement paid parking upon completion of the parking structure, and to prohibit day skiers from parking in spaces reserved for vertical development uses.
2. **Parking Comparison** – The Applicant's Fehr and Peers memorandum dated October 23, 2024 (Attachment 7) outlines parking comparisons.

    a. The Applicant proposes parking reservations during construction, but not as a long-term TDM strategy, noting their ski pass structure requires ski reservations during certain peak periods. Condition of Approval 27 requires continued review of the Applicant's TDM Plan as part of the Phase II vertical development CUP to explore opportunities to further reduce single-occupancy vehicles.
3. **Parking for traffic drawn from off-site** – This will be evaluated as part of the Phase II **vertical** development CUP.
4. **Shared Parking analysis** – This will be evaluated as part of the Phase II vertical development CUP. Day skiers are prohibited from parking in spaces reserved for vertical development uses.
5. **Plan to encourage other forms of transportation** – The Applicant proposes improvements to transit amenities with a transit center accessed by a Shared Managed Lane and through Deer **Valley** Drive loop circulation improvements. The Applicant is required to implement a TDM Plan, including paid parking after completion of the parking structure to reduce single-occupancy vehicles.
6. **Provision for overflow parking during peak periods** – The Applicant committed to pay the City $15 million to be used with the City for a regional off-site parking and transportation facility. Conditions of Approval require the Applicant to secure off-site parking during construction.

PENDING APPROVAL

7. **Potential adverse impacts of parking reduction on surrounding neighborhood** – On December 19, 2019, the City Council approved on-street day skier parking within the Deer Valley Drive loop for up to 142 spaces not to exceed 10% of the operating days. The Applicant requests 1,360-day skier parking spaces within the proposed parking structure. Upon approval of the Phase I CUP, on-street parking on Deer Valley Drive is prohibited. Additionally, the Applicant will offer shuttle service to the extent described in the below conditions.

x. The Applicant proposes a three-level partially underground parking structure with 284 spaces on Level P1, 753 spaces on Level P2, and 934 spaces on Level P3. Level P3 is connected below Doe Pass Road providing access to both the north and south portions of the parking structure.

xi. **Parking Space Dimensions** – LMC Section 15-3-3(F) requires parking spaces to be at least nine feet wide by 18 feet long. The Applicant proposes parking spaces that exceed the minimum dimensions and are ten feet wide and 18 feet long. The Applicant proposes an 11-foot floor-to-ceiling minimum clearance height to accommodate roof cargo boxes.

k. **Internal Vehicular Circulation** – The Applicant proposes a transit center with separated bus, shuttle, and passenger drop-off lanes indicated in the attached plans (Attachment 2, Exhibit 15).

i. The Applicant proposes parking structure access points in various locations including an access point to P1 from Deer Valley Drive East, access to P2 along Doe Pass Road, access to P3 along Deer Valley Drive East, and an underground connection between the north and south parking structures below Doe Pass Road for P3 access (Attachment 2, Exhibits 13B-14).

l. **Pedestrian Circulation** – The Deer Valley MPD Paragraph L establishes four types of trails in Deer Valley, including pedestrian paths connecting parcels together within a community and connecting paths connecting communities together. Pedestrian paths are required to be a minimum of five feet wide and a 10- to 15-foot-wide easement for each pedestrian path is required to be dedicated to the City and shown on the recorded plat. The Applicant proposes five- to six-foot-wide sidewalks and eight- to twelve-foot-wide multi-use paths along Deer Valley Drive West and Deer Valley

PENDING APPROVAL

Drive East. The Applicant proposes a 12-foot-wide multi-use path along Doe Pass Road and pedestrian pathways throughout the proposed Snow Park Village plaza connected by a pedestrian bridge over Doe Pass Road (Attachment 2, Exhibits 10A-10B). The Applicant proposes installing crosswalk flashing beacons on Doe Pass Road, Deer Valley Drive West, and Deer Valley Drive East (Attachment 2, Exhibit 25).

m. **Fencing and Screening** – Fencing is not proposed. The Applicant is required to screen mechanical equipment, trash and recycling, and service and loading/unloading areas when viewed from the rights-of-way and to separate from adjoining uses.

n. **Building mass, bulk, and orientation** – The proposed parking structure is partially underground and establishes the platform for the Phase II vertical development CUP. Building mass, bulk, and orientation will be reviewed as part of the Phase II vertical Development CUP. The height limitations outlined in the Deer Valley MPD remain in effect.

o. **Physical Design and Compatibility** – The parking structure is proposed to be constructed primarily over the existing surface parking footprint and will provide the foundation for vertical development. The Applicant proposes stacked stone, metal, and concrete materials for the parking structure (Attachment 2, Exhibit 16). The physical design and compatibility, as conditioned, must comply with LMC Chapter 15-5 *Architectural Review* and the Deer Valley Design Guidelines.

p. **Noise, Vibration, Odors, Steam, Mechanical Factors** – The Applicant is subject to the Noise regulations in Municipal Code of Park City Chapter 6-3. Conditions of Approval require compliance with LMC regulations regarding the location of and screening of mechanical equipment. The Applicant is required to provide sufficient ventilation for the underground transit center.

q. **Control of Delivery and Service Vehicles** – The Applicant proposes a loading dock along Doe Pass Road on P2 and Deer Valley Drive East near a proposed event center on P3 (Attachment 2, Exhibits 13B-13D. The Applicant proposes accessing the loading dock near the proposed event center on Parcel PC-745, requiring an access and encroachment easement.

r. **Loading and Unloading Zones** – The Applicant's site plan includes service and delivery access and loading/unloading areas that are kept separate from pedestrian areas.

s. **Ownership and Management** – The parking structure is proposed to be constructed on one Lot under the ownership and operation of Deer Valley Resort Company and Deer Valley Development Company. The Applicant proposes a condominium plat for the

PENDING APPROVAL

parking structure to be evaluated by the Planning Commission at a future date. The Applicant proposes condominium plats for the vertical development to be evaluated by the Planning Commission at a future date.

t. **Environmentally Sensitive Lands** – Snow Park Village is not within the Sensitive Land Overlay or Soils Ordinance Boundary. The development is proposed primarily within the area previously disturbed for the construction of the surface-level parking lots.

u. **General Plan** – The General Plan for the Lower Deer Valley Neighborhood emphasizes maintaining the world-class resort experience, creating a village base area that is complementary to the surrounding neighborhood, encouraging alternative modes of transportation, and expanding winter and summer recreation amenities.

Conclusions of Law

Master Planned Development

Phase I of Snow Park Village, as conditioned:

1. Complies with all requirements of the Land Management Code;

2. Meets the minimum requirements of Section 15-6-5;

3. Provides the highest value of Open Space, as determined by the Planning Commission;

4. Strengthens and enhances the resort character of Park City;

5. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;

6. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;

7. Provides amenities to the community so that there is no net loss of community amenities;

8. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete;

PENDING APPROVAL

9. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site;

10. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;

11. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter;

12. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application;

13. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;

14. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance;

15. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan;

16. Addresses and mitigates traffic; and

17. Addresses the long-term operation of the project.

Conditional Use Permit

Phase I of Snow Park Village, as conditioned:

1. Complies with all requirements of the LMC;

2. The use will be compatible with surrounding structures in use, scale, mass and circulation; and

3. The effects of any differences in use or scale have been mitigated through careful planning.

PENDING APPROVAL

Conditions of Approval

Limitations of Phase 1 Conditional Use Permit

1. This Final Action Letter is limited to Phase I.

2. **Density** – The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory uses for Snow Park Village. One Unit Equivalent devoted to residential use is 2,000 square feet and one Unit Equivalent devoted to commercial use is 1,000 square feet. Any change proposed as part of the Phase II vertical development CUP may not increase the total density for Snow Park Village.

3. **Ski Club Parking Not Approved** – The Planning Commission currently finds that ski club parking is day skier parking. If the Applicant proposes ski club parking in addition to the 1,360-day skier parking spaces as part of the Phase II vertical development CUP, the Applicant must obtain approval from the City Council and Planning Commission at the time of the Phase II application.

4. **Employee/Affordable Housing Compliance** – The Applicant is required to submit an updated Housing Mitigation Plan as part of the Phase II vertical development CUP. Calculation of Affordable Unit Equivalents (AUEs) for the Applicant's Housing Mitigation Plan will be based on the final use and density proposed. Planning Commission review of the proposed Housing Mitigation Plan is required as part of the Phase II vertical development CUP for a recommendation to the Housing Authority. Housing Authority approval of the Housing Mitigation Plan is required prior to Planning Commission Final Action on the Phase II vertical development CUP.

Annual Temporary Transportation and Parking Plan Review Until Parking Structure is Completed

5. Until the completion of the parking structure, prior to each summer construction season (early spring) the Applicant must submit an updated plan for temporary transportation and parking to the Planning Department no later than March 30 each year, beginning in 2026. The Planning Commission shall review the updated plan for temporary transportation and parking no later than the regularly scheduled meeting on the fourth Wednesday in May each year. During the annual review, the Planning Commission may provide comments and guidance to mitigate traffic and parking impacts during the parking structure construction period. The

PENDING APPROVAL

temporary transportation and parking plan shall include at a minimum the following for the upcoming summer construction and ski season:

a. An update on construction phasing.
b. Available on-site parking spaces.
c. Parking reservation plans.
d. Agreements for off-site parking and the number of off-site parking spaces.
e. Employee transportation plans. The Applicant shall submit data and an inventory and parking management plan for employees with measurable goals consistent with single-occupancy vehicle reduction targets of the TDM Plan regarding employee parking at Snow Park for Planning Commission review annually. Unless otherwise approved by the Planning Commission, the Applicant shall not exceed an average of 10% of employee parking at Snow Park on peak days.
f. A traffic memo addressing circulation, drop-off locations, and capacity.
g. Temporary drop-off locations and capacity.
h. The intended operational plan for drop-off locations for efficient queue times.
i. Transit circulation and drop-off prioritization.
j. Reports on any Applicant-operated shuttle services.
k. The plan to communicate to employees, guests, and visitors the transportation and parking limitations in the Snow Park Base area during construction.

Parking Structure

6. **Day Skier and Parking Limitations** – Approval of this Phase I CUP eliminates on-street parking within the Deer Valley Drive loop and Doe Pass Road after April 21, 2025, or the end of the 2024-25 ski season. The Applicant is prohibited from using Deer Valley Drive loop for parking as had been allowed by the Deer Valley MPD.

a. Parking within the Snow Park Village parking structure is limited to no more than 1,971 spaces.
b. Of the 1,971 parking spaces, no more than 1,360 parking spaces shall be designated for day skier parking.
c. The remaining up to 611 parking spaces shall be for uses approved as part of the Phase II vertical development CUP.
d. Day skier parking in the up to 611 parking spaces is prohibited.
e. Phase I off-street parking is for approved on-site day skier and on-site residential/commercial uses only, as may be further authorized

PENDING APPROVAL

or limited by a City approved Public Improvement District. Parking may not be separately sold, leased or sublet. However, temporary special event parking may be approved by the City special event permit process.

7. **Electric Vehicle Charging Station Infrastructure** – LMC Section 15-3-11(B) requires the Applicant to install Electric Vehicle Charging Station Infrastructure for 50% of the first 100 required Off-Street parking spaces and for 5% of required Off-Street parking spaces above 100. LMC Section 15-3-11(D) requires the Applicant to install Electric Vehicle Charging Stations for 5% of required Off-Street parking spaces for the first 200 parking spaces.

8. **Bicycle Parking** – The Applicant will install outdoor covered and non-covered bike parking for 197 bikes and bicycle repair tools at key locations throughout the 24.28-acre site that meet the requirements of LMC Section 15-3-9 in a location to be reviewed as part of the Phase II vertical development CUP. Enclosed bicycle storage requirements will be evaluated during the Phase II vertical development CUP.

9. **Bike Share Installations** – There is a governmental bike share station currently administered by Summit County at the Snow Park Lodge. The Applicant shall continue to coordinate with the **operating** entity on the installation of a new and/or temporary relocation of the bike share station during project construction.

    a. The Applicant proposes enhanced bicycle access and improvements as a traffic mitigation measure. As part of the Phase I Building Permit, the Applicant must coordinate with the City and operating entity to ensure adequate conduit for future bike share station installations in locations that are open and accessible to the public, proximate to transit, and accessible for bike share service vehicles. The Applicant will be required to enter into a license agreement with the operating entity regarding the location, operation, and maintenance of the bike share facilities. As this provides a traffic mitigation measure, the Applicant must work with the operating entity on compensation for the capital and operating expenses of this location.

Transportation Demand Management Plan for Phase I

10. As part of the Phase I CUP, the Applicant is required to implement the following TDM **Plan**:

PENDING APPROVAL

a. Install a Deer Valley-funded and managed traffic monitoring station at or near the Deer Valley Drive/Deer Valley Drive East/Deer Valley Drive West intersection to track ongoing traffic counts, record queueing via still imagery, and conduct year-over-year comparisons. The Traffic monitoring station shall be installed no later than the proposed traffic light at this intersection.
b. Implement paid parking. The Applicant will operate a paid system for use of its public day skier parking beginning with the completion of the parking structure. The Applicant will be responsible for administering the paid parking program.
c. To the extent a skier shuttle program is administered by Deer Valley, make available the Deer Valley skier shuttles to any Homeowner Association in the Lower Deer Valley community that would like to opt in and pay for the service.
d. Make available during the ski season off-site parking areas including a shared parking facility with the City being contemplated near S.R. 248 and Highway 40.
e. To complement public transit service where employee housing exists and supplement certain areas for employees where public transit may not yet exist.
f. Incentivize employees to carpool and take transit through the "Ride On" or other similar program. The Applicant shall submit data and an inventory and parking management plan for employees with measurable goals consistent with single-occupancy vehicle reduction targets of the TDM Plan regarding employee parking at Snow Park for Planning Commission review annually. Unless otherwise approved by the Planning Commission, the Applicant shall not exceed an average of 10% of employee parking at Snow Park on peak days.
g. Provide accurate parking and traffic information to employees and guests in real time, including through the Deer Valley app, website, text messaging. Coordinate with the City and UDOT on variable message boards.
h. Appoint a TDM Coordinator to coordinate with the City on data collection and traffic and transit operations.
i. The Applicant shall evaluate its parking program annually and actively consider available technologies to improve the function of the parking structure and to reduce traffic impacts in and out of the parking structure, including programs involving possible carpool and transit incentives, reservations, and user notifications. The Applicant shall provide periodic updates and reports to the City regarding the results of the Applicant's activities relative to managing traffic to and from the parking structure.

PENDING APPROVAL

Transportation Demand Management Plan for Phase II

11. The Planning Commission will evaluate the use of the up to 611 parking spaces for the vertical development as part of the Phase II vertical development CUP based on proposed uses and density and the findings and evaluation of the updated TIS and TDM Plan. In addition to the TDM Plan for Phase I, as part of the Phase II vertical development CUP, the Applicant must submit an updated TDM Plan that considers and evaluates the behavior of those traveling to and from Snow Park Village from single-occupancy vehicles to other modes of transportation. In addition to the Phase I TDM Plan, the Phase II TDM Plan may include:

    a. Applicant coordination with amenity and commercial operators to promote use of amenities and commercial areas to help distribute times for departures from the parking structure.
    b. Enhanced childcare for employees to reduce single-occupancy vehicle trips.
    c. Incentives for those taking transit, including potential benefits like free ski locker storage.
    d. Operation of shuttles.
    e. Details on ski school and ski club drop-off area operations to demonstrate alignment with estimated queue times described in the TIS.
    f. Additional parking system management.

Right-of-Way Improvements

12. The Applicant is responsible for obtaining permission for temporary and permanent encroachments that may be required for right-of-way improvements for road, pedestrian, and bicyclist improvements prior to submitting a Building Permit for the Phase I CUP.

13. The Applicant will construct:

    a. A roundabout at the Deer Valley West and Doe Pass Road intersection.
    b. Three-way stop signs at Deer Valley Drive East and Doe Pass Road.
    c. A traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays.
    d. Left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
    e. A Shared Managed Lane (SML) for express transit access to the underground transit center and improved transit service around the loop during peak times/special events.

PENDING APPROVAL

14. During the ski season, the City shall designate the SML for public transit and emergency vehicle use only. Outside of the ski season, the City may designate the SML for public transit and emergency vehicle use for special events, peak traffic days, etc. When not designated for public transit and emergency vehicles, the City may designate the lane for bicyclists. The Applicant shall prepare a signage/striping plan for the SML that will be consistent with required signage to indicate seasonal restrictions as approved by the City Engineer. The Applicant shall coordinate with the City on SML use and safety, including signage, striping, monitoring, and supporting City enforcement.

15. The Applicant is required to mill and overlay Doe Pass Road and Deer Valley Drive from the Marsac roundabout intersection with S.R. 224 and around the Deer Valley Drive loop as required by the City immediately upon substantial completion of material delivery for all phases of construction.

Pedestrian and Multi-Use Pathway Improvements

16. The Applicant shall provide pedestrian and bicycle access through the plaza above the parking structure in a location to be identified in the Phase II vertical development CUP.

17. Public pedestrian and bicycle circulation shall be provided through a combination of five-foot sidewalks and 10- to 12-foot-wide multi-use pathways detailed in the attached plans.

Enhanced Public Transit Center

18. The Applicant shall construct and cause to be operated a new underground public transit center that accommodates public transit agencies, shuttles, and passenger drop-off in substantial compliance with the attached plans. The public transit center design details at the Building Permit phase shall include a minimum interior height of at least 13 feet six inches to accommodate public transit buses, and sufficient interior lighting, ventilation, acoustic considerations, and safe passenger loading and unloading protected areas to address the general passenger and visitor experience. No Certificate of Occupancy for the Phase II vertical development CUP will be issued until the underground transit center is complete. Unless otherwise approved by Park City Transit or by special event permit, Charter Over-the-Road (OTR) Coach Buses are prohibited from entering the public transit center due to height clearance and the potential for travel delays and traffic congestion. Charter OTR Coach Buses

PENDING APPROVAL

must be directed to the westernmost bay on Doe Pass Road to load/unload passengers.

Doe Pass Road

19. **Perpetual Public Access** – The Applicant shall improve Doe Pass Road as depicted in the attached plans and shall grant perpetual public access rights, including emergency, utility, and transportation easements in a form approved by the City Engineer and City Attorney.

20. **Bus Bays** – The Applicant shall construct four bus bays on Doe Pass Road in substantial compliance with the attached plans. The three eastern public transit bus bays shall be painted and striped BUS ONLY areas. The two easternmost transit bus bays on Doe Pass Road nearest to Deer Valley Drive East shall be designated for electric charging for public transit buses. The Applicant shall provide the required charging infrastructure and utilities to support two bus bay overhead pantograph electric chargers on Doe Pass Road that power two charging buses at one time. The Applicant shall install conduit and infrastructure for both overhead pantograph electric chargers and will install at the Applicant's expense the first pantograph electric charger. If a second pantograph electric charger is needed, the City will install the second utilizing the conduit installed by the Applicant. The Applicant shall coordinate with the City on the specifications and footprint required for overhead pantograph chargers and associated bus charging infrastructure. The associated infrastructure shall be integrated into the final Building Permit designs, be easily accessible for maintenance, and comply with the screening and landscaping requirements of LMC Section 15-5-5.

End-of-Line Public Transit Operator Lounge

21. The Applicant shall construct a public transit operator lounge in a location proposed by the Applicant and evaluated by the City. The end-of-line transit operator lounge shall be on the same street level as the Doe Pass Road bus bays and provide transit operators line-of-sight to the bus bays, and quick access from the bus bays to the lounge.

Deer Valley Drive Loop Transit Stop Improvements

22. Prior to Building Permit submittal, the Applicant shall coordinate with the City regarding temporary improvements and relocations of transit stops within the project area during construction.

Public Transit Agreement

PENDING APPROVAL

23. The Applicant shall enter into an access, operations and maintenance agreement for the public transit center, Doe Pass Road bus bays, and end-of-line public transit operator lounge prior to recording the Snow Park Village Subdivision parking structure condominium plat with Summit County. The agreement shall detail the roles and responsibilities between the City and Deer Valley in terms of providing and paying for operations and maintenance, safety and security, and access.

Transit-Related Communications and Power Infrastructure

24. The Applicant shall support the City's traffic light management including the City coordination with UDOT.

25. In coordination with the City, the Applicant shall install Intelligent Transportation System infrastructure to support future digital signage, monitoring, video feeds, and public wi-fi with operational technology vaults and/or access points for the transit center, Doe Pass Road transit facilities, and Deer Valley Drive loop transit.

Conduit for Future Infrastructure

26. The Applicant shall coordinate with the City on opportunities to install sufficient conduit to support future infrastructure:

    a. Conduit for fiber and cellular infrastructure to minimize future road cuts for development of 5G, to address public communications, and evolving infrastructure needs.

        i. Establish critical pathways for redundancy and growth.
        ii. Minimize the need for tall macro-cell tower infrastructure with considerations for integrated installations that protect mountain town aesthetics.
        iii. Smart-city technologies to create a connected and forward-thinking community.

    b. The Applicant shall coordinate with the City regarding partnership and agreements for shared system resources related to common facilities, including:

        i. Handholes
        ii. Vaults
        iii. Access Points
        iv. Splice Enclosures

PENDING APPROVAL

Phase II Vertical Development Conditional Use Permit Application Requirements

27. The Applicant is required to submit an updated TIS and TDM Plan as part of their Phase II application.

28. The Applicant shall address the LOS for the middle driveway within the parking structure (P3) and Doe Pass Road. The Applicant must implement mitigation strategies that improve this LOS as part of the Phase II vertical development CUP submittal.

29. The Applicant shall submit the details on the installation of the gondola connecting Snow Park Village to Silver Lake that services or connects to another gondola servicing the base facilities of Deer Valley East Village. These details will include the bottom terminal location and final route and construction phasing. Completion of the gondola is anticipated before 2029. Additional details and conditions related to the gondola will be decided as part of the Phase II vertical development CUP, including completion of the gondola and issuance of Certificates of Occupancy related to Phase II vertical development.

30. The Applicant must demonstrate compliance with LMC Section 15-6-5(D) *Open Space*.

31. The Applicant must submit landscape plans that comply with Municipal Code of Park City Chapter 11-21 *Wildland Urban-Interface*, LMC Section 15-5-5(N) waterwise landscaping, and mechanical equipment and service and delivery screening. The landscape plan shall for vertical development include a phasing plan that outlines the timeline for viable plantings and landscaping protections in consideration of overall project construction and timelines.

32. The Phase II vertical development site plan must include a minimum of 27,878 square feet (0.64 acres) of snow storage on site.

33. The Applicant must submit an updated Sustainability Plan and provide information about building types and energy use as part of the Phase II CUP.

34. Trail access shall be addressed as part of the Phase II CUP.

Building Permit Submittal Requirements

35. The project is over 1.0 acres and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water

PENDING APPROVAL

program.

36. Final utility plans shall be submitted with the Building Permit.

37. Dry utility infrastructure must be located on the property and shown on building plans prior to Building Permit issuance to ensure that utility companies verify that the area provided for their facilities are viable and that exposed meters and boxes can be screened.

38. The Snyderville Basin Water Reclamation District's review and approval of the utility plans for conformance to the District's standards is a condition precedent to Building Permit issuance.

39. The Applicant is 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 Utilities Director and City Engineer at the time of issuance of the 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 the City, and shall evidence to the satisfaction of the City the ability of the Applicant to comply with such agreements.

40. All water, storm water, and fiber infrastructure must first be approved by the Public Utilities Engineer and meet the current Park City Municipal Standard Plans, Drawings, and Specifications.

41. A geotechnical report, grading, compaction, erosion and drainage plans shall be submitted with the Building Permit plans.

42. A stormwater run-off and drainage plan shall be submitted with the building plans and approved by the City prior to issuance of any Building Permits. The plan shall follow Park City's Storm Water Management Plan, and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed predevelopment drainage.

43. The Applicant's Building Permit plans shall include detailed information regarding mechanical equipment, which shall be screened when visible from public rights-of-way and Doe Pass Road. The Applicant commits to locating all mechanical systems in internal machine and mechanical rooms consistent with applicable codes. Roof-mounted equipment will be shielded and screened.

44. A mandatory recycling program including recycling facilities that accommodate the option of dual-stream recycling is required for the site.

PENDING APPROVAL

The Building Permit plans must show recycling facility capacity for tenants, residents, users, operators, and owners. Recycling facilities must include but are not limited to glass, paper, plastic, cans, cardboard, or other household or commercially generated recyclable and scrap materials.

a. Centralized trash and recycling containers shall be in a completely enclosed structure with a pedestrian door and truck door or gate, designed with materials compatible with the principal structures within the MPD, constructed of masonry, steel, or other substantial materials.
b. Openings of trash and recycling shall be oriented away from public view or screened.

45. Prior to submitting a Building Permit, the Applicant shall submit documentation of an access and encroachment easement proposed on Parcel PC-745 for the loading dock near the proposed event center.

46. The Applicant must submit landscape plans for the Phase I parking structure that comply with Municipal Code of Park City Chapter 11-21 *Wildland Urban-Interface*, LMC Section 15-5-5(N) waterwise landscaping, and mechanical equipment and service and delivery screening. The landscape plan shall adequately screen the exposed facades of the parking structure and must include a phasing plan that outlines the timeline for viable plantings and landscaping protections in consideration of overall project construction and timelines.

47. **Park City Fire District Building Permit Requirements** – unless otherwise approved by the Fire District:

a. Cul-de-sacs must be a minimum of 90 feet in diameter. This includes drop-off areas.
b. The inside radius of all roundabouts must be no less than 28 feet.
c. All fire vehicle access roads must be no less than 20 feet wide. This includes areas in the parking structure that are considered fire vehicle access roads.
d. All fire vehicle access roads must have a vertical clearance of no less than 13 feet six inches.
e. The Applicant must provide detail showing how the Aerial Fire Apparatus Roads requirements in Section of D105 of the International Fire Code will be met or provide a detail showing the location of protected stairwells with access to each roof. Please note that if the second option is chosen, additional access will be required on the west, north, and east sides of the structure that will allow firefighter access to the deck level of the structure.

PENDING APPROVAL

f. Access capable of supporting a fire apparatus weighing up to 70,000 pounds across the top of the structure connecting Deer Valley Drive East and Deer Valley Drive West must be provided. The access will be required to be kept clear during the ski season as determined by Deer Valley Resort winter operation dates. The access may be blocked for snowmaking up to 30 days prior to Deer Valley Mountain Resort winter opening date and for snow removal up to 30 days after Deer Valley Mountain Resort winter closing date.
g. The location of the FDCs will be reviewed at the Building Permit phase.
h. All portions of the parking structure that include a fire vehicle access road in which the fire vehicle must travel below grade must be of IA construction.
i. The Applicant must show that the parking structure will be protected with an NFPA 13 fire sprinkler system designed to the Ordinary Hazard 2 requirements.
j. All sidewalk curbs must be "rolled", and all sidewalks must be designed to withstand the weight of a fire apparatus.
k. Access to the top of the structure has not been evaluated. This will be reviewed at the Building Permit phase. Submittal documents for the parking structure must include details of the structures being built on top of the structure. These details must include construction type, maximum height as measured from the lowest level of fire vehicle access, and square footage.
l. The Park City Fire District will not consider any requests to waive high-rise requirements for structures built on top of the parking structure.

Signs and Lighting

48. **Master Sign Plan** – The Applicant is required to submit a Master Sign Plan application that complies with Municipal Code of Park City Title 12 *Sign Code* to establish visual compatibility and consistency for signage throughout Snow Park Village. Individual signs proposed to be installed within Snow Park Village require compliance with the Master Sign Plan and a sign permit application submittal and approval.

49. **Dark Sky Compliant Lights** – Outdoor lighting must be Fully Shielded, down-directed, with bulbs 3,000 degrees Kelvin or less. Outdoor lighting shall not exceed 2,500 Lumens per light of 100,000 Lumens per acre.

50. **Interior Parking Structure Lighting** – Light sources within the first 30 feet of the open parking **structure** entryways must be partially shielded to direct light inward.

PENDING APPROVAL

Deer Valley Master Planned Development Modification

51. The modifications to the Thirteenth Amended Deer Valley MPD are limited to those described herein in a form to be approved by the City Attorney's Office. A Fourteenth **Amended** Deer Valley MPD will be required for the Phase II vertical development CUP to address Unit Equivalents, uses, and affordable housing.

Construction Mitigation and Phasing Plan

52. A Construction Mitigation Plan (CMP) shall be submitted in compliance with the Municipal Code for review and approval by the City as a condition precedent to issuance of any grading or Building Permits. The CMP shall be updated as necessary to **identify** impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project.

53. The Applicant shall include at a minimum the following in the CMP:

    a. The Applicant shall appoint a construction compliance representative who shall report to the Building Department daily, including information on construction hours and delivery times.
    b. The Applicant shall collaborate with the City to increase the frequency of the Deer Valley Express route from the any identified or proposed off-site parking area to the Snow Park Base during construction and shall contribute financially (annually) in a manner commensurate with the additional public transit necessary and as determined by the City. As the Applicant continues to use the Richardson Flat parking area, the Applicant shall work with the City on enhancements to the operation and use of the Richardson Flat parking area.
    c. During the 2025-2027 winters, or until the parking structure is complete, whichever date is later, the Applicant shall create and manage a reservation parking system for all types of users at the Snow Park Base.
    d. Parking on Deer Valley Drive and public rights-of-way is prohibited. The Applicant will support the City's parking enforcement efforts.
    e. **Construction Vehicle Parking** –

        i. 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

PENDING APPROVAL

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 in locations out of the City boundary unless otherwise approved with adequate transportation accommodation provided by the Applicant for construction employees and their equipment.

ii. 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.

f. **Construction Delivery Vehicle Parking** –

i. Prior to submitting a Building Permit application, the Applicant shall submit a plan showing large vehicle parking required for each phase of construction, as well as the allocated area for large vehicle parking. The plan shall include information on general contractor responsibility to notify all large vehicle drivers of the parking restrictions and requirements. The plan shall be reviewed and updated as required by the Chief Building Official prior to Building Permit issuance and as needed throughout construction.

ii. Any onsite fuel tanks must have secondary containment approved by the Environmental Coordinator.

iii. A construction compliance representative shall be appointed and shall report to the Building Department daily, including safety specifications for equipment.

iv. Large vehicle parking is prohibited in areas open to the public.

v. Large vehicle parking is prohibited within rights-of-way.

vi. 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 inspectors and code enforcement staff to monitor the job.

vii. 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.

PENDING APPROVAL

viii. Deliveries are prohibited outside of approved construction work hours unless otherwise approved by the Chief Building Official.

g. **Construction Phasing** – 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.

h. **Trash Management and Recycling** – The Applicant's CMP 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.

i. **Control of Dust and Mud** – 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 for review and approval by the Building Department prior to Building Permit issuance.

i. The Applicant shall provide a detailed plan for street sweeping.
ii. The Applicant shall submit a fugitive dust control plan.

j. **Noise Ordinance** – 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.

i. Except for emergencies, requests for exceptions to the noise regulations in MPCP Section 6-3-8(G) should be made to the Chief Building Official at least one working day in advance or they may be denied.
ii. The Applicant shall provide a noise management plan for trucks proposed to go uphill for excavation and hauling.

k. **Grading and Excavation** – At the time of Building Permit submittal, a geotechnical report, grading and drainage plans, and compaction and erosion **control** plans will be required. A construction compliance representative shall be appointed and shall report to the Building Department daily, including reports of regular inspections of dump trucks and hauling equipment.

i. Inspections of the hauling sites are required at the end of each construction season.

PENDING APPROVAL

l. **Erosion Control Practices** – A storm water pollution prevention plan (SWPPP) shall be obtained and followed pursuant to the requirements of the state, including a concrete truck washout area and erosion control protections.

i. The SWPPP 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.

m. **Construction Sign Requirements** – Construction signage and area protection must be provided in multiple locations along the Limits of Disturbance fencing, and each sign shall not exceed 12 square feet in size, six feet in height, and letter type of more than four inches, 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.

n. **Public Transit During Construction** –

i. In the summer of 2025, the Applicant shall provide transit priority through the construction area to maintain schedules.

ii. 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 street-legal shuttles would be required to provide service along the unserved route, or Deer Valley Drive East at the designated parking lot in which street-legal shuttles would be required to provide service to the Snow Park Base as well as along Deer Valley Drive West.

iii. Additional street-legal shuttles can be provided by the Applicant or the City (on a cost per hours basis). Should the Applicant provide additional transit or street-legal shuttle services, they would be required to operate over the normal service span and remain open to the public.

iv. During the winter of 2026-2027, a street-legal shuttle will be required to transport along Deer Valley Drive East to the Snow Park Base.

v. During the summer of 2027, the Applicant shall prioritize transit through the construction area to maintain schedules.

PENDING APPROVAL

vi. During the summer of 2027, the winter of 2027-2028, the summer of 2028, the winter of 2028-20209, and the summer of 2029, the Applicant shall provide street-legal 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.

vii. These Conditions of Approval may be modified in the annual temporary transportation and parking plan review during parking structure construction.

o. **Park City Fire District Conditions During Construction** –

i. All portions of Snow Park Lodge must be within 150 feet of a fire vehicle access road at all times.

ii. Access to the entrance to Royal Street must be maintained throughout the project.

iii. Access around Snow Park Lodge must be maintained through the project.

iv. 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.

v. 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.

p. **Soils** – **The** property is outside the Soils Ordinance Boundary and not regulated by the City for mine-related impacts. The Applicant must handle mine waste or mine waste-impacted soils in accordance with Resolution No. 24-2023, state, and federal law. As described in Resolution No. 24-2023, if impacted soils are encountered an amendment to the Soils Ordinance may be requested by the Applicant to facilitate the reduction of impacts to facilitate safe and efficient development.

i. The Applicant is required to haul excavation soil within the Snow Park ski area and not outside the ski area unless required by environmental regulations.

ii. The Applicant shall regulate permitted times for truck trips to minimize soil hauling resulting from excavation during construction in coordination with the Building Department.

PENDING APPROVAL

54. Prior to Building Permit submittal, the Applicant shall obtain Planning Commission approval of a Snow Park Subdivision. Subdivision Plat recordation is required prior to Building Permit issuance.

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

E. Snow Park Village - Subdivision – The Applicant Proposes Snow Park Village Lot 1, a 24.28-Acre Lot Including Snow Park Lodge and the Future Snow Park Village in the Residential Development Zoning District. PL-22-05168.

Chair Hall opened the public hearing. There were no comments. The hearing was continued to April 2, 2025.

MOTION: Commissioner Johnson moved to CONTINUE the Snow Park Village Subdivision application and public hearing to April 2, 2025. Commissioner Suesser seconded the motion. The motion passed unanimously.

6. ADJOURNMENT

MOTION: Commissioner Shand moved to ADJOURN.

The meeting adjourned at approximately 8:36 p.m.

PENDING APPROVAL

February 24, 2025 | 6:56 p.m.

Dear Planning Commission Members,

I am in support of the Snow Park Development, but remain concerned about the number of parking spots that Deer Valley/Alterra is proposing. The errant number in the public- private partnership should be amended.

Traffic management (in the form of managed parking spots for day skiers) is critical for the safety of the neighbors surrounding Deer Valley. I have experienced travel times of up to 10 times greater in ski traffic from Deer Valley to Prospector than without traffic. I fail to understand how that is acceptable and believed to be safe if there were a disasterous event.

It is the planning commission and city council's responsibility to address the errors in the Deer Valley's materials so that a real 20% reduction in traffic is realized.

Note:

(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?

Again, I am excited about the Snow Park Development. However, I remain concerned about safety if the number of parking spots is not corrected to reflect the 20% reduction. It seems that anything else will permanently impact the safety of residents and visitors in the Deer Valley area.

Sincerely,
Maureen Murtaugh, Park City 84060

February 24, 2025 | 8:01 p.m.

At the January 22 meeting Deer Valley discussed the 611 parking spaces that they indicate are allowed by virtue of the commercial and condo components of the Snow Park project. They indicated that 250 of the spaces would be dedicated for a ski club. This constitutes about 40% of the 611. If one strips out the spaces associated with the condo units, the 250 spaces probably account for 50% or more of the commercial component. They also said that the ski cub will involve more than skiing.

PENDING APPROVAL

The number of parking spaces allocated implies that the ski club would occupy half or more of the commercial space, which doesn't seem realistic. It seems unlikely that there would be activities on a daily basis, other than skiing, that would involve 100 or more people at a given time. Unless Deer Valley can provide a more compelling case to the contrary, a reasonable person would conclude that the 250 spaces are in essence day skier parking.

David Live

Park City 84060

PENDING APPROVAL

February 24, 2025 | 5:24 p.m.

My name is Jonathan Slager and I am a property owner at Deer Lake Village in lower Deer Valley.

I am writing to you in support of moving forward with the CUP and getting the lower village moving forward. I have seen all the activism and Nimbyism and it is pretty clear that much of this is led by people who are not qualified to understand the traffic situation, nor does she even contemplate all the benefits and positives for all of the homeowners in the area. A few comments that I would specifically call out:

1. The proposed development will undoubtedly add significant value to all of the homes of all the owners in the area including and especially the Solamere owners.
2. The development will also offer more amenities for their benefit and the benefit of all of the Park City area residents.
3. The conversion of a dog-eared parking lot into hotels, restaurants, shops and residences is a huge upgrade by anyone's view.
4. The parking and traffic situation is already challenging during peak traffic on weekends during ski season and anyone who lives in the area can easily plan around the situation. The handful of hours that are already challenging may or may not get better but for sure the addition of the eastern access is already helping and will continue to help as they open up the Gondola. This will have far more impact on the traffic than anything else and it's a positive.
5. The vast majority of all the homeowners in my anecdotal and informal survey are strongly in favor of the addition of these great amenities and not concerned with the minor traffic issues that may or may not be worse in times when its already bad.

Let's stop letting the tail wag the dog here and lets get the project back on track.

PENDING APPROVAL

February 24, 2025 | 11:09 a.m.

To all it may concern,

The sleight of hand added parking spaces greatly exceeds the agreed upon number and will undoubtedly result in a very negative outcome to both locals and visiting guests. The city needs to seek solutions to the traffic issue, not add to it with the current Alterra proposal. It must not be approved!

Best,

Carol Chenevert

Deer Lake Village full time resident.

February 24, 2025 | 12:21 p.m.

Dear Planning commission,

My name is Roya Baldridge, we are part time residents of lower Deer Valley. I would like to make the following comments and have them added to the public records.

I would like to begin by saying that I look forward to having a wonderful base at Deer Valley in the next 5-6 years.

I also want to express my gratitude to both Deer Valley and the Park City Planning Commission for their diligent efforts in finding solutions for the future of our city.

Having attended all city council and planning meetings, I am familiar with the proposed plans. Currently, the discussions and recommendations focus primarily on the immediate surroundings, extending slightly beyond the Y intersection. However, as we consider redeveloping Lower Deer Valley, this is the ideal time to take a broader perspective on Park City's future.

Park City and Deer Valley are not the only historic small towns undergoing transformation. Many old European towns with cobblestone streets have faced similar challenges with increased traffic and tourism. We can learn from their experiences and solutions.

Possible Solutions:

1. **Enhanced Public Transportation Beyond the Y Intersection**
   Destination towns worldwide have successfully implemented **efficient, affordable, and clean** public transportation to bring visitors into their city centers. Park City should do the same.
    - We need to explore **transportation solutions from Salt Lake City's major hubs**—SLC Airport, the University of Utah, and downtown Salt Lake City—into Park City and Deer Valley.

PENDING APPROVAL

- The city and Deer Valley should collaborate with **Utah transportation authorities** to explore a possible **fast-track rail service from neighboring cities** such as Heber and SLC.
- The Planning Commission **should not approve any redevelopment plans** until we have a clear, comprehensive strategy for addressing the broader traffic issues.
- Currently, the debate over an additional **200-300 parking spots** has become a sticking point between Deer Valley and the city. However, if we establish a **proper public transportation system**, parking limitations become less of a concern. A well-planned transit system benefits both Park City and Deer Valley by increasing visitors while minimizing traffic congestion.

2. **Limiting Downtown Traffic**
   - The reality is that **neither Park City nor Deer Valley have the infrastructure to support increased traffic**. Instead of expanding parking, we should focus on **frequent in-town shuttle services, electric trams, and enhanced bus networks**.
   - Other historic towns have successfully **restricted vehicle traffic in downtown areas**, prioritizing clean and efficient transit options. Park City should follow suit.
3. **Optimizing Existing Deer Valley Shuttle Services**
   - Every day, I see **Deer Valley-branded minibuses and SUVs** driving around town, often with **only one or two passengers**. These vehicles could be better utilized.
   - A simple yet effective solution: **Encourage these shuttles to stop and pick up skiers walking in their ski boots or waiting at bus stops**. This small gesture creates goodwill at no additional cost and reinforces Deer Valley's reputation for exceptional service.

We all recognize that **Park City and Deer Valley lack the road infrastructure to support growing traffic demands**. Instead of focusing solely on local parking expansions, we must take a **big-picture approach**—one that looks **beyond the Y intersection** to ensure a well-planned, sustainable future for our community.

Thank you for your time,

Roya Baldrige

February 24, 2025 | 12:33 p.m.

Hello

Can you please make this part of the public record. As I understand you are getting closer to the final votes for the Deer Valley Snow Park project, I ask you to continue to consider a few smaller points (beyond parking, life safety and height restrictions).

PENDING APPROVAL

1. All utilities and trash are contained to interior areas of the buildings so nearby communities are not looking at trash systems and utilities from their windows.

2. Light be managed in a way that does not fully impact the evening peaceful darkness in lower DV

3. Rebuilding and maintenance of the walking paths around the ponds. The paths on the side of the roads and the interconnecting paths between all of the ponds need to be redone and maintained. It would be a nice consideration for the local community that this would be included in their project and regular snow removal and maintenance would be done to allow adjacent communities to walk to the village (Bristlecone, Fawngrove, Pinnacle, etc...)

4. Limiting the hours of construction to reasonable times in the AM and evening.

5. Bus and transit drop-off take place underground or at the base to remove the visual aspect of all Lower DV residences from having to look at a transit center.

6. Support dust protection during construction.

7. Support wildlife preservation

Thanks

Jason Horst

Bristlecone Community

PENDING APPROVAL

February 24, 2025 | 11:37 a.m.

I am a homeowner at Silver Baron Lodges and have been tracking the progress of the Snow Park Development through a variety of sources including Protect The Loop headed by Allison Keenan. I fully support and agree with the points she raises in the two attached letters she has sent to the Planning Commission earlier. Increased traffic will cause congestion and safety concerns in front of and around Silver Baron Lodge. These concerns need to be addressed as part of the planning process.

Thank you for your service to the City of Park City.

Stefan Kampe

PENDING APPROVAL

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

PENDING APPROVAL

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

PENDING APPROVAL

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.

PENDING APPROVAL

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

PENDING APPROVAL

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 that the development will be done responsibly.

Thank you for your consideration.

Sincerely,
Allison D Keenan

PENDING APPROVAL

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.

PENDING APPROVAL

February 24, 2025 | 3:24 p.m.

To: PC Planning Commission

PTL (Protect the Loop) supports the development of the Snow Park base as long as it complies with the Land Management Code and Conditions of Approval. The revised plans with the underground drop off and transit center at the base are a vast improvement. PTL will continue to advocate for no more than 1,200 day skier parking stalls for a true 20% reduction in peak day skier parking and question assumptions made by Fehr & Peers and Deer Valley in terms of future trip generation and the effectiveness of the TDM plan to change the driving habits of Deer Valley skiers. Traffic is a major issue in Park City. The Planning Commission must find that the project addresses and mitigates traffic.

In December 2023, when the City agreed to the ROW vacation, one of the conditions was that DV reduce day skier parking by 20%. However, the City believed Deer Valley's assertion that there are currently 1700 day skier spaces on peak days. Deer Valley further asserts that a 20% reduction is 1,360 parking spaces for day skiers. Somehow, they got the City to buy into this without ever proving or providing documentation for the 1,700 current spaces. Two Commissioners asked for clarification on this at the last meeting, but it still has not been provided.

Every report prior to December 2023 has 1,340 spaces in the lot plus 142 overflow spaces allowed on the loop for 1,482 spaces. (Wade Budge and Hannah Tyler said Deer Valley has additional overflow spaces on Doe Pass. The numbers still do not add up.) The 1,500 current peak day skier parking number had been used in all Fehr & Peers and City reports prior to December 2023. I have been speaking about this at meetings and sending letters to the Planning Commission and City Council about this for months.

The 1,700 number is now included in the CUP application for Phase I and revised MPD that may be approved on Wednesday. Without detailed documentation, 1,700 should not be included as the base number of day skier stalls on peak days. Unfortunately, Deer Valley's attorney Wade Budge and Deer Valley's Hannah Tyler said the 1,360 was part of the negotiations with the City. I asked the City Manager Matt Dias and City Councilor Ryan Dickey how Deer Valley explained the increase in numbers. It is what Deer Valley presented to them. The City agreed to a false metric when negotiating for the ROW vacation. Yet, there is solely an LOI in place with these numbers. It is not legally binding. The numbers can be corrected.

Currently, the proposed plans limit day skier parking to 1,360 cars. The total parking will be 1,971 with 611 additional spaces for commercial and residential use. (Ski Club parking will be part of the Phase II application.) In the 2022 plans, 1,200 day skier parking stalls were proposed plus 600 for commercial and residential stalls for a total of 1,800 parking stalls. This was a much better option. I have advocated for this time and time again. Bob Boone of American Flag has also advocated for a true reduction in day skier parking to alleviate peak traffic. A new traffic study was completed in October 2024. Due to the miscalculation of current day skier parking, it is flawed as well and significantly understates additional trip generation from the project.

PENDING APPROVAL

Many issues were brought up when the Planning Commission reviewed the Construction Mitigation plan in November. Many of these issues such as workers leaving at the same time as skiers have not been addressed.

Please make my letter part of the public record. I have attached 2 letters sent to Planning plus a chart showing how their trip generation numbers have changed over time. The Planning Commissioners have asked questions about this. Deer Valley is holding firm in their assertions. The current plans do not sufficiently address and mitigate traffic.

Sincerely,

Susan Mehregan

PENDING APPROVAL

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

PENDING APPROVAL

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

PENDING APPROVAL

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.

PENDING APPROVAL

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

PENDING APPROVAL

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 that the development will be done responsibly.

Thank you for your consideration.

Sincerely,
Allison D Keenan

PENDING APPROVAL

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.

PENDING APPROVAL

February 25, 2025 | 7:09 p.m.

I remain excited about the Snow Park Development in general and the expanded ski terrain.

However, I am distressed by the volume of material submitted for review by Deer Valley/Alterra before the February 26th meeting. The number of business days between releasing them to the community and planning commission and meetings are too few. I strongly urge the planning commission to change the standards for **any applications**. Allowing more time for planning commission members and community members to review materials will allow a more careful review and allow plans to move forward in developers' and communities' best interests. The planning commission should require that any revised application from any applicant indicate in their materials any variation from the prior version using redlining or any editing function. This could save hours for city planning staff.

In the current Deer Valley application Exhibit A, fact number 9, there is a request for flexibility around heights and other parameters for the village.

At the beginning of the process it was my understanding that Deer Valley promised they would not ask for variances. For the traffic pattern, they did ask for and were granted a right-of-way vacation. It is not clear to me that the promised parking reduction of 20% will be realized. Now for the village, and I quote " To ensure the best design to protect view corridors and improve circulation, additional flexibility for height and building pads is likely to be necessary." It isn't possible to know what kind of flexibility that could be assumed if this is approved and the flexibility is not defined.

Please carefully consider Exhibit A, fact number 9, and any other provision or language that is ambiguous to ensure building heights and building pads adhere to the current code.

I'd like to reiterate that I welcome the development of Snow Park within the bounds that have been promised to the community and with the community's priorities --traffic mitigation and safety held at the top of planning commission review criteria.

Please include my comments in the public record.

Sincerely,
Maureen Murtaugh

PENDING APPROVAL

2.25.2025 | 7:07 a.m.

Please find the attached letter for regarding that Deer Valley's Master Planned Development (MPD) and Conditional Use Permit (CUP) applications. We kindly request you that you add this to the public record prior to tomorrow evening's meeting.

Sincerely,

Michael Hellmers

Dear Planning Commissioners, Feb. 25, 2025

As homeowners in the Solamere area for the past 13 years, we are very concerned about the proposed development at Deer Valley and the future traffic congestion. As 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."

PENDING APPROVAL

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 were 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.

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 is 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

PENDING APPROVAL

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

We 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. The Planning Commission must ensure accurate parking analysis and reductions. It is essential to enforce existing conditions and demand sufficient mitigations to ensure that the development will be done responsibly.

Please make this letter part of the public record. Thank you for your consideration.

Sincerely,

Michael & Julie Hellmers
[REDACTED]
Park City, UT 84060

PENDING APPROVAL

Planning Commission
Staff Report

Subject: **Child Care Land Use Regulations**
Application: **PL-24-06006**
Authors: **Jaron Ehlers, Planner I**
Jacob Klopfenstein, Planner I
Date: **March 26, 2025**
Type of Item: **Legislative – Land Management Code Amendments**

Recommendation

(I) Review the draft ordinance (Exhibit A) outlining Land Management Code Amendments relating to Child Care land use regulations, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation for City Council consideration on June 5, 2025.

Description

Applicant:	Planning Department
Location:	Citywide
Zoning Districts:	Historic Residential – Low Density (HRL) Historic Residential – 1 (HR-1) Historic Residential – 2 (HR-2) Historic Residential-Medium Density (HRM) Historic Recreation Commercial (HRC) Historic Commercial Business (HCB) Recreation And Open Space (ROS) Rural Estate (E-40) Estate (E) Single Family (SF) Residential (R-1) Residential Development (RD) Residential Development-Medium Density (RDM) Residential- Medium Density (RM) Recreation Commercial (RC) Regional Commercial Overlay (RCO) General Commercial (GC) Light Industrial (LI) Community Transition (CT)
Reason for Review:	The Planning Commission reviews and makes recommendations to City Council regarding Land Management Code Amendments.[1]

[1] LMC § 15-1-8.

ACUP	Administrative Conditional Use Permit
AMPD	Affordable Master Planned Development
CUP	Conditional Use Permit
DLBC	Utah Division of Licensing and Background Checks
LMC	Land Management Code
MCPC	Municipal Code of Park City
MPD	Master Planned Development

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

Summary

In 2023, the City Council requested the Planning team review Land Management Code (LMC) regulations related to Child Care to determine if the regulations presented obstacles to potential Child Care providers. Throughout 2024, staff evaluated the current LMC regulations, conducted research into best practices for Child Care land use regulations, and conducted a focus group with local Child Care providers.

Staff's research and outreach, as well as Planning Commission feedback across multiple work sessions, has informed a draft ordinance (Exhibit A) proposing amendments to the LMC. The draft ordinance includes revisions to LMC § 15-3-6 *Parking Ratio Requirements For Specific Land Use Categories*, LMC § 15-4-9 *Child Care And Child Care Facilities,* LMC Chapter 15-6 *Master Planned Developments*, LMC Chapter 15-6.1 *Affordable Master Planned Developments*, LMC § 15-15-1 *Definitions*, and various LMC Chapters regulating individual Zoning Districts. The draft ordinance:

- Eliminates the Family Child Care definition outlined in LMC § 15-15-1 and expands the definition of In-Home Babysitting to include the provision of Child Care for up to eight children to align the LMC with state regulations;
- Changes the level of review for Child Care facilities that currently require a Conditional Use Permit (CUP) reviewed by the Planning Commission to Administrative Conditional Use Permit (ACUP) review before the Planning Department;
- Revises the review criteria for Family Group Child Care and Child Care Centers to eliminate redundancies, reflect best land use planning practices, and remove potential regulatory barriers for prospective Child Care providers;
- Amends the LMC to align with state regulations, including a provision that allows Child Care providers to operate a facility in one additional location outside of their primary residence;
- Provides more flexibility for alternative parking arrangements for Child Care facilities;
- Requires applicants seeking approval for a Child Care facility to provide notice to property owners within a 300-foot radius of the proposed facility;
- Removes provisions that allows the Planning Commission to require Applicants for Master Planned Developments (MPDs) and Affordable Master Planned Developments (AMPDs) to designate and plan a site for a Child Care Center if

the Commission determines that the project will create additional demands for Child Care.

Background

LMC § 15-15-1 currently defines the following four types of Child Care facilities:

- **Family Child Care:** A facility offering Child Care for up to eight children within a provider's primary residence.
    - Requires an Administrative Permit for facilities proposed in single-family or duplex dwellings,
    - Family Child Care proposed in Multi-Unit Dwellings, as well as in the Recreation and Open Space (ROS) and Protected Open Space (POS) Zoning Districts, require a CUP reviewed by the Planning Commission.
- **Family Group Child Care:** A facility offering Child Care for nine to 16 children within the provider's primary residence.
    - Requires a CUP with Planning Commission review in all residential Zoning Districts or an Administrative Permit with staff review in all other Zoning Districts.
- **Child Care Center:** A facility providing Child Care for more than four children in a location that is not the primary residence of the care provider.
    - Requires a CUP with Planning Commission review in residential and commercial Zoning Districts.
- **In-Home Babysitting:** Includes the provision of Child Care for four or fewer children within a dwelling or commercial building outside of residential zones
    - Considered a permitted Accessory Use and is allowed in all Zoning Districts.

The Planning Commission discussed potential Child Care land use regulations during a work session on March 27, 2024 (Agenda Packet, Item 5A; Meeting Minutes, p. 2-10). On August 28, 2024, the Planning team provided a Staff Communication summarizing the March work session and detailing the plan to hold a focus group with Child Care providers to discuss proposed changes to the LMC (Agenda Packet, Item 2A).

Staff conducted a focus group with several local Child Care providers, Mayor Nann Worel, and City Councilmember Ed Parigian on November 18, 2024. The Child Care professionals indicated that the top issues facing providers in Park City are lack of funding, traffic, accessibility, and lack of affordable housing for Child Care professionals. Further details on the focus group's discussion are outlined in the January 8, 2025 Work Session Staff Report (see pg. 2).

On January 8, 2025, the Planning Commission discussed Child Care land use regulations in a work session (Agenda Packet, Item 6A; Meeting Minutes, p. 2-10) and directed staff to move forward with drafting an ordinance to amend LMC regulations related to Child Care.

The American Planning Association's Policy Guide on the Provision of Child Care

recommends that communities consider amending local zoning ordinances to remove obstacles to the provision of regulated group and family Child Care in all Zoning Districts, in locations that are appropriate and safe for children. The policy guide notes that location requirements should not be overly burdensome and should be related to size and land use impacts of the facility. The draft ordinance is intended, in part, to reflect best planning practices for the provision of Child Care and Child Care facilities as outlined in the policy guide.

Additionally, Park City residents surveyed as part of the City's General Plan update indicated that Child Care facilities represent the most-needed type of business in the community. Twenty-seven percent of the 453 residents surveyed said Park City needs Child Care facilities. Full details regarding the survey results were presented to the Planning Commission on February 12, 2025 (Agenda Packet, Item 5A; Meeting Minutes, p. 2-7).



Figure 1: Excerpt from Park City General Plan survey results showing that 27% of respondents said Child Care facilities were among the businesses most needed in Park City.

Analysis

(I) The Proposed Amendments Include Revisions to LMC Section 15-3-6 *Parking Ratio Requirements For Specific Land Use Categories*, LMC Section 15-4-9 *Child Care And Child Care Facilities*, LMC Chapter 15-6 *Master Planned Developments*, LMC Chapter 15-6.1 *Affordable Master Planned Developments*, LMC Section 15-15-1 *Definitions*, and various LMC Chapters regulating individual Zoning Districts (Exhibit A).

Staff recommends eliminating the Family Child Care definition from the LMC and removing it from use tables in various residential, commercial, and industrial Zoning

Districts to align the LMC with Utah House Bill 153, which was passed during the 2024 Legislative Session and eliminated licensing requirements for Child Care providers offering care for up to eight children.

Staff also recommends adjusting the level of review for proposed Family Group Child Care and Child Care Center facilities in various Zoning Districts to reduce potential regulatory barriers for prospective Child Care providers in the community.

A. Zoning District Allowed and Conditional Uses

Below is a summary of the affected Zoning Districts and how the requirements for Family Group Child Care and Child Care Center facilities are proposed to change within each Zoning District:

Zoning District	***Changes affecting Family Group Child Care***	***Changes affecting Child Care Centers***
Historic Residential – Low Density (HRL)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Historic Residential – 1 (HR-1)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Historic Residential – 2 (HR-2)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Historic Residential-Medium Density (HRM)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Historic Recreation Commercial (HRC)	Previously required a CUP, now requires an ACUP (prohibited in storefront properties)	Previously required a CUP, now requires an ACUP (prohibited in storefront properties)
Historic Commercial Business (HCB)	Previously required a CUP, now requires an ACUP (prohibited in storefront properties)	Previously required a CUP, now requires an ACUP (prohibited in storefront properties)
Recreation And Open Space (ROS)	Not allowed. Staff recommends no changes.	Previously required a CUP, now requires an ACUP
Rural Estate (E-40) *(Note: This zoning district is no longer used and no*	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP

properties within Park City fall under this zoning designation. Staff recommends changes to maintain consistency throughout the LMC.)		
Estate (E)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Single Family (SF)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Residential (R-1)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Residential Development (RD)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Residential Development-Medium Density (RDM)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Residential- Medium Density (RM)	Previously required a CUP, now requires an ACUP	Previously required a CUP, now requires an ACUP
Recreation Commercial (RC)	No changes; requires an Administrative Permit	No changes; requires an Administrative Permit
Regional Commercial Overlay (RCO)	No changes; requires an Administrative Permit	No changes; requires an Administrative Permit or approval as part of a Master Planned Development or Affordable Master Planned Development
General Commercial (GC)	No changes; requires an Administrative Permit	No changes; requires an Administrative Permit
Light Industrial (LI)	No changes; requires an Administrative Permit	No changes; requires an Administrative Permit
Community Transition (CT)	Previously not allowed, now requires an ACUP	Previously required approval as part of an MPD, now requires an ACUP

B. Review Criteria

The consolidated and revised criteria against which Family Group Child Care and Child Care Center facilities proposed in the above districts would be analyzed moving forward are listed below. Staff recommends codifying these review criteria through revisions to LMC § 15-4-9 *Child Care And Child Care Facilities.*

1. **Parking:** One off-Street parking space required for each on-shift, non-resident or non-family member employee for the Family Group Child Care or Child Care Center in addition to underlying parking requirements outlined in Section 15-3-6. The parking requirement shall be reduced for Applicants who demonstrate mitigation of one or more parking spaces through one or more of the below measures. If a Family Group Child Care or Child Care Center obtains an exemption or reduction in parking, the facility's parking plans shall be reviewed by the Planning Department annually to ensure that reduced parking is still effective for the Site.
    a. There is adequate on-Street parking in the area available for use by the employees of the facility;
    b. The Child Care facility could share parking with a nearby business or Use (or multiple businesses or Uses) that operates during different hours and enter into a shared parking agreement with the business or businesses that is recorded with Summit County;
    c. The Child Care facility includes an on-Site drop-off/pick-up area where employees can walk out to vehicles and escort children from vehicles to the building without requiring the parent to exit the vehicle;
    d. A significant number of employees carpool, take transit, or use another method of transportation other than single-occupancy vehicles;
    e. Parking in the Right-of-Way adjacent to the Child Care facility is available for drop-off/pick-up areas for children or employees arriving or leaving the facility;
    f. A clear and irrevocable agreement authorizes Child Care facility employees or patrons to park in an off-Site Parking Area or Parking Structure that is located within 1,000 feet of the Child Care facility perimeter boundary;
    g. The Child Care Facility is within ¼-mile radius of a bus stop that includes a waiting shelter consistent with City standards;
    h. On-Site parking is provided for motorcycles and/or scooters;
    i. Bicycle parking exceeds the requirements of Section 15-3-9.
    j. The Site is an existing Historic Building or Structure that is exempted from parking requirements pursuant to Section 15-2.1-4, Section 15-2.2-4, Section 15-2.3-4, Section 15-2.4-4, Section 15-2.5-4, or Section 15-2.6-4.
2. **Drop-off/Pick-up Area:** For Family Group Child Care facilities, one drop-off/pick-up parking space shall be provided. An approved driveway may be used for the drop-off/pick-up space. The drop-off/pick-up space may be a street parking space if it is within 50 feet of the property and not across a street. For Child Care

Centers, at least two drop-off/pick-up parking spaces are required, or a drop-off/pick-up area where an employee can walk out to vehicles and escort children from vehicles to the building without requiring the parent to exit the vehicle.

3. **Arterial Street:** If a Family Group Child Care facility is located on an arterial Street or State Highway, off-Street drop-off/pick-up areas are required.

4. **Proximity to Public Transportation:** Child Care Centers proposed in residential zones are recommended to be located within ½ mile of a public transportation stop or route.

5. **Setbacks:** Zoning District Setbacks shall be observed except that Structures for Child Care Centers located in residential Zoning Districts shall observe at least 18-foot Side Setbacks and 25-foot Rear Setbacks.

6. **Signs:** One small sign, either free-standing or wall mounted, may be permitted for a Child Care Center. The sign must be no larger than 6 square feet set back at least 10 feet from the Property Line and must conform to all other criteria of the Municipal Code of Park City (MCPC) Title 12, Sign Code.

7. **Play Area Size and Location:** At least 40 square feet of outdoor play area per child is required for Family Group Child Care and Child Care Center facilities. Outdoor play areas or equipment shall not be located within Front Setbacks. Outdoor play areas shall be located on private property and not within Common Areas, unless the Applicant receives approval from the Homeowner's Association for Use of the Common Area, or unless the project was designed to accommodate a Child Care facility.

8. **Screening:** Outdoor play areas for Family Group Child Care and Child Care Center facilities shall be screened with a Fence or barrier that is at least 4 feet tall.

9. **Structure Inspection Required:** All Structures associated with the Family Group Child Care or Child Care Center shall conform to International Building Code (IBC) requirements and shall be inspected and approved by the Park City Building Department. Prior to inspection, the Applicant must notify the Building Department of the maximum number of children that will be cared for in the facility.

10. **Public Notice:** The Planning Department shall notify property owners within 300 feet of the proposed Family Group Child Care or Child Care Center at least 10 days prior to the first Public Hearing, in addition to the noticing requirements outlined in Sections 15-1-12 and 15-1-21.

11. **Annual Review:** The following shall be included as a Condition of Approval for all Family Group Child Care and Child Care Center approvals: The Planning

Director may review the Administrative Conditional Use Permit on an annual basis and revise the Administrative Conditional Use Permit to impose additional Conditions of Approval to mitigate any outstanding issues if the Applicant or City receives one or more complaints regarding the Child Care facility.

12. **Exceptions:** The Planning Department may grant an exception to these Site requirements if the Applicant for Family Group Child Care and Child Care Center facilities can demonstrate that any reasonably expected detrimental impacts can be mitigated through Conditions of Approval during the Administrative Conditional Use Permit review process.

C. Off-Street Parking

LMC § 15-3-6(B) is proposed to be updated to remove the requirement for Child Care Centers to provide one parking space per six children cared for. Staff recommends retaining the requirement for Child Care Centers to provide one parking space per on-duty staff member per shift outlined in LMC § 15-3-6(B) and LMC § 15-4-9(E)(2)(a), as well as the potential for exemptions to the parking requirements as outlined in LMC § 15-4-9(E)(2)(a). (See draft ordinance line 1621 and 1939-1972.)

D. Master Planned Developments and Affordable Master Planned Developments

On December 12, 2024, the City Council adopted Ordinance No. 2024-21, allowing Child Care Facilities as an accessory use for MPDs and AMPDs for both Residential and Resort Accessory Uses, an incentive that allows for these facilities without counting against a project's Unit Equivalents.

Additionally, in preparation for this ordinance, Staff researched comparable communities to evaluate potential criteria by which the Planning Commission could require a Child Care Center as part of an MPD or AMPD. Staff was unable to find examples of objective and clear criteria that would contribute to meaningful development. Requiring construction of a Child Care Center is impractical for developers and presents long-term enforcement challenges.

As a result, staff recommends eliminating LMC § 15-6-5, which allowed the Planning Commission to require a Site designated and planned for a Child Care Center within MPDs if the Planning Commission determined that the MPD would create additional demands for Child Care.

(See draft ordinance lines 2316-2321.)

Staff recommends eliminating LMC § 15-6.1-11(K), which allowed the Planning Commission to require a Site designated and planned for a Child Care Center within AMPDs if the Planning Commission determined that the AMPD would create additional demands for Child Care.

(See draft ordinance lines 2441-2444.)

For consistency and clarity, staff recommends eliminating a portion of LMC § 15-4-9 that referenced the above provisions in the MPD and AMPD code (see draft ordinance lines 1884-1886).

E. Definitions

The definitions for Child Care facility types outlined in LMC § 15-15-1 are proposed to be updated to eliminate the Family Child Care definition, expand the definition of In-Home Babysitting to allow for the provision of Child Care for up to eight children, and update the definition of Family Group Child Care to allow for the provision of Child Care within the provider's primary residence or an additional location subject to state licensing requirements (draft ordinance lines 2483-2492).

(II) The Development Review Committee reviewed the proposed LMC Amendments on December 17, 2024 and did not require Conditions of Approval.[2]

The Development Review Committee reviewed the proposed LMC Amendments on December 17, 2024 and did not have additional feedback or suggestions.

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 on March 5, 2025. The *Park Record* published notice on March 8, 2025.[3]

Additionally, staff notified members of the Child Care Focus Group who provided input and expertise to inform them that these potential LMC amendments would be on the Planning Commission's agenda. Staff also notified relevant City departments including Executive, Finance, Public Safety, and Building.

Public Input

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

Alternatives

The Planning Commission may:

---

[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

- Forward a positive recommendation for City Council consideration on June 5, 2025;
- Forward a negative recommendation for City Council consideration on June 5, 2025; or
- Request additional information and continue the discussion to a date certain or uncertain.

Exhibit
A: Draft Ordinance

Ordinance No. 2025-XX

AN ORDINANCE AMENDING LAND MANAGEMENT CODE TO AMEND *USES* IN SECTIONS 15-2.1-2, 15-2.2-2, 15-2.3-2, 15-2.4-2, 15-2.5-2, 15-2.6-2, 15-2.7-2, 15-2.9-2, 15-2.10-2, 15-2.11-2, 15-2.12.-2, 15-2.13-2, 15-2.14-2, 15-2.15-2, 15-2.16-2, 15-2.17-2, 15-2.18-2, 15-2.19-2, 15-2.23-2; AMENDING *PARKING RATIO REQUIREMENTS FOR SPECIFIC LAND USE CATEGORIES* IN SECTION 15-3-6; AMENDING *CHILD CARE AND CHILD CARE FACILITIES* IN SECTION 15-4-9; AMENDING *MASTER PLANNED DEVELOPMENT REQUIREMENTS* IN SECTION 15-6-5; AMENDING *SITE PLANNING* IN SECTION 15-6.1-11; AND AMENDING CHAPTER 15-15 *DEFINED TERMS* TO REMOVE "CHILD CARE, FAMILY" AND TO AMEND "CHILD CARE, IN-HOME BABYSITTING" AND "CHILD CARE, FAMILY GROUP"

WHEREAS, the Land Management Code is designed, enacted, restated and reorganized to implement the goals and policies of the Park City General Plan;

WHEREAS, City Implementation Strategy 12.13 of the 2014 General Plan identifies Child Care as a vital support service for the City's workforce;

WHEREAS, the statistically valid survey conducted as part of the 2025 update the General Plan identified that the business type that the Park City community saw a need for was Child Care;

WHEREAS, during the 2024 General Session, the Utah Legislature adopted Utah House Bill 153, eliminating requirements for Child Care facilities of up to eight children to receive a license from the Utah Division of Licensing and Background Checks and it is in the interest of Park City to be consistent with state requirements;

WHEREAS, in 2023 the City Council, seeing the need for Child Care in Park City, directed the Planning Department to identify and remove land use barriers for Child Care;

WHEREAS, on March 27, 2024, the Planning Commission held a work session and provided feedback and guidance on the drafting of the proposed Land Management Code changes;

WHEREAS, on November 18, 2024, the Planning Department held a focus group with elected officials and local Child Care professionals to identify potential changes to the Land Management Code to incentivize Child Care;

DRAFT

WHEREAS, January 8, 2025, the Planning Commission held a work session to consider the feedback from the focus group and to provide specific guidance on the drafting of changes to the Land Management Code;

WHEREAS, on March 26, 2025, the Planning Commission held a duly noticed public hearing to receive input on the proposed Land Management Code amendments, and forwarded a _____ recommendation to City Council;

WHEREAS, on June 5, 2025, the City Council held a duly noticed public hearing;

WHEREAS, it is in the best interest of Park City, Utah, to amend the Land Management Code to update regulations related to Child Care; and

WHEREAS, the proposed Land Management Code amendment is consistent with the following purposes of the Utah Municipal Land Use, Development, and Management Act Section 10-9a-102, Purposes – General land use authority.

1. The purposes of this chapter are to:
    a. provide for the health, safety, and welfare;
    b. promote the prosperity;
    c. improve the morals, peace, good order, comfort, convenience, and aesthetics of each municipality and each municipality's present and future inhabitants and businesses;
    d. protect the tax base;
    e. secure economy in government expenditures;
    f. foster the state's agricultural and other industries;
    g. protect both urban and nonurban development;
    h. protect and ensure access to sunlight for solar energy devices;
    i. provide fundamental fairness in land use regulation;
    j. facilitate orderly growth and allow growth in a variety of housing types; and
    k. protect property values.

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

SECTION 1. FINDINGS. The analysis section of the staff reports of the March 26, 2025 Planning Commission and June 5, 2025 City Council Staff Reports, are incorporated herein. The recitals above are incorporated herein as findings of fact.

SECTION 2. AMEND MUNICIPAL CODE OF PARK CITY, LAND MANAGEMENT CODE TITLE 15. AMENDING LAND MANAGEMENT CODE USES IN SECTIONS 15-2.1-2, 15-2.2-2, 15-2.3-2, 15-2.4-2, 15-2.5-2, 15-2.6-2, 15-2.7-2, 15-2.9-2, 15-2.10-2, 15-2.11-2, 15-2.12.-2, 15-2.13-2, 15-2.14-2, 15-2.15-2, 15-2.16-2, 15-2.17-2, 15-2.18-2,

DRAFT

15-2.19-2, 15-2.23-2; AMENDING PARKING RATIO REQUIREMENTS FOR SPECIFIC LAND USE CATEGORIES IN SECTION 15-3-6; AMENDING CHILD CARE AND CHILD CARE FACILITIES IN SECTION 15-4-9; AMENDING MASTER PLANNED DEVELOPMENT REQUIREMENTS IN SECTION 15-6-5; AMENDING SITE PLANNING IN SECTION 15-6.1-11; AND AMENDING CHAPTER 15-15, DEFINED TERMS, TO REMOVE “CHILD CARE, FAMILY" AND TO AMEND “CHILD CARE, IN-HOME BABYSITTING” AND “CHILD CARE, FAMILY GROUP” as outlined in Attachment 1.

SECTION 3. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 5th DAY OF June 2025.

PARK CITY MUNICIPAL CORPORATION

_____
Nann Worel, Mayor

Attest:

_____
City Recorder

Approved as to form:

_____
City Attorney’s Office

DRAFT

Attachment 1

15-2.1-2 Uses

Uses in the HRL District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Home Occupation
3. Child Care, In-Home Babysitting
4. ~~[Child Care, Family[1]]~~
4. Child Care, Family Group[1]
5. Accessory Building and Use
6. Conservation Activity
7. Agriculture
8. Residential Parking Area or Structure with four (4) or fewer spaces
9. Internal Accessory Dwelling Unit[9]
10. Accessory Apartment[3]

B. **CONDITIONAL USES.**

1. Nightly Rentals[2]
2. Lockout Unit

DRAFT

3. Child Care Center[1]

4. Essential Municipal and Public Utility Use, Facility, Service and Structure

5. Telecommunication Antenna[4]

6. Satellite dish greater than thirty-nine inches (39") in diameter[5]

7. Residential Parking Area or Structure five (5) or more spaces

8. Temporary Improvement[6]

9. Passenger Tramway Station and Ski Base Facility[7]

10. Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge[6]

11. Recreation Facility, Private[10]

12. Fences greater than six feet (6') in height from Final Grade[5,8]

13. Temporary Structures, excluding yurts.[11]

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

[1]See Section 15-4-9, Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[2]The HRL Zoning District is divided into three sub-neighborhoods: the western sub-neighborhood along Sampson Avenue, Ridge Avenue, and King Road; the McHenry Avenue Sub-neighborhood; and the Lower Rossi Hill sub-neighborhood along Deer Valley Loop and Rossi Hill Drive. No more than twelve (12) Conditional Use Permits shall be allowed in the western sub-neighborhood. Nightly Rentals are prohibited in the McHenry Avenue sub-neighborhood. Nightly Rentals in the Lower Rossi Hill sub-neighborhood require a Conditional Use Permit. For Nightly Rentals in the western sub-neighborhood, in

DRAFT

addition to the Conditional Use Permit criteria in LMC § 15-1-10(E), the Planning Commission shall consider whether or not the proposed Nightly Rental mitigates the impacts of and addresses the following items: (a) all rental agreements for Nightly Rental shall include language that limits the vehicles allowed to the number of on-site Parking Spaces; (b) all rental agreements shall include language indicating that all-wheel drive vehicles are required during the winter season; (c) all rental agreements shall provide Nightly Renters with information regarding walkable access to skiing, to Park City's Historic Main Street, to Old Town, and to Park City's free transit service; and (d) property management contact information shall be displayed in a prominent location inside the Nightly Rental. For Nightly Rentals in the Lower Rossi Hill sub-neighborhood, in addition to the Conditional Use Permit criteria in LMC § 15-1-10(E), the Planning Commission shall consider whether or not the proposed Nightly Rental mitigates the impacts of and addresses the following items: (a) all rental agreements for Nightly Rental shall include language that limits the vehicles allowed to the number of on-site parking spaces; and (b) property management contact information shall be displayed in a prominent location inside the Nightly Rental.

[3]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[4]See Section 15-4-14, Telecommunications Facilities.

[5]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[6]Subject to Administrative or Administrative Conditional Use permit, see LMC Chapter 15-4.

[7]See Section 15-4-18, Passenger Tramways and Ski-Base Facilities.

[8]See Section 15-4-2, Fences and Retaining Walls.

[9]See Section 15-4-7.1, Internal Accessory Dwelling Units. Single-Family Dwellings designated Significant or Landmark Historic Sites on the Park City Historic Sites Inventory are subject to an Administrative Conditional Use Permit.

[10]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[11]Requires an Administrative Permit. See Section 15-13-10, Standards for Temporary Structures in Historic Districts.

HISTORY

DRAFT

Adopted by Ord. 00-15 on 3/2/2000

Amended by Ord. 06-56 on 7/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 15-44 on 11/5/2015

Amended by Ord. 2020-37 on 7/30/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-06 on 2/4/2021

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2024-11 on 5/23/2024

. . . .

15-2.2-2 Uses

Uses in the HR-1 District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling

2. Lockout Unit[1]

3. Nightly Rental[1]

4. Home Occupation

5. Child Care, In-Home Babysitting[2]

~~6. [Child Care, Family[2]]~~

6. Child Care, Family Group[2]

7. Accessory Building and Use

8. Conservation Activity

9. Agriculture

10. Residential Parking Area or Structure, with four (4) or fewer spaces

11. Internal Accessory Dwelling Unit[10]

12. Accessory Apartment[3]

B. **CONDITIONAL USES.**

1. Duplex Dwelling

2. Guest House on Lots one (1) acre or greater

3. Secondary Living Quarters

4. Group Care Facility

5. Child Care Center[2]

6. Public and Quasi-Public Institution, church and school

7. Essential Municipal and Public Utility Use, Facility, Service, and Structure

8. Telecommunication Antenna[4]

9. Satellite Dish, greater than thirty-nine inches (39") diameter[5]

DRAFT

10. Bed and Breakfast Inn[6]

11. Boarding House, hostel[6]

12. Hotel, Minor, (fewer than sixteen (16) rooms)[6]

13. Residential Parking Area or Structure with five (5) or more spaces.

14. Temporary Improvement[7]

15. Passenger Tramway Station and Ski Base Facility[8]

16. Ski Tow, Ski Lift, Ski Run, and Ski Bridge[8]

17. Recreation Facility, Private[11]

18. Fences greater than six feet (6') in height from Final Grade[7,9]

19. Temporary Structures, excluding yurts.[12]

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

[1]Nightly Rental of a Lockout Unit requires a Conditional Use permit.

[2]See Section 15-4-9, Child Care and Childcare Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[3]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[4]See Section 15-4-14, Telecommunication Facilities.

[5]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[6]In Historic Buildings and/or Structures only. Parking requirements of Chapter 15-3 shall apply.

[7]Subject to Administrative or Administrative Conditional Use permit.

[8]See Section 15-4-18, Passenger Tramways and Ski-Base Facilities.

[9]See Section 15-4-2, Fences and Retaining Walls.

DRAFT

[10]See Section 15-4-7.1, Internal Accessory Dwelling Units. Single-Family Dwellings designated Significant or Landmark Historic Sites on the Park City Historic Sites Inventory are subject to an Administrative Conditional Use Permit.

[11]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[12]Requires an Administrative Permit. See Section 15-13-10, Standards for Temporary Structures in Historic Districts.

HISTORY

Adopted by Ord. 00-15 on 3/2/2000

Amended by Ord. 06-56 on 7/27/2006

Amended by Ord. 07-25 on 4/19/2007

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2024-11 on 5/23/2024

. . . .

15-2.3-2 Uses

Uses in the HR-2 District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling

2. Lockout Unit[1]

3. Nightly Rental[2]

4. Home Occupation

5. Child Care, In-Home Babysitting[3]

~~6. [Child Care, Family[3]]~~

6. Child Care, Family Group[3]

7. Accessory Building and Use

8. Conservation Activity

9. Agriculture

10. Residential Parking Area or Structure with four (4) or fewer spaces

11. Internal Accessory Dwelling Unit[12]

12. Accessory Apartment[4]

B. **CONDITIONAL USES.**

1. Duplex Dwelling

2. Secondary Living Quarters

3. Group Care Facility

4. Child Care Center[3]

5. Public or Quasi-Public institution, church or school

6. Essential municipal and public utility Use, facility, service, and Structure

7. Telecommunication Antenna[5]

DRAFT

8. Satellite Dish Antenna greater than thirty-nine inches (39") in diameter[6]
9. Bed and Breakfast Inn[7]
10. Boarding House, Hostel[7]
11. Hotel, Minor, fewer than sixteen (16) rooms[7]
12. Office, General[8]
13. Office, Moderate Intensive[8]
14. Office and Clinic, Medical[8]
15. Retail and Service Commercial, Minor[8]
16. Retail and Service Commercial, personal improvement[8]
17. Cafe or Deli[8]
18. Restaurant, General[8]
19. Restaurant, Outdoor Dining[8]
20. Outdoor Events
21. Residential Parking Area or Structure with five (5) or more spaces, associated with a residential Building on the same Lot
22. Temporary Improvement
23. Passenger Tramway Station and Ski Base Facility[10]
24. Ski tow rope, ski lift, ski run, and ski bridge[10]
25. Recreation Facility, Private[13]

DRAFT

26. Fences greater than six feet (6') in height from Final Grade[11]

27. Limited Commercial expansion necessary for compliance with Building/ Fire Code egress and Accessibility requirements and support Uses associated with HCB Commercial Use

28. Bar[8]

29. Temporary Structures, excluding yurts.[14]

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 a Conditional Use Permit.

[2]Nightly Rental does not include the use of dwellings for Commercial Uses.

[3]See Section 15-4-9 Child Care And Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[4]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[5]See Section 15-4-14, Telecommunication Facilities.

[6]See Section 15-4-13, Placement Of Satellite Receiving Antennas.

[7]In Historic Buildings and/or Structures only.

[8]In Historic Buildings and/or Structures and within Sub-Zones A and B subject to compliance with all criteria and requirements of Section 15-2.3-8 for Sub-Zone A and Section 15-2.3-9 for Sub-Zone B.

[9]Subject to an Administrative Conditional Use Permit, and permitted in Sub-Zone B only, subject to requirements in Section 15-2.3-9.

[10]See Section 15-4-18, Passenger Tramways And Ski-Base Facilities.

[11]See Section 15-4-2, Fences And Retaining Walls.

DRAFT

[12]See Section 15-4-7.1, Internal Accessory Dwelling Units. Single-Family Dwellings designated Significant or Landmark Historic Sites on the Park City Historic Sites Inventory are subject to an Administrative Conditional Use Permit.

[13]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[14]Requires an Administrative Permit. See Section 15-13-10, Standards for Temporary Structures in Historic Districts.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-08 on 3/4/2004

Amended by Ord. 06-56 on 7/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 10-14 on 4/15/2010

Amended by Ord. 12-37 on 12/20/2012

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 2020-36 on 7/30/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2024-11 on 5/23/2024

. . . .

15-2.4-2 Uses

Uses in the HRM District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling

2. Duplex Dwelling

3. Secondary Living Quarters

4. Lockout Unit[1]

5. Accessory Apartment[2]

6. Nightly Rental[3]

7. Home Occupation

8. Child Care, In-Home Babysitting

~~9. [Child Care, Family[4]]~~

9. Child Care, Family Group[4]

10. Accessory Building and Use

11. Conservation Activity

12. Agriculture

13. Parking Area or Structure with four (4) or fewer spaces

14. Internal Accessory Dwelling Unit[11]

B. **CONDITIONAL USES.**

1. Triplex Dwelling

2. Multi-Unit Dwelling

3. Group Care Facility

DRAFT

4. Child Care Center[4]
5. Public and Quasi-Public Institution, Church, and School
6. Essential Municipal and Public Utility Use, Facility Service, and Structure
7. Telecommunication Antenna[5]
8. Satellite Dish, greater than thirty-nine inches (39") in diameter[6]
9. Bed and Breakfast Inn[7]
10. Boarding House, Hostel[7]
11. Hotel, Minor[7]
12. Office, General[8]
13. Retail and Service Commercial, Minor[8]
14. Retail and Service Commercial, personal improvement[8]
15. Neighborhood Market, without gasoline sales[8]
16. Cafe, Deli[8]
17. Café, Outdoor Dining[9]
18. Parking Area or Structure with five (5) or more spaces
19. Temporary Improvement[10]
20. Recreation Facility, Public
21. Recreation Facility, Private[12]

DRAFT

22. Outdoor Events[10]

23. Fences greater than six feet (6') in height from Final Grade[10]

24. Temporary Structures, excluding yurts.[13]

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 a Conditional Use permit.

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses.

[4]See Section 15-4-9 Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[5]See Section 15-4-14, Telecommunications Facilities.

[6]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[7]Allowed only in Historic Buildings and/or Structures or historically Compatible Structures.

[8]Allowed only in Historic Buildings and/or Structures

[9]Requires an Administrative Conditional Use permit. Allowed in association with a Café or Deli.

[10]Requires an Administrative or Administrative Conditional Use permit, see Chapter 15-4.

[11]See Section 15-4-7.1, Internal Accessory Dwelling Units. Single-Family Dwellings designated Significant or Landmark Historic Sites on the Park City Historic Sites Inventory are subject to an Administrative Conditional Use Permit.

[12]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[13]Requires an Administrative Permit. See Section 15-13-10, Standards for Temporary Structures in Historic Districts

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 06-69 on 10/19/2006

DRAFT

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2024-11 on 5/23/2024

. . . .

15-2.5-2 Uses

Uses in the HRC District are limited to the following:

A. **ALLOWED USES.**[10]

1. Single Family Dwelling[5]
2. Duplex Dwelling[5]
3. Secondary Living Quarters[5]
4. Lockout Unit[1,5]
5. Accessory Apartment[2,5]
6. Nightly Rental[5]
7. Home Occupation[5]
8. Child Care, In-Home Babysitting
9. ~~[Child Care, Family[3]]~~

DRAFT

9. Child Care, Family Group[3]

10. Child Care Center[3]

11. Accessory Building and Use

12. Conservation Activity

13. Agriculture

14. Bed and Breakfast Inn[4,5]

15. Boarding House, hostel[5]

16. Hotel, Minor, fewer than sixteen (16) rooms[5]

17. Office, General[5]

18. Parking Area or Structure, with four (4) or fewer spaces[5]

19. Food Truck Location[11]

B. **CONDITIONAL USES.**[9, 10]

1. Triplex Dwelling[5]

2. Multi-Unit Dwelling[5]

3. Guest House, on Lots one (1) acre[5]

4. Group Care Facility[5]

5. Public and Quasi-Public institution, church, or school

6. Essential Municipal public utility Use, facility, service, and Structure

DRAFT

7. Telecommunication Antenna[6]
8. Satellite dish, greater than thirty-nine inches (39") in diameter[7]
9. Plant and Nursery stock products and sales
10. Hotel, Major[5]
11. Timeshare Projects and Conversions[5]
12. Private Residence Club Project and Conversion[4,5]
13. Office, Intensive[5]
14. Office and clinic, Medical[5]
15. Financial institution, without drive-up window[8]
16. Commercial Retail and Service, Minor[8]
17. Commercial Retail and Service, Personal Improvement[8]
18. Neighborhood Convenience Commercial, without gasoline sales
19. Café or Deli[8]
20. Restaurant, General[8]
21. Restaurant and Café, outdoor dining[4]
22. Outdoor Events and Uses[4]
23. Bar
24. Parking Area or Structure, with five (5) or more spaces[5]

DRAFT

25. Temporary Improvement[4]

26. Passenger Tramway station and ski base facility

27. Ski tow, ski lift, ski run, and ski bridge

28. Recreation Facility, Commercial, Public, and Private[12]

29. Entertainment Facility, Indoor

30. Fences greater than six feet (6') in height from Final Grade[4]

31. Private Residence Club, Off-Site[5]

32. Private Event Facility[5]

33. Temporary Structures, excluding yurts.[13]

C. **PROHIBITED USES**. Unless otherwise allowed herein, any Use not listed above as an Allowed or Conditional Use is a prohibited Use.

[1]Nightly rental of Lockout Units requires a Conditional Use permit.

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[3]See Section 15-4-9, Child Care And Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[4]Requires an Administrative or Administrative Conditional Use permit, see Chapter 15-4.

[5]Prohibited in HRC Zoned Storefront Property adjacent to Main Street, Heber Avenue and Park Avenue, excluding those HRC Zoned Properties on the west side of Park Avenue and also excluding those HRC Zoned Properties with the following addresses: 702 Main Street, 710 Main Street, 738 Main Street (for the plaza side storefronts), 780 Main Street, 804 Main Street (for the plaza side storefronts), 875 Main Street, 890 Main Street, 900 Main Street, and 820 Park Avenue. Hotel rooms shall not be located within Storefront Property; however access, circulation, and lobby areas are permitted within Storefront

DRAFT

Property.

[6]See Section 15-4-14, Telecommunication Facilities.

[7]See Section 15-4-13, Placement Of Satellite Receiving Antennas.

[8]If Gross Floor Area is less than 2,000 sq. ft., the Use shall be considered an Allowed Use.

[9]No community locations as defined by Utah Code 32B-1-102 (Alcoholic Beverage Control Act) are permitted within 200 feet of Main Street unless a variance is permitted for an outlet, as defined by Utah Code 32B-1-202, to obtain a liquor license.

[10]Within the HRC Zoning District, no more than seven (7) Conventional Chain Businesses are permitted in Storefront Properties.

[11]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.

[12]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[13]Requires an Administrative Permit. See Section 15-13-10, Standards for Temporary Structures in Historic Districts.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-39 on 3/18/2004

Amended by Ord. 06-69 on 10/19/2006

Amended by Ord. 07-55 on 8/30/2007

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 12-37 on 12/20/2012

Amended by Ord. 16-02 on 1/7/2016

Amended by Ord. 2017-45 on 8/17/2017

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-36 on 7/30/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2022-16 on 5/26/2022

Amended by Ord. 2022-21 on 10/27/2022

Amended by Ord. 2023-16 on 4/27/2023

Amended by Ord. 2024-11 on 5/23/2024

. . . .

15-2.6-2 Uses

Uses in the Historic Commercial Business (HCB) District are limited to the following:

A. **ALLOWED USES.**[11]

1. Single Family Dwelling[1]
2. Multi-Unit Dwelling[1]
3. Secondary Living Quarters[1]
4. Lockout Unit[1,2]
5. Accessory Apartment[1,3]
6. Nightly Rental[4]
7. Home Occupation[1]
8. Child Care, In-Home Babysitting[1]
9. ~~[Child Care, Family[1,5]]~~
9. Child Care, Family Group[1,5]
10. Child Care Center[1,5]

DRAFT

11. Accessory Building and Use[1]
12. Conservation Activity
13. Agriculture
14. Bed and Breakfast Inn[1, 6]
15. Boarding House, hostel[1]
16. Hotel, Minor, fewer than 16 rooms[1]
17. Office, General[1]
18. Office, Moderate Intensive[1]
19. Office and clinic, Medical[1]
20. Financial institution, without drive-up window
21. Commercial Retail and Service, Minor
22. Commercial Retail and Service, Personal Improvement
23. Commercial Neighborhood Convenience, without gasoline sales
24. Restaurant, Cafe or Deli
25. Restaurant, General
26. Bar
27. Parking Lot, Public or Private with four (4) or fewer spaces
28. Entertainment Facility, Indoor

DRAFT

29. Salt Lake City 2002 Winter Olympic Games Legacy Displays[7]

30. Temporary winter Balcony enclosures

31. Food Truck Location[12]

B. **CONDITIONAL USES.**[10, 11]

1. Group Care Facility[1]
2. Public and Quasi-Public institution, church, or school
3. Essential municipal public utility Use, facility, service, and Structure
4. Telecommunication Antenna[8]
5. Satellite dish, greater than thirty-nine inches (39") in diameter[9]
6. Plant and Nursery stock products and sales
7. Hotel, Major[1]
8. Timeshare Projects and Conversions[1]
9. Timeshare Sales Office, Off-Site within an enclosed Building[1]
10. Private Residence Club Project and Conversion[1,6]
11. Commercial Retail and Service, Major
12. Office, Intensive[1]
13. Restaurant, outdoor dining[6]
14. Outdoor Events and Uses[6]

DRAFT

15. Hospital, Limited Care Facility[1]

16. Parking Area or Structure for five (5) or more cars[1]

17. Temporary Improvement[6]

18. Passenger Tramway station and ski base facility

19. Ski tow, ski lift, ski run, and ski bridge

20. Recreation Facility, Public

21. Recreation Facility, Private[13]

22. Recreation Facility, Commercial

23. Fences greater than six feet (6') in height from Final Grade[6]

24. Private Residence Club, Off-Site[1]

25. Private Event Facility[1]

26. Temporary Structures, excluding yurts.[14]

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

[1]Prohibited in HCB Zoned Storefront Property adjacent to Main Street, Heber Avenue, Grant Avenue, and Swede Alley. Hotel rooms shall not be located within Storefront Property; however access, circulation and lobby areas are permitted within Storefront Property.

[2]Nightly Rental of Lock Units requires a Conditional Use permit.

[3]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[4]Nightly Rental of residential dwellings does not include the Use of dwellings for Commercial Uses.

[5]See Section 15-4-9, Child Care And Child Care Facilities. Family Group Child Care and Child Care

DRAFT

Center Uses require an Administrative Conditional Use permit.

[6]Requires an Administrative or Administrative Conditional Use permit.

[7]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services Agreement and/or Master Festival License. Requires an Administrative Permit.

[8]See Section 15-4-14, Telecommunication Facilities.

[9]See Section 15-4-13, Placement Of Satellite Receiving Antennas.

[10]No community locations as defined by Utah Code 32B-1-102 (Alcoholic Beverage Control Act) are permitted within 200 feet of Main Street unless a variance is permitted for an outlet, as defined by Utah Code 32B-1-202, to obtain a liquor license.

[11]Within the HCB Zoning District, no more than seventeen (17) Conventional Chain Businesses are permitted in Storefront Properties.

[12]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.

[13]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[14]Requires an Administrative Permit. See Section 15-13-10, Standards for Temporary Structures in Historic Districts.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 02-38 on 9/12/2002

Amended by Ord. 04-39 on 3/18/2004

Amended by Ord. 06-69 on 10/19/2006

Amended by Ord. 07-55 on 8/30/2007

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 12-37 on 12/20/2012

DRAFT

Amended by Ord. 16-02 on 1/7/2016

Amended by Ord. 16-01 on 1/7/2016

Amended by Ord. 2017-45 on 8/17/2017

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-36 on 7/30/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2022-16 on 5/26/2022

Amended by Ord. 2022-21 on 10/27/2022

Amended by Ord. 2023-16 on 4/27/2023

Amended by Ord. 2024-11 on 5/23/2024

. . . .

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

DRAFT

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

DRAFT

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[6]
17. Commercial Stable, Riding Academy
18. Vehicle Control Gates[2]
19. Resort Support, Commercial
20. Cemetery
21. Parking Area or Structure with five (5) or more spaces
22. Telecommunications Antenna[3]
23. Mines and Mine Exploration
24. Plant and Nursery stock products and sales
25. Fences greater than six feet (6') in height from Final Grade.

DRAFT

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]See Section 15-4-9, Child Care And Child Care Facilities. Child Care Center Uses require an Administrative Conditional Use permit.

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

. . . .

15-2.9-2 Uses

Uses in the E-40 District are limited to the following:

DRAFT

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Secondary Living Quarters
3. Lockout Unit[1]
4. Accessory Apartment[2]
5. Nightly Rental[3]
6. Home Occupation
7. Child Care, In-Home Babysitting
8. ~~[Child Care, Family[4]]~~
8. Child Care, Family Group[4]
9. Accessory Building and Use
10. Conservation Activity
11. Agriculture
12. Raising, grazing of horses
13. Residential Parking Area or Structure, with four (4) or fewer spaces
14. Internal Accessory Dwelling Unit[9]

B. **CONDITIONAL USES.**

1. Guest House

DRAFT

2. Group Care Facility

3. Child Care Center[4]

4. Public and Quasi-Public Institution, Church and School

5. Essential Municipal Public Utility Use, Facility, Service, and Structure

6. Telecommunication Antenna[6]

7. Satellite Dish, greater than thirty-nine inches (39") diameter[6]

8. Plant and Nursery Stock Production and Sales

9. Raising, grazing of livestock

10. Cemetery

11. Bed and Breakfast Inn

12. Parking Lot or Structure with five (5) or more space

13. Temporary Improvement[7]

14. Passenger Tramway Station and Ski Base Facility

15. Ski Rope Tow, Ski Lift, Ski Run, and Ski Bridge

16. Outdoor Event[7]

17. Recreation Facility, Public and Private[10]

18. Recreation Facility, Commercial

19. Commercial Stables, Riding Academy

DRAFT

20. Mines and Mine Exploration

21. Fences greater than six feet (6') in height from Final Grade[7]

22. Vehicle Control Gates[8]

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 a Conditional Use permit

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses

[4]See LMC Chapter 15-4-9 for Child Care Regulations. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[5]See LMC Chapter 15-4-14, Supplemental Regulations for Telecommunication Facilities

[6]See LMC Chapter 15-4-13, Supplemental Regulations for Satellite Receiving Antennas

[7]Requires an Administrative Conditional Use permit.

[8]See Section 15-4-19 for specific review criteria for gates.

[9]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[10]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-08 on 3/4/2004

Amended by Ord. 06-69 on 10/19/2006

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

DRAFT

. . . .

15-2.10-2 Uses

Uses in the Estate (E) District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Duplex Dwelling
3. Secondary Living Quarters
4. Lockout Unit[1]
5. Accessory Apartment[2]
6. Nightly Rental[1,3]
7. Home Occupation
8. Child Care, In-Home Babysitting[4]
9. ~~[Child Care, Family[4]]~~
9. Child Care, Family Group[4]
10. Accessory Buildings and Uses
11. Conservation Activity
12. Agriculture
13. Raising, grazing of horses

DRAFT

14. Parking Area or Structure with four (4) or fewer spaces

15. Internal Accessory Dwelling Unit[12]

B. **CONDITIONAL USES.**

1. Guest House
2. Group Care Facility
3. Child Care Center[4]
4. Public and Quasi-Public Institution, Church and School
5. Essential Municipal Public Utility Use, Facility, Services, and Structure
6. Telecommunication Antenna[5]
7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[6]
8. Plant and Nursery stock products and sales
9. Raising, grazing of livestock
10. Cemetery
11. Bed and Breakfast Inn
12. Hotel, Minor[7]
13. Hotel, Major[7]
14. Parking Area or Structure with five (5) or more spaces
15. Temporary Improvement[8]

DRAFT

16. Passenger Tramway Station and Base Facility[9]

17. Ski Tow Rope, Ski Run, Ski Lift, and Ski Bridge

18. Outdoor Event[7]

19. Recreation Facility, Public and Private[13]

20. Recreation Facility, Commercial

21. Commercial Stables, Riding Academy

22. Mines and Mine Exploration

23. Vehicle Control Gates[10]

24. Fences greater than six feet (6') in height from Final Grade[8]

25. Support Retail and Minor Service Commercial[11]

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 a Conditional Use permit

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses.

[4]See Section 15-4-9 Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[5]See Section 15-4-14, Telecommunication Facilities

[6]See Section 15-4-13, Placement of Satellite Receiving Antennas

[7]Subject to regulations of Chapter 15-6, Master Planned Developments

[8]Requires an Administrative Conditional Use permit

DRAFT

[9]See Section 15-4-18 Passenger Tramways and Ski Base Facilities

[10]See Section 15-4-19 Review Criteria for Vehicle Control Gates

[11]Subject to a Master Planned Development approval. See Chapter 15-6

[12]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[13]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-08 on 3/4/2004

Amended by Ord. 06-69 on 10/19/2006

Amended by Ord. 2020-45 on 10/1/2020

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

. . . .

15-2.11-2 Uses

Uses in the SF District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Duplex Dwelling[1]
3. Secondary Living Quarters[2]
4. Accessory Apartment[3]
5. Nightly Rental[4]

6. Home Occupation

7. Child Care, In-Home Babysitting[5]

~~8. [Child Care, Family[5]]~~

8. Child Care, Family Group[5]

9. Accessory Building and Use

10. Conservation Activity

11. Agriculture

12. Parking Area or Structure with four (4) or fewer spaces

13. Internal Accessory Dwelling Unit[10]

B. **CONDITIONAL USES.**

1. Guest House[6]

2. Group Care Facility

3. Child Care Center[5]

4. Public and Quasi-Public Institution, Church, and School

5. Essential Municipal Public Utility Use, Facility, Service, and Structure

6. Telecommunication Antenna[7]

7. Satellite Dish, greater than thirty-nine inches (39") diameter[8]

8. Raising, grazing of horses

DRAFT

9. Bed and Breakfast Inn

10. Parking Area or Structure with five (5) or more spaces[9]

11. Temporary Improvements[9]

12. Outdoor Event[9]

13. Recreation Facility, Public or Private[11]

14. Fences greater than six feet (6') in height from Final Grade[9]

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

[1]Permitted only on Lots designated for Duplexes on the official Subdivision Plat.

[2]Detached Guest Houses and detached Secondary Living Quarters are not allowed as a Conditional or Allowed Use within Holiday Ranchettes Subdivision.

[3]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments. Accessory Apartments in detached Structures are not allowed within Holiday Ranchettes Subdivision.

[4]Allowed only within Prospector Village Subdivision. Commercial Uses are not allowed within Nightly Rental units.

[5]See Section 15-4-9 Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[6]Detached Guest Houses and detached Secondary Living Quarters are not allowed as a Conditional or Allowed Use within Holiday Ranchettes Subdivision.

[7]See Section 15-4-14, Telecommunication Facilities

[8]See Section 15-4-13, Placement of Satellite Receiving Antennas

[9]Requires an Administrative Conditional Use permit.

[10]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[11]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

DRAFT

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 2020-45 on 10/1/2020

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

. . . .

15-2.12-2 Uses

Uses in the R-1 District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Duplex Dwelling
3. Secondary Living Quarters
4. Lockout Unit[1]
5. Accessory Apartment[2]
6. Nightly Rental[3]
7. Home Occupation
8. Child Care, In-Home Babysitting[4]
9. ~~[Child Care, Family[4]]~~

DRAFT

9. Child Care, Family Group[4]

10. Accessory Building and Use

11. Conservation Activity

12. Agriculture

13. Parking Area or Structure with four (4) or fewer spaces

14. Internal Accessory Dwelling Unit[11]

B. **CONDITIONAL USES.**

1. Triplex Dwelling[5]

2. Guest House, on Lots one (1) acre or larger

3. Group Care Facility

4. Child Care Center[4]

5. Public or Quasi-Public Institution, Church, and School

6. Essential Municipal Public Utility Use, Facility, Service, and Structure

7. Telecommunication Antenna[6]

8. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[7]

9. Bed and Breakfast Inn

10. Temporary Improvement[8]

11. Ski tow rope, ski lift, ski run, and ski bridge[9]

DRAFT

12. Outdoor Event[8]

13. Recreation Facility, Private[12]

14. Fences and walls greater than six feet (6') in height from Final Grade[8]

15. Residential and transient lodging Uses[10]

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 a Conditional Use permit

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments

[3]Commercial Uses are not allowed within Nightly Rental Units

[4]See Section 15-4-9 Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[5]Must comply with special parking requirements, see Chapter 15-3.

[6]See Section 15-4-14, Telecommunications Facilities

[7]See Section 15-4-13, Placement of Satellite Receiving Antennas

[8]Subject to an Administrative Conditional Use permit.

[9]As part of an approved Ski Area Master Plan. See Section 15-4-18, Passenger Tramways and Ski Base Facilities

[10]Subject to Master Planned Development approval. See Chapter 15-6

[11]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[12]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 2020-45 on 10/1/2020

DRAFT

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

. . . .

15-2.13-2 Uses

Uses in the RD District are limited to the following:

A. **ALLOWED USES.**

1. Single-Family Dwelling
2. Duplex Dwelling
3. Secondary Living Quarters
4. Lockout Unit[1]
5. Accessory Apartment[2]
6. Nightly Rental[3]
7. Home Occupation
8. Child Care, In-Home Babysitting[4]
9. ~~[Child Care, Family[4]]~~
9. Child Care, Family Group[4]
10. Accessory Building and Use
11. Conservation Activity Agriculture

DRAFT

12. Parking Area or Structure with four (4) or fewer spaces

13. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[5]

14. Food Truck Location[16]

15. Internal Accessory Dwelling Unit[17]

B. **CONDITIONAL USES.**

1. Triplex Dwelling[6]

2. Multi-Unit Dwelling[6]

3. Guest House

4. Group Care Facility

5. Child Care Center[4]

6. Public and Quasi-Public Institution, Church, and School

7. Essential Municipal Public Utility Use, Facility, Service, and Structure

8. Telecommunication Antenna[7]

9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[8]

10. Raising, grazing of horses

11. Cemetery

12. Bed and Breakfast Inn

13. Hotel, Minor[6]

DRAFT

14. Hotel, Major[6]
15. Private Residence Club Project and Conversion[10]
16. Office, General[6,9]
17. Office, Moderate Intensive[6,9]
18. Office, Medical[6,9]
19. Financial Institution without drive-up window[6,9]
20. Commercial Retail and Service, Minor[6,9]
21. Commercial Retail and Service, personal improvement[6,9]
22. Commercial, Resort Support[6,9]
23. Café or Deli[6,9]
24. Restaurant, Standard[6,9]
25. Restaurant, Outdoor Dining[10]
26. Outdoor Event[10]
27. Bar[6,9]
28. Hospital, Limited Care Facility[6,9]
29. Parking Area or Structure with five (5) or more spaces
30. Temporary Improvement[10]
31. Passenger Tramway Station and Ski Base Facility[11]

DRAFT

32. Ski Tow, Ski Lift, Ski Run, and Ski Bridge[11]

33. Recreation Facility, Public

34. Recreation Facility, Commercial[6]

35. Recreation Facility, Private[18]

36. Entertainment Facility, Indoor[6,9]

37. Commercial Stables, Riding Academy[12]

38. Heliport[12]

39. Vehicle Control Gate[13]

40. Fences and walls greater than six feet (6') in height from Final Grade[10]

41. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[14]

42. Amenities Club

43. Club, Private Residence Off-Site[15]

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 a Conditional Use permit

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses. Nightly Rentals are not permitted in the April Mountain, Mellow Mountain Estates Subdivisions, Meadows Estates Subdivision Phases #1A and #1B, Fairway Meadows Subdivision, Hidden Oaks at Deer Valley Phases 2 and 3, Chatham Crossing Subdivision, and West Ridge and West Ridge Phase 2 Subdivision.

[4]See Section 15-4-9 Child Care and Child Care Facilities. Family Group Child Care and Child Care

DRAFT

Center Uses require an Administrative Conditional Use permit.

[5]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License

[6]Subject to provisions of LMC Chapter 15-6, Master Planned Development

[7]See Section 15-4-14, Telecommunications Facilities

[8]See Section 15-4-13, Placement of Satellite Receiving Antennas

[9]Allowed only as a secondary or support Use to the primary Development or Use and intended as a convenience for residents or occupants of adjacent or adjoining residential Developments.

[10]Requires an Administrative Conditional Use permit.

[11]As part of an approved Ski Area Master Plan. See Section 15-4-18 Passenger Tramways and Ski Base Facilities.

[12]Omitted.

[13]See Section 15-4-19, Review Criteria For Control Vehicle Gates.

[14]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed in an Area other than the original location set forth in the services agreement and/or Master Festival License.

[15]Only allowed within a Master Planned Development. Requires an Administrative Conditional Use permit. Is permitted only in approved existing Commercial spaces or developments that have ten (10) or more units with approved Support Commercial space. A Parking Plan shall be submitted to determine site specific parking requirements.

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

[17]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[18]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

DRAFT

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 02-38 on 9/12/2002

Amended by Ord. 04-08 on 3/4/2004

Amended by Ord. 05-39 on 6/30/2005

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 11-05 on 1/27/2011

Amended by Ord. 14-35 on 6/26/2014

Amended by Ord. 2018-23 on 5/17/2018

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-38 on 7/30/2020

Amended by Ord. 2020-45 on 10/1/2020

Amended by Ord. 2021-16 on 4/15/2021

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-52 on 12/16/2021

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

Amended by Ord. 2023-16 on 4/27/2023

. . . .

15-2.14-2 Uses

Uses in the RDM District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling

2. Duplex Dwelling

3. Triplex Dwelling

4. Secondary Living Quarters

5. Lockout Unit[1]

6. Accessory Apartment[2]

7. Nightly Rental[3]

8. Home Occupation

9. Child Care, In Home Babysitting[4]

~~10. [Child Care, Family[4]]~~

10. Child Care, Family Group[4]

11. Accessory Building and Use

12. Conservation Activity

13. Agriculture

14. Parking Area or Structure with four (4) or fewer spaces

15. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[5]

16. Food Truck Location[14]

17. Internal Accessory Dwelling Unit[15]

B. **CONDITIONAL USES.**

DRAFT

1. Multi-Unit Dwelling[6]
2. Guest House
3. Group Care Facility
4. Child Care Center[4]
5. Public and Quasi Public Institution, Church, and School
6. Essential Municipal Public Utility Use, Facility, Service, and Structure
7. Telecommunication Antenna[7]
8. Satellite Dish, greater than thirty-nine inches (39") in diameter[8]
9. Raising grazing of horses
10. Cemetery
11. Bed and Breakfast Inn
12. Boarding House, Hotel
13. Hotel, Minor[6]
14. Hotel, Major[6]
15. Private Residence Club Project and Conversion[11]
16. Office, General[6]
17. Office, Moderate Intensive[6,9]
18. Office and Clinic, Medical[6,10]

DRAFT

19. Financial Institution, without drive up window[6,10]
20. Commercial Retail and Service, Minor[6,10]
21. Commercial Retail and Service, personal improvement[6,10]
22. Commercial, Resort Support[6,10]
23. Cafe or Deli[6,10]
24. Restaurant, Standard[6,10]
25. Restaurant, Outdoor Dining[11]
26. Outdoor Event[11]
27. Bar[6,10]
28. Hospital, Limited Care Facility[6,9]
29. Parking Area or Structure with five (5) or fewer spaces
30. Temporary Improvement[11]
31. Passenger Tramway Station and Ski Base Facility[12]
32. Ski Tow, Ski Lift, Ski Run, and Ski Bridge[12]
33. Recreation Facility, Public
34. Recreation Facility, Commercial[6]
35. Recreation Facility, Private[16]
36. Entertainment Facility, Indoor[6,9]

DRAFT

37. Commercial Stables, Riding Academy[6,10]

38. Fences greater than six feet (6') in height from Final Grade

39. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[13]

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 a Conditional Use permit.

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[3]Nightly Rentals do not include the Use of Dwellings for Commercial Use.

[4]See Section 15-4-9, Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[5]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License

[6]Subject to Master Planned Development approval. See Chapter 15-6.

[7]See Section 15-4-14, Telecommunication Facilities.

[8]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[9]General Offices are only permitted with an approved Master Planned Development and may only be approved as the redevelopment of an existing Building or Property. In addition to meeting the necessary criteria in the Chapter 15-6 Master Planned Developments, the Planning Commission must find that: a) the redevelopment of an existing Building or Property to a General Office use will substantially advance the objectives of Economic Element of the General Plan or other more specific neighborhood plans; b) it has minimized/eliminated any potential detrimental impact on the resort and/or resort-residential character of the RDM District and the Frontage Protection Zone through careful planning and conditions of approval; c) it will not result in an intensification of use incompatible with neighboring developments; and d) it will not result in substantial increase in the existing trip generations for services and deliveries.

[10]Allowed only as a secondary or support Use to the primary Development or Use and intended as a

DRAFT

convenience for residents or occupants of adjacent or adjoining residential Development.

[11]Requires an administrative Conditional Use permit.

[12]As part of an approved Ski Area Master Plan. See Section 15-4-18, Passenger Tramways and Ski Base Facilities

[13]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed in an Area other than the original location set forth in the services agreement and/or Master Festival License.

[14]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.

[15]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[16]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 02-24 on 6/27/2002

Amended by Ord. 02-38 on 9/12/2002

Amended by Ord. 04-39 on 3/18/2004

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-45 on 10/1/2020

DRAFT

Amended by Ord. 2021-38 on 9/23/2021

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

Amended by Ord. 2023-16 on 4/27/2023

. . . .

15-2.15-2 Uses

Uses in the RM District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Duplex Dwelling
3. Triplex Dwelling
4. Secondary Living Quarters
5. Lockout Unit[1]
6. Accessory Apartment[2]
7. Nightly Rental[3]
8. Home Occupation
9. Child Care, In-Home Babysitting[4]

DRAFT

~~10. [Child Care, Family[4]]~~

10. Child Care, Family Group[4]

11. Accessory Building and Use

12. Conservation Activity

13. Agriculture

14. Bed and Breakfast Inn

15. Parking Area or Structure with four (4) or fewer spaces

16. Internal Accessory Dwelling Unit[9]

B. **CONDITIONAL USES.**

1. Multi-Unit Dwelling

2. Guest House, on Lot greater than one (1) acre

3. Group Care Facility

4. Child Care Center[4]

5. Public and Quasi-Public Institution, Church, and School

6. Essential Municipal Public Utility Use, Facility, Service, and Structure

7. Telecommunication Antenna[5]

8. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[6]

9. Boarding House, Hostel

DRAFT

10. Hotel, Minor[7]

11. Outdoor Event[8]

12. Parking Area or Structure with five (5) or more spaces

13. Temporary Improvement[8]

14. Recreation Facility, Public and Private[10]

15. Fences greater than six feet in Height from Final Grade[8]

16. Residential and transient lodging Uses[7]

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 a Conditional Use permit.

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses.

[4]See Section 15-4-9, Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

[5]See Section 15-4-14, Telecommunications Facilities.

[6]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[7]Subject to Master Planned Development approval. See Chapter 15-6.

[8]Requires an Administrative Conditional Use permit.

[9]See Section 15-4-7.1, Internal Accessory Dwelling Units.

[10]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 2020-45 on 10/1/2020

DRAFT

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

. . . .

15-2.16-2 Uses

Uses in the RC District are limited to the following:

A. **ALLOWED USES.**

1. Single Family Dwelling
2. Duplex Dwelling
3. Triplex Dwelling
4. Secondary Living Quarters
5. Lockout Unit[1]
6. Accessory Apartment[2]
7. Nightly Rental[3]
8. Home Occupation
9. Child Care, In-Home Babysitting[4]
10. ~~[Child Care, Family[4]]~~
10. Child Care, Family Group[4]
11. Child Care Center[4]

DRAFT

12. Accessory Building and Use

13. Conservation Activity

14. Agriculture

15. Bed and Breakfast Inn

16. Boarding House, Hostel

17. Hotel, Minor

18. Parking Area or Structure with four (4) or fewer spaces

19. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[5]

20. Food Truck Location[12]

B. **CONDITIONAL USES.**

1. Multi-Unit Dwelling

2. Group Care Facility

3. Public and Quasi-Public institution, church, and school

4. Essential municipal and public utility Use, facility, service, and Structure

5. Telecommunications Antenna[6]

6. Satellite dish Antenna, greater than thirty-nine inches (39") in diameter[7]

7. Raising, grazing of horses

8. Cemetery

DRAFT

9. Hotel, Major
10. Timeshare Project and Conversion
11. Timeshare Sales Office
12. Private Residence Club Project and Conversion[9]
13. Office, General[8]
14. Office, Moderate[8]
15. Office and clinic, Medical[8]
16. Financial institution without drive-up window[8]
17. Minor Retail and Service Commercial[8]
18. Retail and Service Commercial, Personal Improvement[8]
19. Transportation Service[8]
20. Neighborhood Market, without gasoline sales[8]
21. Café or Deli[8]
22. Restaurant, General[8]
23. Restaurant, outdoor dining[8,9]
24. Bar[8]
25. Hospital, Limited Care Facility[8]
26. Parking Area or Structure with five (5) or more spaces

DRAFT

27. Temporary Improvement[9]

28. Passenger Tramway station and ski base facility[10]

29. Ski tow rope, ski lift, ski run, and ski bridge[10]

30. Outdoor Events and Uses[9]

31. Recreation Facility, Public and Private[8, 13]

32. Recreation Facility, Commercial[8]

33. Entertainment Facility, Indoor[8]

34. Commercial Riding Stable(s), riding academy[8]

35. Heliport[8]

36. Amenities Club

37. Club, Private Residence Off-Site[11]

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 a Conditional Use permit

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses

[4]See Section 15-4-9, Child Care And Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative permit.

[5]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License. Requires an

DRAFT

Administrative Permit.

[6]See Section 15-4-14, Telecommunication Facilities

[7]See Section 15-4-13, Placement Of Satellite Receiving Antennas

[8]As support Use to primary Development or Use, subject to provisions of LMC Chapter 15-6, Master Planned Developments

[9]Requires an Administrative or Administrative Conditional Use permit, see Chapter 15-4

[10]As part of an approved Ski Area Master Plan

[11]Requires an Administrative Conditional Use permit. Is permitted only in approved existing Commercial spaces or Developments that have ten (10) or more units with approved Support Commercial space. A Parking Plan shall be submitted to determine site specific parking requirements.

[12]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.

[13]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 02-38 on 9/12/2002

Amended by Ord. 04-39 on 3/18/2004

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 11-05 on 1/27/2011

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 2018-23 on 5/17/2018

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-36 on 7/30/2020

DRAFT

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

Amended by Ord. 2023-16 on 4/27/2023

. . . .

15-2.17-2 Uses

Uses in the RCO 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]]~~
7. Child Care, Family Group[3]
8. Accessory Building and Use
9. Conservation Activity
10. Agriculture

DRAFT

11. Parking Area or Structure with four (4) or fewer spaces

12. Recreation Facility, Private[12]

13. Allowed Uses in the Underlying Zoning District

14. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[4]

15. Food Truck Location[11]

B. **CONDITIONAL USES.**

1. Multi-Unit Dwelling[5]
2. Group Care Facility[5]
3. Child Care Center[3,5]
4. Public and Quasi-Public Institution, Church and School[5]
5. Essential Municipal Public Utility Use, Facility, Service, and Structure[5]
6. Telecommunication Antenna[6]
7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[7]
8. Plant and Nursery stock products and sales[5]
9. Bed and Breakfast Inn[5]
10. Boarding House, Hostel[5]
11. Hotel, Minor[5]
12. Hotel, Major[5]

DRAFT

13. Private Residence Club Project and Conversion[9]
14. Timeshare Sales Office, off-site[5]
15. Office, General[5]
16. Office, Moderate Intensive[5]
17. Office, Intensive[5]
18. Office and Clinic, Medical[5]
19. Financial Institution, with and without drive-up window[5,8]
20. Retail and Service Commercial, Minor[5]
21. Retail and Service Commercial, personal improvement[5]
22. Retail and Service Commercial, Major[5]
23. Transportation Service[5]
24. Retail Drive-Up Window[8]
25. Neighborhood Convenience Commercial[5]
26. Commercial, Resort Support[5]
27. Service Station[5]
28. Cafe, Deli[5]
29. Restaurant, General[5]
30. Restaurant, Outdoor Dining[9]

DRAFT

31. Outdoor Event[9]

32. Restaurant, Drive-up window[8]

33. Bar[5]

34. Hospital, Limited Care Facility[5]

35. Hospital, General[5]

36. Parking Area or Garage with five (5) or more spaces[8]

37. Temporary Improvement[9]

38. Passenger Tramway Station and Ski Base Facility[5]

39. Ski tow rope, ski lift, ski run, and ski bridge[5]

40. Recreation Facility, Public[5]

41. Recreation Facility, Commercial[5]

42. Entertainment, Indoor[5]

43. Heliport[5]

44. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[10]

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 a 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. Family Group Child Care and Child Care Center Uses require an Administrative permit or approval as part of a Master Planned Development or

DRAFT

Affordable Master Planned Development.

[4]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License.

[5]Subject to Master Planned Development approval. See Chapter 15-6.

[6]See Section 15-4-14, Telecommunication Facilities.

[7]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[8]See Section 15-2.18-5 criteria for drive-up windows.

[9]Requires an administrative Conditional Use permit.

[10]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed in an Area other than the original location set forth in the services agreement and/or Master Festival License.

[11]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.

[12]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 02-38 on 9/12/2002

Amended by Ord. 04-39 on 9/23/2004

Amended by Ord. 06-76 on 11/9/2006

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

DRAFT

Amended by Ord. 2022-21 on 10/27/2022

Amended by Ord. 2023-16 on 4/27/2023

Amended by Ord. 2024-03 on 2/1/2024

. . . .

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]]~~
7. Child Care, Family Group[3]
8. Child Care Center[3]
9. Accessory Building and Use
10. Conservation Activity
11. Agriculture

DRAFT

12. Plant and Nursery Stock production and sales
13. Bed and Breakfast Inn
14. Boarding House, Hostel
15. Hotel, Minor
16. Hotel, Major
17. Office, General
18. Office, Moderate Intensive
19. Office, Intensive
20. Office and Clinic, Medical and Veterinary Clinic
21. Financial Institution without a drive-up window
22. Retail and Service Commercial, Minor
23. Retail and Service Commercial, Personal Improvement
24. Retail and Service Commercial, Major
25. Cafe or Deli
26. Restaurant, General
27. Hospital, Limited Care Facility
28. Parking Area or Structure with four (4) or fewer spaces
29. Parking Area or Structure with five (5) or more spaces

DRAFT

30. Food Truck Location[10]

31. Public Transit Amenity Area[11]

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

DRAFT

16. Transportation Service
17. Retail Drive-Up Window[6]
18. 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

DRAFT

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. Commercial, Resort Support

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. Family Group Child Care and Child Care Center Uses require an Administrative permit.

[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.

DRAFT

[11]Requires an Administrative Permit, see Section 15-4-24 Public Transit Amenity Areas.

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

Amended by Ord. 2023-16 on 4/27/2023

Amended by Ord. 2024-03 on 2/1/2024

Amended by Ord. 2024-09 on 5/16/2024

Amended by Ord. 2024-21 on 12/12/2024

. . . .

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]]~~

6. Child Care, Family Group[2]

7. Child Care Center[2]

8. Agriculture

9. Plant and Nursery Stock

10. Office, General

11. Office, Moderate Intensive

12. Office, Intensive

13. Financial Institution without drive-up window

14. Retail and Service Commercial, Minor

15. Retail and Service Commercial, Personal Improvement

16. Retail and Service Commercial, Major

17. Hospital, Limited Care

18. Parking Area or Structure with four (4) or fewer spaces

19. Food Truck Location[8]

B. **CONDITIONAL USES.**

DRAFT

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

DRAFT

19. Retail Drive-Up Window[5]
20. 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

DRAFT

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

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. Family Group Child Care and Child Care Center Uses require an Administrative permit.

[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.

DRAFT

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. 2024-03 on 2/1/2024

Amended by Ord. 2024-21 on 12/12/2024

. . . .

15-2.23-2 Uses

Uses in the Community Transition District are limited to the following:

A. **ALLOWED USES.**

1. Conservation Activities

2. Home Occupation

3. In-Home Babysitting[5]

DRAFT

4. Child Care, Family Group[5]

5. ~~[Family Child Care]~~

5. Child Care Center[5]

6. Secondary Living Quarters

7. Agriculture

8. Food Truck Location[2]

9. Accessory Apartments[3]

B. **ADMINISTRATIVE CONDITIONAL USES.**

1. Trails and trailhead improvements

2. Outdoor Recreation Equipment

3. Essential public utility Use, service, or Structure less than 600 sq. ft.

4. Accessory Buildings less than 600 sq. ft.

5. Parking Areas with four (4) or fewer spaces

6. Outdoor Events and Outdoor Music, see Section 15-4

7. Temporary Improvement

8. Outdoor dining and support retail associated with support Uses with an MPD

9. Fences and walls, see Section 15-4-2

10. Anemometer and Anemometer Towers

DRAFT

C. **CONDITIONAL USES.**

1. Public, Quasi-Public, civic, municipal Uses
2. General acute Hospital
3. Alternative professional health-related services
4. Athletic training and testing Offices and facilities
5. Athletic program administrative Offices
6. Support short-term athlete housing or lodging associated with an approved Recreation Facility (within an approved MPD)
7. Accredited physician Office space
8. Accredited Medical and dental clinics
9. Medical Heliport
10. Group Care Facility
11. Ancillary Support Commercial (within an approved MPD)
    1. Gift shop
    2. Dispensing pharmacy
    3. Medical supply
    4. Restaurant
    5. Deli
    6. Outdoor grills/ beverage service stations

DRAFT

~~7. Child Care Center[5]~~

12. Recreation Facility, Public
13. Recreation Facility, Private[4]
14. Recreation Facility, Commercial
15. Park and ride Lot
16. Municipal/institutional Accessory Building and Use
17. Parking Lot, Public
18. Public utility or essential services
19. Single Family Dwelling (with an approved MPD[1])
20. Duplex Dwelling (with an approved MPD[1])
21. Multi-Unit Dwelling (with an approved MPD[1])
22. Telecommunication Antenna
23. Transit facilities
24. Parking Areas, Lots, and Structures with more than five (5) Parking Spaces
25. Raising, grazing of horses
26. Commercial Riding Stable(s)
27. Small Energy Wind Systems

DRAFT

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

[1]Residential Uses cannot exceed one (1) unit/acre.

[2]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.

[3]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments

[4]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[5]See Section 15-4-9, Child Care and Child Care Facilities. Family Group Child Care and Child Care Center Uses require an Administrative Conditional Use permit.

HISTORY

Adopted by Ord. 06-48 on 6/29/2006

Amended by Ord. 07-25 on 4/19/2007

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-36 on 7/30/2020

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

. . . .

15-3-6 Parking Ratio Requirements For Specific Land Use Categories

A. **RESIDENTIAL USES.** Off-Street parking shall be provided for each land Use as listed in this section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure. Specific Uses, and the related parking ratio requirements are also shown below: Also refer to 15-15 Definitions for clarification of Uses.

RESIDENTIAL PARKING RATIO REQUIREMENTS		
USE		PARKING RATIO (NUMBER SPACES)
Accessory Apartment		1 per bedroom
Lockout Unit in Single Family and Duplex Dwellings		1 per bedroom
Single Family Dwelling		2 per Dwelling Unit

DRAFT

Duplex Dwelling		2 per Dwelling Unit (4 total)
Triplex Dwelling		2 per Dwelling Unit (6 total)
Multi-Unit Dwelling	Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
	Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
	Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit
Dormitory		1 per 200 sf floor Area devoted to accommodations
Boarding House, Hostel		1 per 2 beds; and 1 per manager's unit

DRAFT

Secondary Living Quarters		1 per bedroom in addition to requirements for primary residence
Guest House		1 per Unit
Nightly Rental		Parking for the first six (6) bedrooms is based on the parking requirement for the dwelling. An additional space is required for every additional two (2) bedrooms utilized by the Nightly Rental Use. Parking for Historic Structures may be allowed on the Street adjacent to the Property, if approved by the Planning, Engineering, and Building Department

B. <u>NON-RESIDENTIAL USES</u>. In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply: Also refer to LMC Chapter 15-15, Definitions, for clarification of Uses.

DRAFT

NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	PARKING RATIO REQUIREMENTS (NUMBER SPACES)
Group Care Facility	1 per 2 bedrooms plus 1 per employee per shift, or 2 per 3 employees per shift, whichever is greater
Child Care Center	~~[1 per on-duty staff per shift and 1 per 6 children]~~ See parking requirements outlined in Section 15-4-9
Public and Quasi-Public Institution, church and school; Public Utility Uses; and Cemetery	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Auditorium and Assembly Hall	1 space per every 5 seats
Bed and Breakfast Inn	1 space per bedroom and 1 space per on-duty manager

DRAFT

Hotel, Minor and Major	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Offices, General	3 spaces per 1,000 sf of leasable floor Area
Offices, Intensive	5 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical	5 spaces per 1,000 sf of leasable floor Area
Hospital, Limited Care	1 space per 2 beds
Hospital, General	3 spaces per bed
Automobile Sales/Rental	1 space per vehicle plus one space per employee
Financial Institution, with and without drive-up	3 spaces per 1,000 sf of net leasable floor Area
Retail & Service Commercial, Minor, Personal Service	3 spaces for each 1,000 sf of net leasable floor Area
Retail & Service Commercial, Major	5 spaces for each 1,000 sf of net leasable floor Area

DRAFT

Retail & Service, outdoor storge	3 spaces per 1,000 sf of inside net leasable floor Area
Retail & Service, Auto Related and Gas Stations	5 spaces per 1,000 sf of net leasable floor Area
Shopping centers or complexes of multi-tenant retail spaces	3.5 spaces per 1,000 sf of leasable floor Area, excluding corridors and service Areas not related to individual tenant retail spaces
Convenience Store, Support Commercial Uses	5 spaces per 1,000 sf of net leasable floor Area
Cafe/Deli	3 spaces per 1,000 sf of net leasable floor Area
Restaurant, Standard and Bar	1 space for every 100 sf of net leasable Area, including kitchen Areas
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Restaurant, With Drive-up	15 per 1,000 sf of net leasable floor Area
Light Industrial and Wholesale establishments	1 for every 2 employees in the largest shift plus 1 space for each vehicle used in

DRAFT

	conducting the business and wholesale, storage uses at 1 per 1,000 sf of floor Area and light manufacturing at 2.5 per 1,000 sf of floor Area
Temporary Improvement	1 per employee plus 2 guest spaces
Tramway Station/Ski Base Facility	See Chapter 8.20
Recreation Facility, Private or HOA	Minimum of 1 space per 4 persons maximum rated capacity
Recreation Facility, Public	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area, or 1 per 3 persons rated capacity depending on type of facility
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility
Commercial Outdoor Recreation and Stables, Riding Academy	1 space per 3 persons maximum rated capacity

DRAFT

Master Planned Developments	As determined by Planning Commission based on proposed Uses
Mining Operations	2 spaces per 3 employees
Airports/Heliports	As determined by the Planning Commission based on traffic generation study

HISTORY

Adopted by Ord. 00-25 on 3/30/2000

Amended by Ord. 06-22 on 4/27/2006

Amended by Ord. 07-25 on 4/19/2007

Amended by Ord. 12-37 on 12/20/2012

. . . .

15-4-9 Child Care And Child Care Facilities

A. **POLICY AND PURPOSE**. It is the intent of Park City to encourage the provision of Child Care, which meets the fluctuating needs and demands of the City's residents, employees, and employers. Health and safety, convenience, compatibility, affordability, and adaptability are of primary importance in the regulation of Child Care facilities. Accordingly, the City has adopted the following definitions and regulations that reflect state and national demographic and social

DRAFT

trends while also reflecting the unique characteristics of Park City's population and economy.

B. **IN-HOME BABYSITTING**. In-home babysitting includes the provision of Child Care for ~~[four (4)]~~ eight (8) or fewer children within a dwelling, and within commercial Buildings outside of residential zones. In-home babysitting shall be permitted in all Zoning Districts. In-home babysitting shall not be regulated by any other Child Care provisions contained herein and shall be considered a permitted Accessory Use. Standard Building and zoning regulations shall be complied with.

~~C. [**FAMILY CHILD CARE**. Family Child Care is a small scale Child Care home which includes the provision of Child Care for up to eight (8) children within the provider's primary residence and shall include in the total the provider's own children under the age of eighteen (18) if they are cared for in the same area of the Structure as that designated for Family Child Care.~~

~~Family Child Care is regulated by the State of Utah. All required licenses, certificates, child to caretaker ratios, play area requirements, health and safety regulations, and other regulations as required by the State shall be the responsibility of the Owner. These regulations can be found in the Utah Administrative Code.~~

~~1. **PERMITS REQUIRED**. Family Child Care homes shall be permitted in all Zoning Districts subject to issuance by the Chief Building Official, of a~~

DRAFT

~~Certificate of Occupancy for the home by the Chief Building Official and either an Administrative Permit issued by the City Planning Director or a Conditional Use permit issued by the Planning Commission. Family Child Care in single family homes and duplexes is an Allowed Use requiring an Administrative Permit issued by the Planning Department.~~

~~Family Child Care in Multi-Unit Dwellings, such as Apartments, Condominiums, and townhouses, requires a Conditional Use permit issued by the Planning Commission. Family Child Care requires a Conditional Use permit in the ROS and POS Zoning Districts and is restricted to existing Structures and Buildings that are the primary residence of the care provider.~~

~~2. **REVIEW CRITERIA**. Prior to the issuance of either an Administrative Permit or a Conditional Use permit, all Family Child Care homes are subject to the following requirements:~~

~~1. Parking. One (1) Off-Street Parking Space is required for each non-resident or non-family member employee in addition to the underlying parking requirements for residential dwellings. The residential driveway may be used for this purpose provided that parking is not within the side Setbacks established for that zone and the driveway is not required for a drop-off/pick-up area as required herein.~~

DRAFT

2. Drop-off/Pick-up Area. Two (2) drop-off/pick-up Parking Spaces must be provided. These spaces can be Street Parking Spaces provided that they are located within fifty feet (50') of the Property and can be reached without crossing the Street. The driveway may be used for drop-off/pick-up if it is not required for employee or resident parking as required herein.

3. Arterial Street. If located on an arterial Street or State Highway, an Off-Street drop-off/pick-up area is required.

4. Play Area Size and Location. Minimum indoor and outdoor play areas are regulated by the State, but in no case shall there be a structured play area measuring less than 240 square feet. Play Structures and equipment shall meet Consumer Product Safety Commission guidelines.

5. Signs. All signs must conform to the Park City Sign Code requirements of the specific Zoning District. In single family zones, no signs will be permitted for a Family Child Care home.

6. Primary Residence. If Child Care is provided in a residential Structure, the Structure must be the primary residence of the primary care provider and the residential character of the house and its Lot shall be maintained. If required by the State, a second care provider, who is not a resident of the home, may be employed at the residence.

DRAFT

~~7. Multi-Unit Dwellings. Family Child Care in Multi-Unit Dwellings is a Conditional Use, subject to the review criteria for Conditional Use permits stated in LMC Chapter 15-1-10 with review and approval by the Planning Commission.~~

~~Family Child Care will not be approved for Multi-Unit Dwellings unless it can be shown that playground areas are on private Property and not within Common Areas, or unless the Applicant receives approval from the Home Owner's Association for Use of the Common Area, or unless the project was designed to accommodate a Child Care facility.]~~

C. ~~D.~~ **FAMILY GROUP CHILD CARE**. Family Group Child Care is a ~~[medium scale]~~ Child Care ~~[home]~~ facility which includes the provision of Child Care for nine (9) to sixteen (16) children, inclusive. Family Group Child Care must be provided within the provider's primary residence or an additional location subject to state licensing regulations and shall include the provider's own children under the age of eighteen (18) if they are cared for in the same area of the Structure as that designated for Family Group Child Care.

Family Group Child Care is regulated by the State of Utah. All required licenses, certificates, child to caretaker ratios, play area requirements, health and safety regulations, and other regulations as required by the State shall be the responsibility of the Owner. These regulations can be found in the Utah

DRAFT

Administrative Code.

~~[All Child Care that does not take place in the primary residence of the primary care provider is considered by the State to be a Child Care Center or an hourly Child Care Center. Therefore, all Family Child Care and Family Group Child Care by the definitions herein, shall occur within the primary residence of the primary care provider. All other Child Care is regulated as a Child Care Center, including all Child Care in commercial Businesses, etc.]~~

1. **PERMITS REQUIRED**. Family Group Child Care homes require an Administrative Conditional Use permit ~~in all residential Districts and require an Administrative Permit issued by the Planning Department in all other Zoning Districts in which it is not prohibited.~~ Family Group Child Care within Multi-Unit Dwellings, that are not within residential Zoning Districts, also require an Administrative Conditional Use permit. Family Group Child Care homes are subject to issuance of a Certificate of Occupancy for the home by the Chief Building Official, of a Certificate of Occupancy for the home.

~~[Family Group Child Care requires a Conditional Use permit in the ROS and POS Zoning Districts and is restricted to existing Structures and Buildings that are the primary residence of the care provider.~~

~~2. **REVIEW CRITERIA**. Prior to the issuance of either an Administrative Permit or a Conditional Use permit, all Family Group Child Care homes~~

DRAFT

~~are subject to the following requirements:~~

1. ~~Parking. One (1) Off-Street Parking Space is required for each non-resident or non-family member employee in addition to the underlying parking requirements for residential dwellings. The residential driveway may be used for this purpose provided that parking is not within the side Setbacks established for that zone and the driveway is not required for a drop-off/pick-up area as required herein.~~

2. ~~Drop-off/Pick-up Area. Four (4) drop-off/pick-up spaces must be provided. For Family Group Child Care homes with ten (10) or fewer children, not including the care providers own children, three (3) drop-off/pick-up spaces may be provided. These spaces can be Street Parking Spaces provided that they are located within fifty feet (50') of the Property and can be reached without crossing the Street. The driveway may be used for drop-off/pick-up if it is not required for employee or resident parking as required herein.~~

3. ~~Arterial Street. If located on an arterial Street or State Highway, an Off-Street drop-off/pick-up area is required.~~

4. ~~Density. No more than one (1) Family Group Child Care home may be permitted on any one (1) Street or within any 300 foot radius, whichever area is less, and no more than two (2) Family Group~~

DRAFT

~~Child Care homes may be located in any one (1) 500 foot radius area. Family Child Care homes and other Child Care operations, which are not regulated shall not be included in these Density calculations. Also, Family Group Child Care homes in commercial zones, such as the RCO, GC, LI, HRC, HCB shall not be subject to these Density restrictions.~~

~~5. Play Area Size and Location. An outdoor play area of at least 360 square feet shall be provided on-Site, with an additional 40 square feet for each additional child over a minimum of nine (9). Additional indoor play areas are regulated by the State. Play Structures and equipment shall meet Consumer Product Safety Commission guidelines.~~

~~6. Screening. Screening for all play areas in residential zones is required. Screening may consist of an opaque Fence, berm, dense shrubbery, or similar, subject to Planning Department approval.~~

~~7. Structure Inspection Required. The Structure shall conform to International Building Code (IBC) requirements and shall be inspected and approved by the Park City Building Department. Prior to inspection, the Applicant must notify the Building Department of the number of children that will be cared for in the facility. Additional requirements may be required before a Family Group Child Care permit can be issued.~~

DRAFT

8. Neighborhood Meeting. Prior to permit issuance for a Family Group Child Care home in a residential zone, a neighborhood meeting, under the direction of the Planning Department, shall be held to discuss the proposed facility with Property Owners within 300 feet of the subject Parcel, subject to standard notification requirements. The hearing gives the Child Care provider an opportunity to understand neighborhood concerns and to consider operational policies or make reasonable modifications to the Site plan to mitigate impacts of the Use.

9. One Year Review. All Conditional Use permits for Family Group Child Care homes may receive a one (1) time review by the Planning Commission one (1) year following permit issuance. The review request shall be placed on the Consent Agenda of the Planning Commission. However, the staff may determine to place the item under new business if it is determined that there have been excessive problems related to this Use which justify further discussion by the Planning Commission. Such decision shall be based on staff observation and/or public input received during the past year of operation alleging the following:

    1. The Use consistently generates more parking demand than can be handled within fifty feet (50') of the Property on the same side of the Street.

DRAFT

2. The Use has generated noise levels exceeding that allowed by the City's noise and nuisance ordinance.

3. Patrons of the Family Group Care home have consistently violated traffic laws.

4. The Family Group Child Care home does not conform to Code defined standards.

If the Planning Commission finds that the Family Group Child Care home meets all Code defined standards and that there have been no excessive problems related to its Use, the Use shall receive final approval with no further review required. Otherwise, the Planning Commission may either deny continued operation or advise the Applicant of specific concerns and require a second review in one (1) year.

10. Multi-Unit Dwelling. Family Group Child Care in a Multi- Unit Dwelling is a Conditional Use and must receive Planning Commission approval. Family Group Child Care will not be approved for Multi-Unit Dwellings unless it can be shown that playground areas are on private Property and not within Common Areas, or unless the Applicant receives approval from 100% of the Owners for Use of the Common Area, or unless the project was designed to accommodate a Child Care facility.]

DRAFT

D. ~~E.~~ **CHILD CARE CENTER**. A Child Care Center is a Child Care facility in which the provision of Child Care for five (5) or more children occurs in a place other than the care providers primary residence and for less than 24 hours per day. Child Care may be provided on a regularly scheduled, on-going enrollment basis or on an hourly, drop-in basis. ~~[See previous sections for regulation of Child Care provided within a care provider's primary residence, such as Family Child Care and Family Group Child Care.]~~

Child Care Centers, including hourly Child Care Centers, are regulated by the State of Utah. All required licenses, certificates, child to caretaker ratios, play area requirements, health and safety regulations, and other regulations as required by the State shall be the responsibility of the Owner. These regulations can be found in the Utah Administrative Code.

A Child Care Center is an Allowed Use in all non-residential Districts except the Recreation Open Space (ROS), Protected Open Space (POS), Estate (E), Estate-40 (E-40), Community Transition (CT), and the Regional Commercial Overlay (RCO) Districts. In these Districts an Administrative Conditional Use permit or Administrative permit is required. A Child Care Center may be located within a residential District with an Administrative Conditional Use permit, pursuant to LMC Chapter 15-1-10 or if approved within a Master Planned Development.

DRAFT

~~[A Site designated and planned for a Child Care Center may be required for all new single and multi-family housing projects if the Planning Commission determines that the project will create additional demands for Child Care.]~~

~~[The Planning Commission shall consider, as part of the Conditional Use permit review, in addition to the criteria stated in LMC Chapter 15-1-10, the architectural Compatibility of the proposed Child Care Center and shall also consider the following location criteria and Site requirements during the review process.~~

1. ~~**LOCATION CRITERIA**. For projects within a residential neighborhood, the Planning Commission shall consider the following guidelines for locating Child Care Centers.~~

    1. ~~Traffic onto local roads within a Subdivision is discouraged. Location of Child Care Centers is encouraged such that the Center can be conveniently accessed from existing arterial and Collector Roads.~~

    2. ~~Location on the periphery of the Subdivision or neighborhood is preferable to location within the center of the Subdivision.~~

    3. ~~The Child Care Center is adjacent to a school, library, house of worship, or other traditional neighborhood facility with large landscaped areas or playing fields.~~

DRAFT

4. The Child Care Center is conveniently accessed by public transportation.

5. The Subdivision or multi-family project was designed to accommodate a Child Care Center.

2. **SITE REQUIREMENTS**.

1. Parking. At least one (1) Parking Space shall be provided for each on-duty staff person per shift and one (1) space for every six (6) children cared for.

2. Circulation. An on-Site vehicle turnaround, or separate entrance and exit points, and passenger loading area must be provided.

3. Fencing. An opaque Fence six feet (6') in height must be installed around all designated play areas. Dense shrubbery may compensate for Fencing requirements provided that the Lot is secured according to State regulations. If the Lot is adjacent to open fields or playgrounds, a less opaque Fencing material may be used with Planning Commission approval, but chain link Fencing shall not be used.

4. Play Areas. No structured area for active play or play Structures may be located in a Front Yard. Play Structures and equipment shall meet Consumer Product Safety Commission guidelines.

DRAFT

5. Density. No more than one (1) Child Care Center shall be permitted in any one (1) residential Subdivision or multi-family project. If the Center is in a residential zone, it shall be no closer than 300 feet (300') to a Family Group Child Care home within the same neighborhood. Family Child Care homes and other child care operations which are not regulated shall not be included in Density calculations.

6. Lot Size and Configuration. The minimum Lot area for a Child Care center with more than sixteen (16) children shall be 12,000 square feet. The Lot shall be reasonably standard in its configuration so that all portions are easily developed for Child Care Use. The Planning Commission may, at its discretion, deny a Child Care Center on a Lot which is usually narrow or which does not allow for usable play areas, which are contiguous to the Structure.

7. Setbacks. Standard Setbacks shall be observed except that Child Care Centers located in residential Districts shall provide at least eighteen foot (18') Side Setbacks and twenty-five foot (25') Rear Setbacks.

8. Play Area within Setbacks. No more than fifty percent (50%) of the State Code required play area may be within the standard Setback Area of the Lot as defined in the underlying zone unless the Setback Area is adjacent to perpetual open space or playing fields.

DRAFT

~~9. Signs. One (1) small sign, either free-standing or wall mounted, may be permitted for a Child Care Center. The sign must be no larger than six square feet (6 sq. ft.) set back at least ten feet (10') from the Property Line and must conform to all other criteria of the Park City Sign Code.~~

~~10. Exceptions. The Planning Commission may grant an exception to these Site requirements if it can be shown that the impact of the Child Care Center on traffic circulation or on adjacent Properties will not be increased if the exception is granted.]~~

E. **REVIEW CRITERIA FOR FAMILY GROUP CHILD CARE AND CHILD CARE CENTER FACILITIES.** Prior to the issuance of an Administrative Conditional Use permit or Administrative permit, all Family Group Child Care or Child Care Center facilities shall be reviewed for compliance with the following criteria:

1. **PARKING:** One off-Street parking space required for each on-shift, non-resident or non-family member employee for the Family Group Child Care or Child Care Center in addition to underlying parking requirements outlined in Section 15-3-6. The parking requirement shall be reduced for Applicants who demonstrate mitigation of one or more parking spaces through one or more of the below measures. If a Family Group Child Care or Child Care Center obtains an exemption or reduction in parking, the facility's parking plans shall be reviewed by the Planning Department annually to ensure that reduced parking is still effective for the Site.

    a. There is adequate on-Street parking in the area available for use by

DRAFT

the employees of the facility;

b. The Child Care facility shares parking with a nearby business or Use (or multiple businesses or Uses) that operates during different hours and enter into a shared parking agreement with the business or businesses that is recorded with Summit County;

c. The Child Care facility includes an on-Site drop-off/pick-up area where a employees can walk out to vehicles and escort children from vehicles to the building without requiring the parent to exit the vehicle;

d. A significant number of employees carpool, take transit, or use another method of transportation other than single-occupancy vehicles;

e. Parking in the Right-of-Way adjacent to the Child Care facility is available for drop-off/pick-up areas;

f. A clear and irrevocable agreement authorizes Child Care facility employees or patrons to park in an off-Site Parking Area or Parking Structure that is located within 1,000 feet of the Child Care facility perimeter boundary;

g. The Child Care Facility is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards;

h. On-Site parking is provided for motorcycles and/or scooters;

i. Bicycle parking exceeds the requirements of Section 15-3-9.

j. The Site is an existing Historic Building or Structure that is exempted from parking requirements pursuant to Section 15-2.1-4, Section 15-2.2-4, Section 15-2.3-4, Section 15-2.4-4, Section 15-2.5-4, or Section

DRAFT

15-2.6-4.

2. **DROP-OFF/PICK-UP AREA:** For Family Group Child Care facilities, one drop-off/pick-up parking space shall be provided. An approved driveway may be used for the drop-off/pick-up space. The drop-off/pick-up space may be a street parking space if it is within 50 feet of the property and not across a street. For Child Care Centers, at least two drop-off/pick-up parking spaces are required, or a drop-off/pick-up area where an employee can walk out to vehicles and escort children from vehicles to the building without requiring the parent to exit the vehicle.
3. **ARTERIAL STREET:** If a Family Group Child Care facility is located on an arterial Street or State Highway, off-Street drop-off/pick-up areas are required.
4. **PROXIMITY TO PUBLIC TRANSPORTATION:** Child Care Centers proposed in residential Zoning Districts are recommended to be located within ½-mile of a public transportation stop or route.
5. **SETBACKS:** Zoning District Setbacks shall be observed except that structures for Child Care Centers located in residential Zoning Districts shall observe at least 18-foot Side Setbacks and 25-foot Rear Setbacks.
6. **SIGNS:** One small sign, either free-standing or wall mounted, may be permitted for a Child Care Center. The sign must be no larger than 6 square feet set back at least 10 feet from the Property Line and must conform to all other criteria of Municipal Code of Park City Title 12, Sign Code.
7. **PLAY AREA SIZE AND LOCATION:** At least 40 square feet of outdoor play

DRAFT

area per child is required for Family Group Child Care and Child Care Center facilities. Outdoor play areas or equipment shall not be located within Front Setbacks. Outdoor play areas shall be located on private property and not within Common Areas, unless the Applicant receives approval from the Homeowner's Association for Use of the Common Area, or unless the project was approved to accommodate a Child Care facility.

8. **SCREENING:** Outdoor play areas for Family Group Child Care and Child Care Center facilities shall be screened with a Fence or barrier that is at least 4 feet tall.
9. **STRUCTURAL INSPECTION REQUIRED:** All Structures associated with the Family Group Child Care or Child Care Center shall conform to International Building Code (IBC) requirements and shall be inspected and approved by the Park City Building Department. Prior to inspection, the Applicant must notify the Building Department of the maximum number of children that will be cared for in the facility.
10. **PUBLIC NOTICE:** The Planning Department shall notify property owners within 300 feet of the proposed Family Group Child Care or Child Care Center at least 10 days prior to the first public hearing, in addition to the noticing requirements outlined in Sections 15-1-12 and 15-1-21.
11. **ANNUAL REVIEW:** The following shall be included as a Condition of Approval for all Family Group Child Care and Child Care Center approvals: The Planning Director may review the Administrative Conditional Use Permit on an annual basis and revise the Administrative Conditional Use Permit to

DRAFT

impose additional Conditions of Approval to mitigate any outstanding issues if the Applicant or City receives one or more complaints regarding the Child Care facility.

12. **EXCEPTIONS**: The Planning Director or Planning Director's Designee may grant an exception to these Site requirements if the Applicant for Family Group Child Care and Child Care Center facilities can demonstrate that any reasonably expected detrimental impacts can be mitigated through Conditions of Approval during the Administrative Conditional Use Permit or Administrative Permit review process.

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. 2018-43 on 7/19/2018

. . . .

15-6-5 Master Planned Development Requirements

All Master Planned Developments shall contain the following minimum requirements. Many of the requirements and standards will have to be increased in order for the Planning Commission to make the necessary findings to approve the Master Planned Development.

DRAFT

A. **DENSITY.** The Planning Commission shall approve the type of Development, number of units, and Density permitted on a given Master Planned Development Site based on a Site Suitability Analysis. The Master Planned Development shall not exceed the maximum Density in the Zoning District, except as otherwise provided in this Section. The Site shall be looked at in its entirety, including all adjacent Property under the same ownership, and the Density shall be located in the locations that support the goals set forth in Section 15-6-1.

1. Additional Density may be granted within a Transfer of Development Rights Receiving Overlay Zone (TDR-R) within an approved Master Planned Development.

2. When Properties are in more than one (1) Zoning District, there may be a shift of Density between Zoning Districts if that shift results in a project that better meets the goals set forth in Section 15-6-1.

    a. **Exception**. Residential Density shifts between the HCB and HR-2 Zoning Districts are not permitted. A portion of the gross Floor Area generated by the Floor Area Ratio of the HCB Zoning District and applied only to Lot Area in the HCB Zoning District, may be located in the HR-2 Zoning District as allowed by Section 15-2.3-8.

3. Density for Master Planned Developments is based on the Unit Equivalent formula, defined in Section 15-6-8.

DRAFT

a. **Exceptions**. The Planning Department may recommend that the Planning Commission grant up to a maximum of ten percent (10%) increase in total Density if the Applicant:

1) Donates Open Space in excess of the sixty percent (60%) requirement, either in fee or a less-than-fee interest to either the City or another unit of government or nonprofit land conservation organization approved by the City. Such Density bonus shall only be granted upon a finding by the Planning Director that such donation will ensure the long-term protection of a significant environmentally or visually sensitive Area; or

2) Proposes a Master Planned Development in which more than thirty percent (30%) of the Unit Equivalents are employee/ Affordable Housing consistent with the City's adopted employee/ Affordable Housing guidelines and requirements; or

3) Proposes a Master Planned Development in which more than eighty percent (80%) of the project is Open Space as defined in this Code and prioritized by the Planning Commission.

B. **MAXIMUM ALLOWED BUILDING FOOTPRINT FOR MASTER PLANNED DEVELOPMENTS WITHIN THE HR-1 AND HR-2 ZONING DISTRICTS.**

DRAFT

1. The Land Management Code sets forth a maximum Building Footprint for all Structures in the HR-1 and HR-2 Zoning Districts based on Lot Area. For purposes of establishing the maximum Building Footprint for Master Planned Developments that include Development in the HR-1 and HR-2 Zoning Districts, the maximum Building Footprint for the HR-1 and HR-2 portions shall be calculated based on the conditions of the Subdivision Plat or the Lots of record prior to a plat amendment combining the Lots as stated in Section 15-2.3-4.

    a. The Area of below Grade Parking in the HR-1 and HR-2 Zoning Districts shall not count against the maximum Building Footprint of the HR-1 or HR-2 Lots.

    b. The Area of below Grade Commercial Use extending from a Main Street business into the HR-2 Subzone A shall not count against the maximum Building Footprint of the HR-2 Lots.

    c. The Floor Area Ratio (FAR) of the HCB Zoning District applies only to the HCB Lot Area and may be reduced as part of a Master Planned Development. The FAR may not be applied to the HR-1 or HR-2 Lot Area.

    d. The Floor Area for a detached, single car Garage, not to exceed two-hundred and twenty square feet (220 square feet) of Floor Area, shall not count against the maximum Building Footprint of the HR-2 Lot.

DRAFT

C. **SETBACKS**.

1. The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than two (2) acres. The Planning Commission may decrease the required perimeter Setback from twenty-five feet (25') for Master Planned Development Applications greater than two (2) acres to the zone-required Setback if it is necessary to provide desired architectural interest and variation.

2. For parcels greater than two (2) acres and located inside the HRM, HR-1, HR-2, HRC, and HCB Zoning Districts, the minimum Setback around the exterior boundary of a Master Planned Development shall be determined by the Planning Commission in order to remain consistent with the contextual streetscape of adjacent Structures.

3. For parcels two (2) acres or less, the minimum exterior boundary Setbacks shall be the zone-required Setbacks.

4. In all Master Planned Developments, for either the perimeter Setbacks or the Setbacks within the project, the Planning Commission may increase Setbacks to retain existing Significant Vegetation or natural features, to create an adequate buffer to adjacent Uses, or to meet Historic Compatibility requirements.

5. The Planning Commission may reduce Setbacks within the project boundary, but not perimeter Setbacks, from those otherwise required in the Zoning District to match an abutting zone-required Setback, provided

DRAFT

the project meets minimum International Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale, and spacing between Structures, and meets Open Space criteria set forth in Section 15-6-5(D).

6. Final Setback approvals shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development.

D. **OPEN SPACE**.

1. **MINIMUM REQUIRED**. All Master Planned Developments shall contain a minimum of sixty percent (60%) Open Space as defined in Chapter 15-15, with the exception of the General Commercial (GC), Historic Residential Commercial (HRC), Historic Commercial Business (HCB), and the Historic Residential (HR-1 and HR-2) Zoning Districts.

2. The minimum Open Space requirement for redevelopment of existing Developments shall be thirty percent (30%).

    a. For Applications proposing the redevelopment of existing Developments, the Planning Commission may reduce the required Open Space to thirty percent (30%) in exchange for project enhancements in excess of those otherwise required by the Land Management Code that may directly advance policies reflected in the applicable General Plan sections or more specific Area plans.

DRAFT

Such project enhancements may include, but are not limited to, Affordable Housing, greater Landscaping buffers along public ways and public/private pedestrian Areas that provide a public benefit, increased landscape material sizes, public transit improvement, public pedestrian plazas, pedestrian way/trail linkages, Public Art, and rehabilitation of Historic Structures.

3. **TYPE OF OPEN SPACE**. The Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development. The Commission's determination shall be based on the guidance given in the General Plan. Landscaped Open Space may be utilized for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. Open Space may not be utilized for Streets, roads, driveways, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.

E. **OFF-STREET PARKING.**

1. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:

DRAFT

a. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

b. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.

c. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.

d. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

e. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

f. Provisions for overflow Parking during peak periods.

g. 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.

The Planning Department shall review the Parking analysis and provide a recommendation to the Commission. The Commission shall make a finding during review of the Master Planned Development as to whether or not the Parking analysis supports a determination to increase or decrease the required number of Parking Spaces.

DRAFT

2. The Planning Commission may permit an Applicant to pay an in-lieu Parking fee in consideration for required on-Site Parking provided that the Planning Commission determines that:

   a. Payment in-lieu of the on-Site Parking requirement will prevent a loss of significant Open Space, Yard Area, and/or public amenities and gathering Areas;

   b. Payment in-lieu of the on-Site Parking requirement will result in Preservation and Rehabilitation of significant Historic Structures or redevelopment of Structures and Sites;

   c. Payment in-lieu of the on-Site Parking requirement will not result in an increase project Density or intensity of Use; and

   d. The project is located on a public transit route or is within three (3) blocks of a municipal bus stop.

   The payment in-lieu fee for the required Parking shall be subject to the provisions in the Municipal Code of Park City Section 11-12-16 and the fee set forth in the current Fee Resolution, as amended.

F. **BUILDING HEIGHT.** The Building Height requirements of the Zoning District in which a Master Planned Development is located shall apply, except that the Planning Commission may consider an increase in Building Height based upon a Site specific analysis. Height exceptions will not be granted for Master Planned Developments within the HR-1, HR-2, HRC, and HCB Zoning Districts. The Applicant must request a Site-specific determination and shall bear the burden of

DRAFT

proof to the Planning Commission that the necessary findings for an increase in Building Height can be made, according to Subsections (1) through (5) below. In order to grant Building Height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find that:

1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits;
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;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural

DRAFT

Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.

If and when the Planning Commission grants additional Building Height based on a Site specific analysis, the approved additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission. Additional Building Height shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development that includes a Building with an additional Height allowance.

G. **SITE PLANNING.** A Master Planned Development shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The Applicant shall address the following in the Site planning for a Master Planned Development:

1. Units shall be clustered on the most developable and least visually sensitive portions of the Site. Open Space shall separate the clusters. The Open Space should be designed so that existing Significant Vegetation is maintained on the Site.

2. Projects shall be designed to minimize Grading and the need for large retaining Structures.

3. Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.

DRAFT

4. Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible. Applicants may be required to grant the City a trail easement to connect proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.

5. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

6. The Site plan shall include adequate Areas for snow removal and snow storage. The Landscaping plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

7. The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Master Planned Development to the trash and recycling containers.

No Site plan with a Commercial Development or Multi-Unit Dwelling shall

DRAFT

be approved unless there is a mandatory recycling program, which may include Recycling Facilities for the Site. Single Family Dwellings shall include a mandatory recycling program with curb side recycling, and may also include Recycling Facilities. The Recycling Facilities shall be identified on the Site plan to accommodate for materials generated by the tenants, residents, users, operators, or owners of such Master Planned Development. Such Recycling Facilities shall include, but are not limited to, glass, paper, plastic, cans, cardboard or other household or commercially generated recyclable and scrap materials. Centralized trash and recycling containers shall be located in a completely enclosed Structure with a pedestrian door and a truck door or gate. The enclosed Structure shall be designed with materials that are compatible with the principal Structures in the Master Planned Development and shall be constructed of masonry, steel, or other substantial materials. The Structure shall be large enough to accommodate a trash container and at least two recycling containers to provide for the option of dual-stream recycling.

8. The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

9. Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

DRAFT

H. **LANDSCAPE AND LIGHTING.** A preliminary Landscaping plan must be submitted with the Master Planned Development Application. The Landscaping plan shall comply with all criteria and requirements of Section 15-5-5(N) LANDSCAPING. All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to issuance of Certificates of Occupancy. Lighting must meet the requirements of Section 15-5-5(J).

I. **SENSITIVE LANDS COMPLIANCE.** Applicants for a Master Planned Development that contains any Area within the Sensitive Land Overlay Zone shall conduct a Sensitive Lands Analysis and shall conform to the Sensitive Lands Chapter 15-2.21.

J. **EMPLOYEE/AFFORDABLE HOUSING.** Master Planned Developments Applicants shall submit a housing mitigation plan that addresses employee Affordable Housing required by the adopted housing resolution in effect at the time of a complete Application.

~~K. **CHILD CARE**. A Site designated and planned for a Child Care Center may be required for all new Single Family Dwellings and Multi-Family Dwellings within a Master Planned Development if the Planning Commission determines that the project will create additional demands for Child Care. The Applicant shall provide information to the Planning Commission regarding whether the Master Planned Development will create additional demands for Child Care.~~

DRAFT

K. **MINE HAZARDS.** All Master Planned Development Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan.

L. **HISTORIC MINE WASTE MITIGATION.** An Applicant for a Master Planned Development with Property that is located within the Park City Soils Ordinance Boundary shall submit a soil remediation mitigation plan and shall indicate areas of hazardous soils and proposed methods of remediation and/or removal subject to the requirements and regulations of the Municipal Code of Park City Chapter 11-15.

M. **GENERAL PLAN REVIEW.** The Planning Commission shall review Master Planned Developments for consistency with the goals and objectives of the General Plan; however such review for consistency shall not alone be binding.

N. **HISTORIC SITES.** All Master Planned Development Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional.

O. **LAND MANAGEMENT CODE REVIEW.** All Master Planned Development Applications shall be reviewed in accordance with the Land Management Code, including:

1. the underlying Zoning District requirements in Chapter 15-2;
2. relevant Overlay Zoning requirements in Chapter 15-2;
3. Chapter 15-3, Off-Street Parking;

DRAFT

4. Chapter 15-4, Supplementary Regulations;

5. Chapter 15-5, Architectural Review;

6. Chapters 15-7.1, 15-7.2, 15-7.3, and 15-7.4, Subdivision Provisions;

7. Chapters 15-11 and 15-13 for Master Planned Developments located in a Historic Zoning District;

8. any other relevant provisions of the Land Management Code.

P. **DESIGN GUIDELINES.** The Planning Commission may require Design Guidelines for Master Planned Developments, including regulation of building design elements for Single-Family Dwellings and/or Duplex Dwellings, that specify:

1. Exterior cladding material;

2. Style, dimensions, and materials of a roof structure, roof pitch, and porch;

3. Exterior nonstructural architectural ornamentation;

4. Location, design, placement, and architectural styling of windows and doors; and

5. Location, design, placement, and architectural styling of a garage door.

HISTORY

Adopted by Ord. 02-07 on 5/23/2002

Amended by Ord. 04-08 on 3/4/2004

DRAFT

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

Amended by Ord. 11-12 on 3/31/2011

Amended by Ord. 13-23 on 7/11/2013

Amended by Ord. 15-36 on 6/25/2015

Amended by Ord. 2016-44 on 9/15/2016

Amended by Ord. 2017-46 on 8/17/2017

Amended by Ord. 2020-09 on 1/30/2020

Amended by Ord. 2020-45 on 10/1/2020

Amended by Ord. 2022-16 on 5/26/2022

. . . .

15-6.1-11 Site Planning

An Affordable Master Planned Development shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The Development should be designed to fit the Site, not the Site modified to fit the project. The Applicant shall address the following in the Site planning:

A. **CLUSTERED DEVELOPMENT.** Units shall be clustered on the most developable and least visually sensitive portions of the Site. Open Space shall separate the clusters. The Open Space should be designed so that existing Significant Vegetation is maintained on the Site.

B. **GRADING.** Projects shall be designed to minimize Grading and the need for large retaining Structures. Roads, utility lines, and Structures should be designed to work with Existing Grade. Cuts and fills shall be minimized.

C. **TRAILS.** Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible. Applicants may be required to grant the City a trail easement to connect proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.

D. **INTERNAL CIRCULATION.** Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Affordable Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

E. **SNOW REMOVAL.** The Site plan shall include adequate Areas for snow removal and snow storage. The Landscaping plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate

DRAFT

Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

F. **TRASH AND RECYCLING.** The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Affordable Master Planned Development to the trash and recycling containers. No Site plan with a Commercial Development or Multi-Unit Dwelling shall be approved unless there is a mandatory recycling program, which may include Recycling Facilities for the Site. Single Family Dwellings shall include a mandatory recycling program with curb side recycling, and may also include Recycling Facilities. The Recycling Facilities shall be identified on the Site plan to accommodate for materials generated by the tenants, residents, users, operators, or owners of such Master Planned Development. Such Recycling Facilities shall include, but are not limited to, glass, paper, plastic, cans, cardboard or other household or commercially generated recyclable and scrap materials. Centralized trash and recycling containers shall be located in a completely enclosed Structure with a pedestrian door and a truck door or gate. The enclosed Structure shall be designed with materials that are compatible with the principal Structures in the Affordable Master Planned Development and shall be constructed of masonry, steel, or other substantial materials. The Structure shall be large enough to accommodate a trash container and at least two recycling containers to provide for the option of dual-stream recycling.

DRAFT

G. **TRANSPORTATION AMENITIES.** The Site plan shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

H. **SERVICE AND DELIVERY.** Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

I. **LANDSCAPE AND LIGHTING.** A preliminary Landscaping plan must be submitted with the Affordable Master Planned Development Application. The Landscaping plan shall comply with all criteria and requirements of Section 15-5-5(N). All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to issuance of Certificates of Occupancy. Lighting must meet the requirements of Section 15-5-5(J).

J. **SENSITIVE LANDS COMPLIANCE**. Applicants for an Affordable Master Planned Development that contains any Area within the Sensitive Land Overlay Zone shall conduct a Sensitive Lands Analysis and shall conform to Chapter 15-2.21.

~~K. [**CHILD CARE.** A Site designated and planned for a Child Care Center may be required for an Affordable Master Planned Development if the Planning Commission determines that the project will create additional demands for Child Care.]~~

DRAFT

K. **MINE HAZARDS.** Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan.

L. **HISTORIC MINE WASTE MITIGATION.** An Applicant for an Affordable Master Planned Development with Property that is located within the Park City Soils Ordinance Boundary shall submit a soil remediation mitigation plan and shall indicate areas of hazardous soils and proposed methods of remediation and/or removal subject to the requirements and regulations of the Municipal Code of Park City Chapter 11-15.

M. **GENERAL PLAN REVIEW.** The Planning Commission shall review Affordable Master Planned Developments for consistency with the goals and objectives of the General Plan; however such review for consistency shall not alone be binding.

N. **HISTORIC SITES.** Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional.

O. **DESIGN GUIDELINES.** The Planning Commission may require Design Guidelines for Affordable Master Planned Developments, including regulation of building design elements for Single-Family Dwellings and/or Duplex Dwellings, that specify:

1. Exterior cladding material;

2. Style, dimensions, and materials of a roof structure, roof pitch, and porch;

DRAFT

3. Exterior nonstructural architectural ornamentation;

4. Location, design, placement, and architectural styling of windows and doors; and

5. Location, design, placement, and architectural styling of a garage door.

HISTORY

Adopted by Ord. 2021-10 on 2/25/2021

Amended by Ord. 2022-16 on 5/26/2022

. . . .

15-15-1 Definitions

…

CHILD CARE. The provision, day or night, of supplemental parental care, instruction and supervision for a non-related child or children, on a regular basis, and for less than 24 hours a day.

The term does not include babysitting services on a casual, non-recurring nature or in the child's own home nor cooperative, reciprocate Child Care by a group of parents in their respective domiciles.

1. **Child Care, In-Home Babysitting**. The provision of Child Care for [~~four (4)~~] eight (8) or fewer children within a dwelling and within commercial Buildings outside of residential Zoning Districts.

DRAFT

~~2. **[Child Care, Family**. The provision of Child Care for up to eight (8) children, including the provider's children who are under the age of eighteen (18), within the provider's primary residence.]~~

2. **Child Care, Family Group**. The provision of Child Care for nine (9) to sixteen (16) children, including the provider's children who are under the age of eighteen (18), within the provider's primary residence or an additional location subject to state licensing requirements.

CHILD CARE CENTER. A Structure or Building, including outside play Areas, used for the provision of Child Care for more than four (4) children for less than twenty four (24) hours per day, meeting all State requirements for Child Care that is not also the primary residence of the care provider.

. . . .

HISTORY

Adopted by Ord. 00-25 on 3/30/2000

Amended by Ord. 02-07 on 5/23/2002

Amended by Ord. 02-38 on 9/12/2002

Amended by Ord. 04-39 on 9/23/2004

Amended by Ord. 05-01 on 1/13/2005

Amended by Ord. 06-86 on 12/21/2006

Amended by Ord. 07-25 on 4/19/2007

DRAFT

Amended by Ord. 07-55 on 8/30/2007

Amended by Ord. 08-07 on 3/13/2008

Amended by Ord. 09-05 on 1/22/2009

Amended by Ord. 09-09 on 2/12/2009

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 09-14 on 4/9/2009

Amended by Ord. 09-23 on 7/9/2009

Amended by Ord. 09-40 on 11/5/2009

Amended by Ord. 11-05 on 1/27/2011

Amended by Ord. 11-12 on 3/31/2011

Amended by Ord. 12-37 on 12/20/2012

Amended by Ord. 14-57 on 11/20/2014

Amended by Ord. 15-53 on 12/17/2015

Amended by Ord. 16-02 on 1/7/2016

Amended by Ord. 16-15 on 3/24/2016

Amended by Ord. 2016-44 on 9/15/2016

Amended by Ord. 2016-48 on 10/20/2016

DRAFT

Amended by Ord. 2017-09 on 4/27/2017

Amended by Ord. 2017-29 on 6/15/2017

Amended by Ord. 2017-45 on 8/17/2017

Amended by Ord. 2017-59 on 11/9/2017

Amended by Ord. 2018-24 on 5/31/2018

Amended by Ord. 2018-27 on 5/31/2018

Amended by Ord. 2018-43 on 7/19/2018

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2019-06 on 5/16/2019

Amended by Ord. 2019-30 on 5/30/2019

Amended by Ord. 2019-64 on 12/19/2019

Amended by Ord. 2020-35 on 7/9/2020

Amended by Ord. 2020-36 on 7/30/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2020-48 on 11/19/2020

Amended by Ord. 2021-05 on 1/21/2021

Amended by Ord. 2021-10 on 2/25/2021

DRAFT

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2022-15 on 5/26/2022

Amended by Ord. 2022-16 on 5/26/2022

Amended by Ord. 2022-21 on 10/27/2022

Amended by Ord. 2023-10 on 3/9/2023

Amended by Ord. 2023-16 on 4/27/2023

Amended by Ord. 2023-19 on 4/27/2023

Amended by Ord. 2023-30 on 6/15/2023

Amended by Ord. 2023-53 on 11/16/2023

Amended by Ord. 2024-03 on 2/1/2024

Amended by Ord. 2024-09 on 5/16/2024

Amended by Ord. 2024-11 on 5/23/2024

Amended by Ord. 2024-21 on 12/12/2024

. . . .

15-15-2 List of Defined Terms

…

DRAFT

Certificate of Occupancy

Child Care

Child Care, In-Home Babysitting

~~[Child Care, Family]~~

Child Care, Family Group

Child Care Center

City Development

…

HISTORY

Amended by Ord. 2016-44 on 9/15/2016

Amended by Ord. 2018-24 on 5/31/2018

Amended by Ord. 2018-27 on 5/31/2018

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2019-06 on 5/16/2019

Amended by Ord. 2019-30 on 5/30/2019

Amended by Ord. 2019-64 on 12/19/2019

Amended by Ord. 2020-35 on 7/9/2020

DRAFT

Amended by Ord. 2020-36 on 7/30/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2020-48 on 11/19/2020

Amended by Ord. 2021-05 on 1/21/2021

Amended by Ord. 2021-10 on 2/25/2021

Amended by Ord. 2021-38 on 9/23/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2022-21 on 10/27/2022

Amended by Ord. 2023-10 on 3/9/2023

Amended by Ord. 2023-16 on 4/27/2023

Amended by Ord. 2023-53 on 11/16/2023

Amended by Ord. 2024-03 on 2/1/2024

Amended by Ord. 2024-09 on 5/16/2024

Amended by Ord. 2024-11 on 5/23/2024

Amended by Ord. 2024-21 on 12/12/2024

DRAFT

Planning Commission
Staff Report

Subject: **2411 Gilt Edge Circle**
Application: **PL-24-06325**
Author: **Jaron Ehlers, Planner I**
Date: **March 26, 2025**
Type of Item: **Condominium Plat Amendment**

Recommendation

(I) Review the proposed Arrowood Condominiums at Deer Valley Unit 1 Amended Plat, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in Draft Final Action Letter (Exhibit A).

Description

Applicant:	Thomas Eaton Alliance Engineering, Applicant Representative
Location:	2411 Gilt Edge Circle
Zoning District:	Residential Development
Adjacent Land Uses:	Single Family Dwellings; Multi-Unit Dwellings
Reason for Review:	Plat Amendments require Planning Commission review and Final Action.[1]

RD	Residential Development
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 submitted a Condominium Plat Amendment to amend Unit 1 of the Arrowood Condominiums at Deer Valley at 2411 Gilt Edge Circle to create two separate Private Ownership Areas from existing Limited Common Area:

- **Private Ownership Area A:** 145 square feet to allow for the creation of an additional bedroom and bathroom under the existing deck.
- **Private Ownership Area B:** 518 square feet to allow for a future addition under the remainder of the existing deck.

2411 Gilt Edge Circle is Unit 1 of the Arrowood Condominiums at Deer Valley. The Condominium Plat was recorded with Summit County on March 4, 1999 (Summit County Recorder Entry No. 532030; Exhibit B). The property is in the Recreation Development (RD) Zoning District.

[1] LMC § 15-1-8(H)



Figure 1: Aerial view of Arrowood Condominiums.

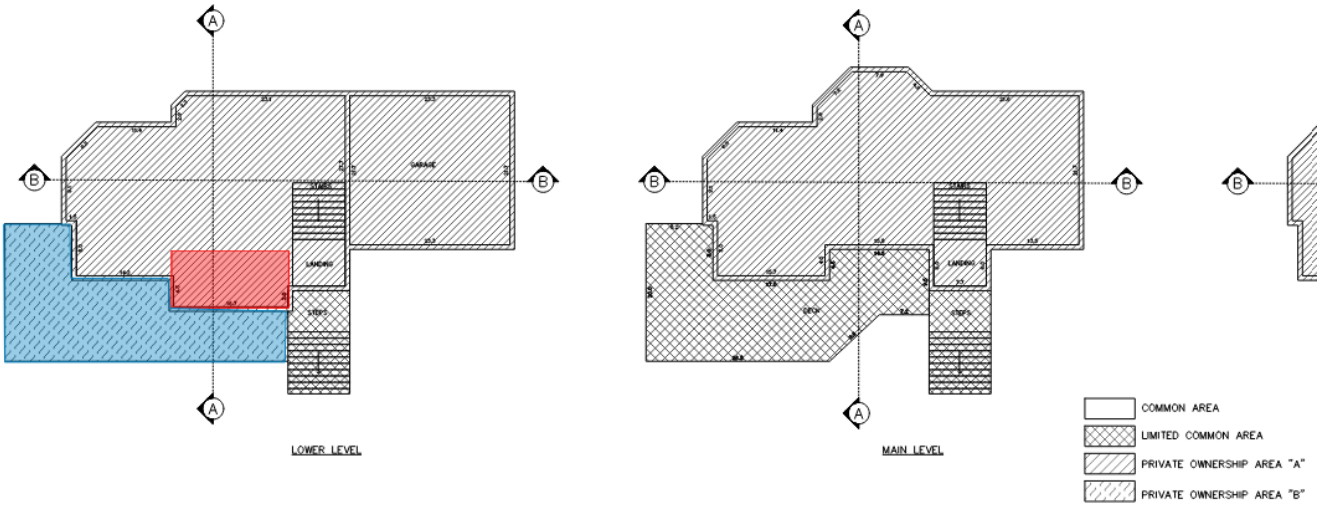


Figure 2: New Ownership Areas shown on the Proposed Plat (Attachment 1). The approximate location of the expansion of Private Ownership Area A is shown in red.



Figure 3: Ground level images of Unit 1 from the Applicant's Photo Exhibit (Exhibit C). The approximate location of the proposed Private Ownership Areas A and B to expand below the deck are shown in red and blue, respectively.

Background

On September 25, 1997, the City Council adopted Ordinance No. 97-44 approving the Arrowood Condominiums, a three-unit detached Condominium (Exhibit D). A legal dispute prevented recordation of the Plat. A settlement agreement was reached in November 1998, and the Applicant resubmitted the Condominium Plat (Exhibit E). On January 28, 1999, the City Council adopted Ordinance No. 99-2 approving the Arrowood Condominiums with minor adjustments from the 1997 plat, as required by the settlement agreement (Exhibit F). All three units have been constructed.

On August 11, 2004, the Planning Commission held a public hearing on a Plat Amendment for Unit 2. This proposal also involved converting the area under a deck into living space. On August 25, 2004, the Planning Commission forwarded a positive recommendation for the Plat Amendment to the City Council (Exhibit G). On August 26, 2004, the City Council adopted Ordinance No. 04-37 approving the Unit 2 Plat Amendment (Exhibit H). The plat was never recorded.

On June 12, 2024, the Planning Commission approved a Plat Amendment for Unit 3 to convert 356 square feet of Limited Common Area under an existing deck to Private Ownership (Packet, Item 5.A; Minutes, p. 4). The plat was recorded on February 14, 2025 (Summit County Recorder Entry No.1231499).

On October 31, 2024, the Applicant applied for the Condominium Plat Amendment for Unit 1. Staff deemed the application complete on December 5, 2024.

Analysis

(I) The proposal to amend Unit 1 complies with the Residential Development Zoning District Requirements outlined in Land Management Code Chapter 15-2.13.

LMC § 15-2.13-3 defines the required Setbacks for the RD Zoning District: 20 feet for the Front, 15 feet for the Rear, and 12 feet for the Side. Condition of Approval 3 of Ordinance No. 99-2 (Exhibit F) establishes that "[f]or the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear."

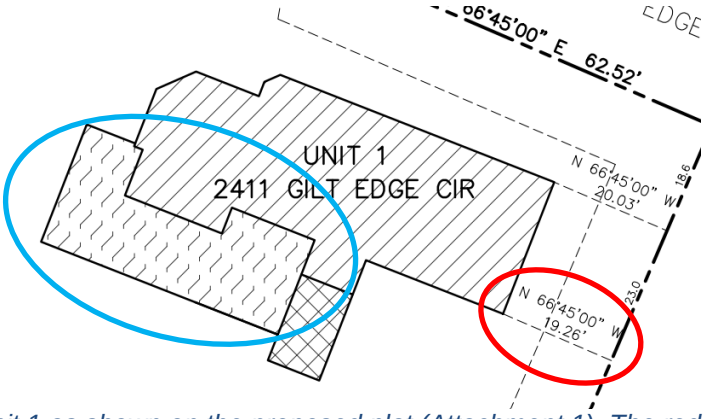


Figure 4: Image of Unit 1 as shown on the proposed plat (Attachment 1). The red circle indicates where the unit is non-compliant with the Front Setback. The area proposed for conversion from Limited Common Area to Private Ownership (circled in blue) is outside the Front, Rear, and Side Setbacks.

Although Unit 1 is non-compliant with the Front Setback, as shown in red in Figure 4, the proposed area for conversion to Private Ownership, circled in blue, is located outside of the Setbacks and complies with the LMC setback regulations.

LMC § 15-2.13-4 establishes a maximum Building Height of 28 feet from Existing Grade. The deck reaches a maximum height of 20 feet from Existing Grade, and the

proposed additions are underneath the deck. The proposal is otherwise compliant with LMC Chapter 15-2.13 because it does not include changes to Lot Size or Lot Width.

(II) The proposal to amend Unit 1 complies with the Off-Street Parking Requirements outlined in LMC Chapter 15-3.

The proposed Unit 1 has 3,316 square feet of floor Area. LMC § 15-3-6(A) establishes the minimum Parking Requirement for a Condominium over 2,000 square feet to be two Spaces. Unit 1 already has a two-car Garage, so the proposed conversion of Limited Common Area to Private Ownership does not increase the Parking Requirement.

(III) The proposal to amend Unit 1 complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.

Plat Amendments shall be reviewed according to LMC § 15-7.1-6 Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

(a) There is Good Cause for the proposed Plat Amendment.

The Planning Commission shall make a finding as to good cause prior to approving a Plat Amendment.[2] LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, 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."

When the original plat for Arrowood Condominiums was approved in 1999 (Exhibit F), the City Council concluded "[t]here is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable." The proposed addition does not exceed the area disturbed by the existing deck, and most of the site remains undisturbed. Additionally, Units 2 and 3 within the same Condominium were granted similar expansions of private area under the deck. Therefore, staff finds Good Cause for the Plat Amendment.

(b) No Public Street, Right-of-Way, or easement is vacated or amended.

The proposed Plat Amendment does not vacate or amend any Public Street, Right-of-Way, or easement.

(IV) The Development Review Committee reviewed the proposal on November 19, 2024, and requires Conditions of Approval.[3]

[2] LMC § 15-7.1-6(C)
[3] The Development Review Committee meets the first and third Tuesday of each month to review and

The Summit County Surveyor requires recordation of amended Covenants, Conditions, & Restrictions (CC&Rs) to reflect the Plat Amendment concurrent with recordation of the amended plat (Condition of Approval 3).

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 March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The *Park Record* published courtesy notice on March 12, 2025.[4]

Public Input

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

Alternatives

The Planning Commission may:

- Approve the proposed Plat Amendment;
- Deny the proposed Plat Amendment and direct staff to make Findings for the denial; or
- 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: Current Recorded Plat
Exhibit C: Photo Exhibit
Exhibit D: Ordinance No. 97-44
Exhibit E: January 28, 1999, City Council Staff Report
Exhibit F: Ordinance No. 99-2
Exhibit G: August 25, 2004, Planning Commission Staff Report
Exhibit H: Ordinance No. 04-37

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

March 26, 2025

Megan Blosser
Alliance Engineering

CC: Thomas Easton

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2411 Gilt Edge Circle
Zoning District:	Residential Development
Application:	Condominium Plat Amendment
Project Number:	PL-24-06325
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 26, 2025
Project Summary:	The Applicant Proposes to Amend Arrowood Condominiums in Deer Valley Plat for Unit 1 to convert existing Limited Common Area underneath an existing deck to Private Ownership Areas with 145 square feet added to Private Ownership Area A and 518 square feet to Private Ownership Area B.

Action Taken

On March 26, 2025, the Planning Commission conducted a public hearing and approved the Arrowood Condominiums at Deer Valley Unit 1 Amended according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. The Applicant submitted a Condominium Plat Amendment to amend Unit 1 of the Arrowood Condominiums at Deer Valley at 2411 Gilt Edge Circle to create two separate Private Ownership Areas from existing Limited Common Area:
    a. **Private Ownership Area A:** 145 square feet to allow for the creation of an additional bedroom and bathroom under the existing deck.

DRAFT

   b. **Private Ownership Area B:** 518 square feet to allow for a future addition under the remainder of the existing deck.
2. 2411 Gilt Edge Circle is Unit 1 of the Arrowood Condominiums at Deer Valley. The Condominium Plat was recorded with Summit County on March 4, 1999 (Summit County Recorder Entry No. 532030; Exhibit B).
3. The property is in the Recreation Development (RD) District.
4. On September 25, 1997, the City Council adopted Ordinance No. 97-44 approving the Arrowood Condominiums, a three-unit detached Condominium. A legal dispute prevented recordation of the Plat.
5. A settlement agreement was reached in November of 1998, and the Applicant resubmitted the Condominium Plat.
6. On January 28, 1999, the City Council adopted Ordinance No. 99-2 approving the Arrowood Condominiums with minor adjustments from the 1997 plat, as required by the settlement agreement.
7. All three units have been constructed.
8. On August 11, 2004, the Planning Commission held a public hearing on a Plat Amendment for Unit 2. This proposal also involved converting the area under a deck into living space.
9. On August 25, 2004, the Planning Commission forwarded a positive recommendation for the Plat Amendment to the City Council.
10. On August 26, 2004, the City Council adopted Ordinance No. 04-37 approving the Unit 2 Plat Amendment.
11. That plat was never recorded.
12. On June 12, 2024, the Planning Commission approved a Plat Amendment for Unit 3 to convert 356 square feet of Limited Common Area under an existing deck to Private Ownership.
13. The plat was recorded on February 14, 2025 (Summit County Recorder Entry No.1231499).
14. On October 31, 2024, the Applicant applied for the Condominium Plat Amendment for Unit 1. Staff deemed the application complete on December 5, 2024.
15. The proposal to amend Unit 1 complies with the Residential Development Zoning District Requirements outlined in Land Management Code Chapter 15-2.13.
    a. LMC § 15-2.13-3 defines the required Setbacks for the RD Zoning District: 20 feet for the Front, 15 feet for the Rear, and 12 feet for the Side.

DRAFT

b. Condition of Approval 3 of Ordinance No. 99-2 establishes that "[f]or the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear."
c. Although Unit 1 is non-compliant with the Front Setback, the proposed area for Amendment is located outside of the Setbacks and complies with the LMC setback regulations.
d. LMC § 15-2.13-4 establishes a maximum Building Height of 28 feet from Existing Grade. The deck reaches a maximum height of 20 feet from Existing Grade, and the proposed additions are underneath the deck.
e. The proposal is otherwise compliant with LMC Chapter 15-2.13 because it does not include changes to Lot Size or Lot Width.

16. The proposal to amend Unit 1 complies with the Off-Street Parking Requirements outlined in LMC Chapter 15-3.
    a. The proposed Unit 1 has 3,316 square feet of floor Area.
    b. LMC § 15-3-6(A) establishes the minimum Parking Requirement for a Condominium over 2,000 square feet to be two Spaces.
    c. Unit 1 already has a two-car Garage, so the proposed conversion of Limited Common Area to Private Ownership does not increase the Parking Requirement.
17. The proposal to amend Unit 1 complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.
    a. Plat Amendments shall be reviewed according to LMC § 15-7.1-6 Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
    b. There is Good Cause for this proposed Plat Amendment
        i. The Planning Commission shall make a finding as to good cause prior to approving a Plat Amendment. LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, 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."

DRAFT

ii. When the original plat for Arrowood Condominiums was approved in 1999, the City Council concluded "[t]here is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable." The proposed addition does not exceed the area disturbed by the existing deck, and most of the site remains undisturbed. Additionally, Units 2 and 3 within the same Condominium were granted similar expansions of private area under the deck. Therefore, staff finds Good Cause for the Plat Amendment.

c. No Public Street, Right-of-Way, or easement is vacated or amended.
   i. The proposed Plat Amendment does not vacate or amend any Public Street, Right-of-Way, or easement.

18. The Development Review Committee reviewed the proposal on September 19, 2024, and requires Conditions of Approval.
    a. The Summit County Surveyor requires recordation of amended Covenants, Conditions, & Restrictions (CC&Rs) to reflect the Plat Amendment concurrent with recordation of the amended plat (Condition of Approval 3).
19. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The Park Record published courtesy notice on March 12, 2025.

Conclusions of Law

1. There is Good Cause for this Condominium Plat Amendment as the addition does not exceed the area disturbed by the existing deck, most of the site remains undisturbed, and Units 2 and 3 were granted similar expansions of private area under the deck.
2. The Plat Amendment is Consistent with the Land Management Code, including Chapter 15-2.13, Residential Development (RD) District, and Chapter 15-3, Off-Street Parking Requirements.
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

DRAFT

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 the Conditions of Approval prior to recordation of the Plat.
2. The Applicant shall record the Plat at the County within one year from the date of 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. The Applicant must submit the draft Second Amended Declaration of Condominium for Arrowood at Deer Valley Condominiums for review by City Staff along with the Plat Amendment.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

Sarah Hall, Planning Commission Chair

CC: Jaron Ehlers, Project Planner

Attachment 1: Proposed Plat Amendment

DRAFT

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of The Arrowood at Deer Valley Homeowners Association, Inc., a Utah nonprofit corporation, having complied with the requirements of both Statutes and the Recorded Declaration hereby consents to the recording of this Condominium Plat Amendment.

The Arrowood at Deer Valley Homeowners Association, Inc., a Utah nonprofit corporation

By: _____
President

ACKNOWLEDGMENT

State of _____)
: ss
County of _____)

On this _____ day of _____, 2025, _____ personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is the President of the The Arrowood at Deer Valley Homeowners Association, Inc., a Utah nonprofit corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners at the Arrowood Condominiums at Deer Valley project acting as a group (under the name of The Arrowood at Deer Valley Homeowners Association, Inc.) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Arrowood at Deer Valley Condominiums.

By: _____
Notary Public

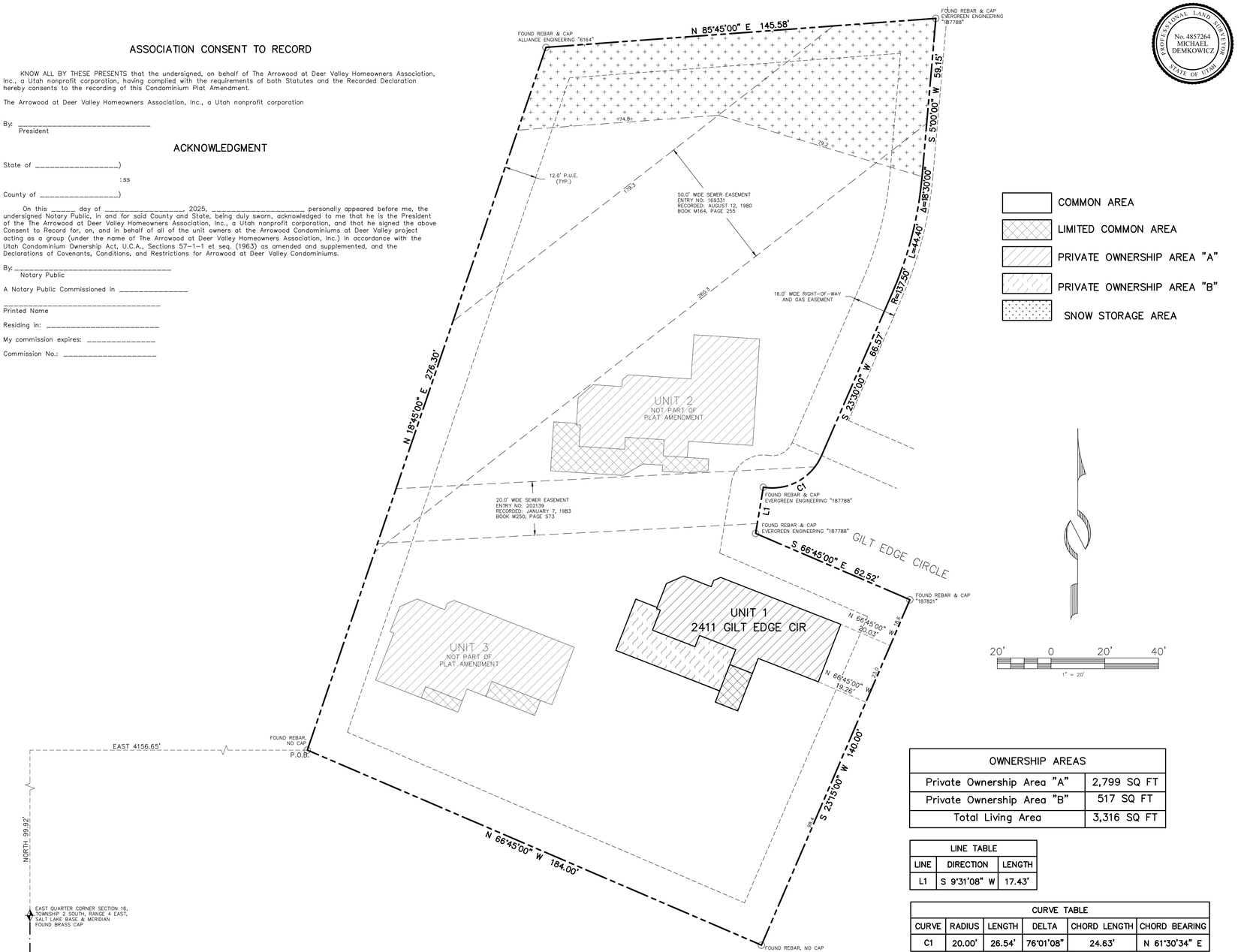
A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____



COMMON AREA

LIMITED COMMON AREA

PRIVATE OWNERSHIP AREA "A"

PRIVATE OWNERSHIP AREA "B"

SNOW STORAGE AREA

20' 0 20' 40'
1" = 20'

OWNERSHIP AREAS	
Private Ownership Area "A"	2,799 SQ FT
Private Ownership Area "B"	517 SQ FT
Total Living Area	3,316 SQ FT

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 9°31'08" W	17.43'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD LENGTH	CHORD BEARING
C1	20.00'	26.54'	76°01'08"	24.63'	N 61°30'34" E

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I certify that I have verified all measurements. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as ARROWOOD CONDOMINIUMS AT DEER VALLEY UNIT 1 AMENDED.

LEGAL DESCRIPTION

Unit 1, Arrowood at Deer Valley Condominiums, a Utah condominium project, together with its appurtenant undivided ownership interest in and to the common areas and facilities, as established and described in the Record of Survey Map recorded March 4, 1999 as Entry No. 532030 and in the Declaration of Condominium for Arrowood at Deer Valley Condominiums recorded March 4, 1999 as Entry No. 532031 in Book 1235 at Page 452, records of Summit County, Utah.

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that Thomas C. Easton and Karen J. Easton, husband and wife, as joint tenants, hereby certify that they have caused this plat amendment to be made, together with easements as set forth and hereby consent to the recordation of this plat amendment.

In witness whereof, the undersigned set his hand this _____ day of _____, 2025.

By: _____
Thomas C. Easton

In witness whereof, the undersigned set her hand this _____ day of _____, 2025.

By: _____
Karen J. Easton

ACKNOWLEDGMENT

STATE OF _____)
: ss.
COUNTY OF _____)

On this _____ day of _____, 2025, Thomas C. Easton 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, that he acknowledged to me that he executed ARROWOOD CONDOMINIUMS AT DEER VALLEY UNIT 1 AMENDED.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

ACKNOWLEDGMENT

STATE OF _____)
: ss.
COUNTY OF _____)

On this _____ day of _____, 2025, Karen J. Easton 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, that she acknowledged to me that she executed ARROWOOD CONDOMINIUMS AT DEER VALLEY UNIT 1 AMENDED.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

NOTES

1. This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated _____, and on file with the Planning Department (PL-24-06325).
2. The dimensions of the private spaces and square footage calculations are based on the Record of Survey Map of Arrowood Condominiums at Deer Valley and on measurements in the field. Minor variations may occur. It is the intent that the private ownership area of the units will be as constructed.
3. This Plat Amendment represents an addition to Unit 1 that converts area on the Lower Level that is under the Main Level deck from Limited Common Ownership to Private Ownership.
4. All conditions of approval of Arrowood Condominiums at Deer Valley, recorded March 4. 1999, as Entry No. 532030 shall continue to apply and remain in full force and effect.
5. This plat amendment adds 145 square feet to the Lower Level as shown. The amended square footage of Unit 1 was derived by adding the expansion area of 145 square feet to the existing square footage of 2,653.65 as shown on Arrowood Condominiums at Deer Valley, recorded March 4. 1999, as Entry No. 532030 and rounding to the nearest whole square foot.

ARROWOOD CONDOMINIUMS AT DEER VALLEY
UNIT 1 AMENDED

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHEAST QUARTER OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

2/25/2025 JOB NO.: 2-6-24 FILE: X:\Deer Valley\dwg\srv\plat2024\020624.dwg

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

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2025
BY _____

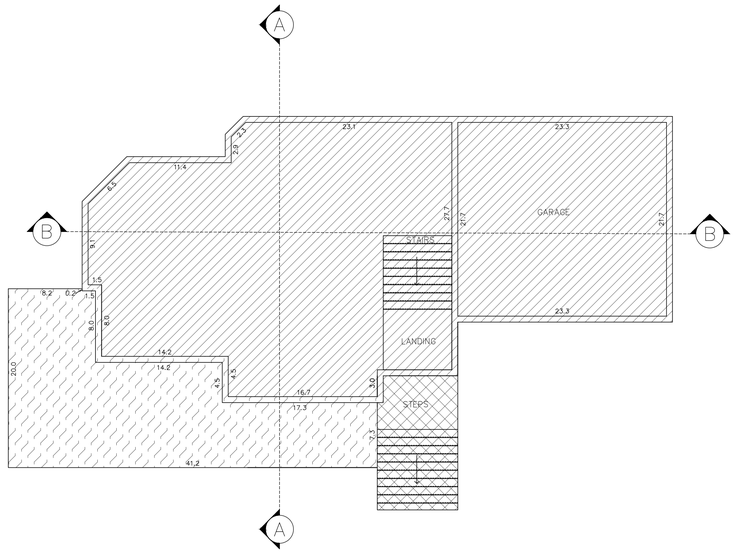
PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2025
BY _____
CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2025
BY _____
PARK CITY ENGINEER

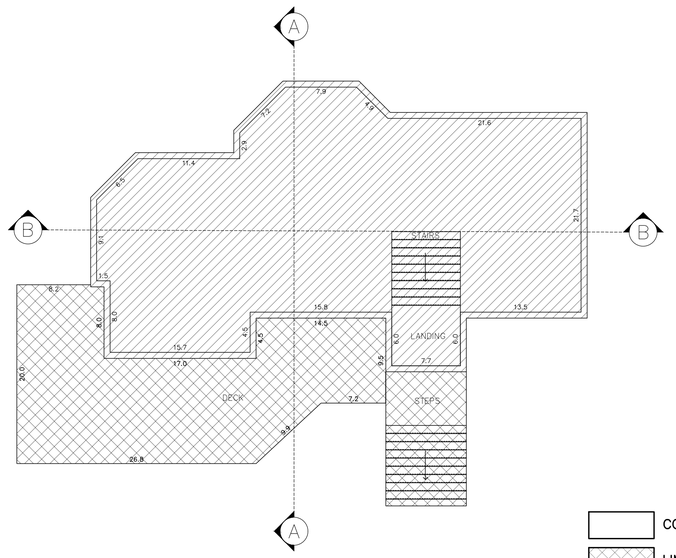
APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 2025
BY _____
PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY OF _____, 2025
BY _____
SUMMIT COUNTY GIS COORDINATOR

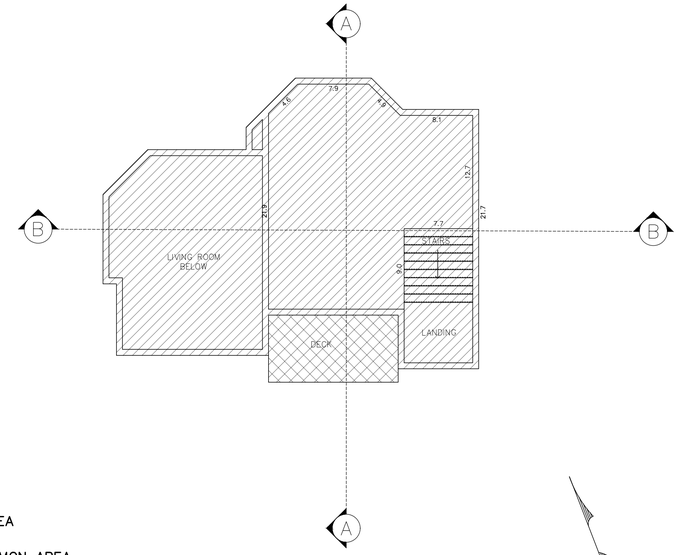
RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
_____ FEE _____ RECORDER
TIME _____ DATE _____ ENTRY NO. _____



LOWER LEVEL



MAIN LEVEL



UPPER LEVEL

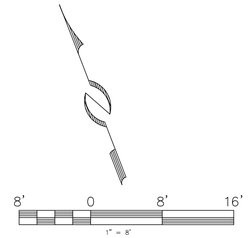
COMMON AREA

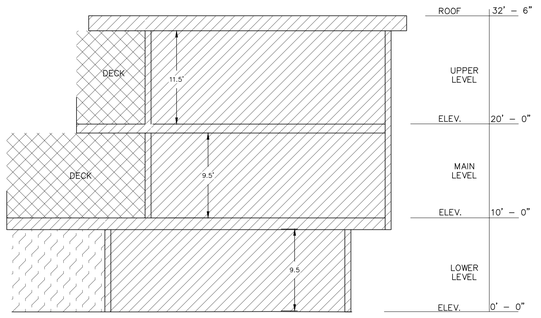
LIMITED COMMON AREA

PRIVATE OWNERSHIP AREA "A"

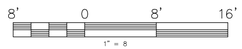
PRIVATE OWNERSHIP AREA "B"

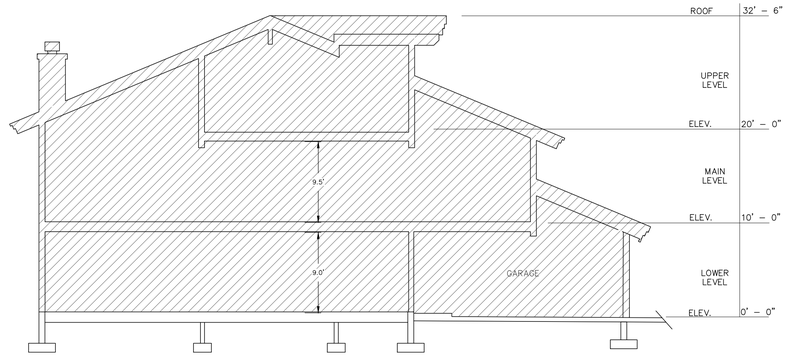
OWNERSHIP AREAS	
PRIVATE OWNERSHIP AREA "A"	2,799 SQ FT
PRIVATE OWNERSHIP AREA "B"	517 SQ FT
TOTAL LIVING AREA	3,316 SQ FT





SECTION A–A





SECTION B–B

THIS SHEET 2 OF 2 SUPERSEDES SHEETS 2–7, ARROWOOD CONDOMINIUMS AT DEER VALLEY, RECORDED MARCH 4, 1999, AS ENTRY NO. 532030 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH.

ARROWOOD CONDOMINIUMS AT DEER VALLEY UNIT 1 AMENDED

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHEAST QUARTER OF SECTION 15, 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

2/25/2025

SHEET 2 OF 2

JOB NO.: 2-6-24 FILE: X:\Deer Valley\dwg\srv\plat2024\020624.dwg

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED

AT THE REQUEST OF _____

_____ FEE _____ RECORDER

TIME _____ DATE _____ ENTRY NO. _____

FINAL PLAT
ARROWOOD CONDOMINIUMS AT DEER VALLEY
— A 3 UNIT CONDOMINIUM PROJECT —
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, UTAH.

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, CITY OF PARK CITY, COUNTY OF SUMMIT, STATE OF UTAH.
MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT LOCATED NORTH 99.92 FEET AND EAST 4156.65 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, SAID POINT OF BEGINNING IS CORNER NO. 2, OF THE QUEEN ESTHER NO. 10 M.S. 6979, (BASIS OF BEARING BEING NORTH 00° 30' 11" EAST FROM THE SOUTHEAST CORNER OF SAID SECTION 16 TO THE EAST QUARTER CORNER OF SAID SECTION 16); THENCE NORTH 18° 45' 00" EAST A DISTANCE OF 276.304 FEET; THENCE NORTH 85° 45' 00" EAST A DISTANCE OF 145.58 FEET TO THE WESTERLY BOUNDARY LINE OF QUEEN ESTHER VILLAGE NO. 1; THENCE SOUTHERLY ALONG THE SAID WESTERLY BOUNDARY LINE THE FOLLOWING SEVEN (7) COURSES: 1) THENCE SOUTH 5° 00' 00" WEST A DISTANCE OF 59.15 FEET TO THE POINT OF A 137.50 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 85° 00' 00" WEST; 2) THENCE 44.40 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18° 30' 00"; 3) THENCE SOUTH 23° 30' 00" WEST A DISTANCE OF 66.57 FEET TO THE POINT OF A 20.00 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 66° 30' 00" WEST; 4) THENCE 26.54 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 76° 01' 08" TO THE POINT OF A NON-TANGENT LINE; 5) THENCE ALONG SAID LINE, SOUTH 9° 31' 08" WEST A DISTANCE OF 17.43 FEET; 6) THENCE SOUTH 66° 45' 00" EAST A DISTANCE OF 62.52 FEET; 7) THENCE SOUTH 23° 15' 00" WEST A DISTANCE OF 140.00 FEET TO A POINT ON THE SOUTHERLY LINE OF QUEEN ESTHER NO. 10 M.S. 6979; THENCE NORTH 66° 45' 00" WEST A DISTANCE OF 184.00 FEET TO THE POINT OF BEGINNING.

CONTAINS: 1.18 ACRES OR 51,471 SQUARE FEET

NOTES

1. BASIS OF BEARING: FOUND AND ACCEPTED MONUMENTS AS SHOWN HEREON.
2. PROPERTY CORNERS: SET OR FOUND AS SHOWN HEREON.
3. LOCATED WITHIN: SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH.
4. NO DEVELOPMENT OR IMPROVEMENTS OTHER THAN LANDSCAPING MAY OCCUR WITHIN AND NORTHWEST OF THE 50 FOOT WIDE SANITARY SEWER EASEMENT.
5. A 12.00 FOOT WIDE NON-EXCLUSIVE PUBLIC UTILITY EASEMENT FOR THE PURPOSE OF INSTALLATION, MAINTENANCE AND ACCESS IS LOCATED ALONG THE EXTERIOR BOUNDARY OF THE PROJECT PARCEL.
6. EASEMENT: ENTRY NO. 169631, BOOK M164, PAGES 255–256. A 50 FOOT WIDE NON-EXCLUSIVE EASEMENT TO CONSTRUCT, INSTALL, MAINTAIN AND UTILIZE SEWER AND DRAINAGE LINES OVER, ALONG AND ACROSS. (SHOWN HEREON)
7. EASEMENT: ENTRY NO. 202139, BOOK M250, PAGES 573–574. A 20 FOOT WIDE PERPETUAL EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF CONSTRUCTION AND/OR LAYING, MAINTAINING, OPERATING, REPAIRING, REMOVING OR REPLACING A SANITARY LINE, TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT. (SHOWN HEREON)
8. EASEMENT: ENTRY NO. 226457, BOOK 318, PAGES 145–148. A 16 FOOT WIDE RIGHT OF WAY AND EASEMENT TO LAY, MAINTAIN, OPERATE, REPAIR, INSPECT, PROTECT, REMOVE AND REPLACE PIPELINES, VALVES, VALVE BOXES AND OTHER GAS TRANSMISSION AND DISTRIBUTION FACILITIES, TO MOUNTAIN FUEL SUPPLY COMPANY. (SHOWN HEREON)
9. EASEMENT: ENTRY NO. 185794, BOOK M203, PAGES 290–292. A 5 FOOT WIDE RIGHT OF WAY AND EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN AND REMOVE COMMUNICATION AND OTHER FACILITIES. LOCATED 2.5 FOOT EITHER SIDE OF BURIED TELEPHONE CABLE, TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY. (NOT SHOWN HEREON)
10. SEE ATTACHED ARCHITECTURAL PLANS FOR FLOOR PLANS, BUILDING SECTIONS AND ELEVATIONS.
    * UNIT 1: SHEETS 2/18 – 7/18 (A–1, UNIT #1 THROUGH A–6, UNIT#1)
    * UNIT 2: SHEETS 8/18 – 12/18 (A–1, UNIT #2 THROUGH A–5, UNIT#2)
    * UNIT 3: SHEETS 13/18 – 18/18 (A–1, UNIT #3 THROUGH A–6, UNIT#3)
11. THIS PLAT IS SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF THE ARROWOOD CONDOMINIUMS AT DEER VALLEY, AS RECORDED IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, ENTRY NO. _____ BOOK _____ PAGE(S) _____
12. THE SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT (S.B.S.I.D.) WILL TRY TO PROTECT ANY LANDSCAPING LOCATED WITHIN THE HEREON SHOWN SANITARY SEWER EASEMENTS. HOWEVER, S.B.S.I.D. WILL NOT BE RESPONSIBLE FOR ANY DAMAGE TO SAID LANDSCAPING CAUSED BY THE INSTALLATION, MAINTENANCE AND ACCESS OF ITS LINES AND EQUIPMENT.

OWNERS DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT WE, THE UNDERSIGNED OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS "ARROWOOD CONDOMINIUMS AT DEER VALLEY", CERTIFY THAT WE HAVE CAUSED THIS SURVEY TO BE MADE AND THIS RECORD OF SURVEY PLAT TO BE PREPARED. WE DO HEREBY CONSENT TO THE RECORDATION OF THIS SURVEY PLAT. THE OWNERS, OR THEIR REPRESENTATIVES, HEREBY IRREVOCABLY OFFER FOR DEDICATION TO THE CITY OF PARK CITY ALL OF THE STREETS, LAND FOR LOCAL GOVERNMENT USES, PARK AND REQUIRED UTILITIES AND EASEMENTS SHOWN ON THE SUBDIVISION PLAT AND CONSTRUCTION PLANS IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION. WE FURTHER CERTIFY THAT ALL UNITS ARE OR WILL BE BUILT AS SHOWN HEREON.

BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY
BY: SNOW PARK REALTY, INC., A UTAH CORPORATION, ITS MANAGER
BY: JOHN TRACY, PRESIDENT

ACKNOWLEDGMENT(S)

STATE OF UTAH)
COUNTY OF SUMMIT) JOHN TRACY

ON THE 17th DAY OF February, 1999, PERSONALLY APPEARED BEFORE ME JOHN TRACY, WHO BEING BY ME DULY SWORN, DID SAY THAT HE IS THE PRESIDENT OF SNOW PARK REALTY, INC., A UTAH CORPORATION, WHICH CORPORATION IS THE MANAGER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND DULY ACKNOWLEDGED TO ME THAT HE IS AUTHORIZED TO SIGN THE FOREGOING INSTRUMENT ON BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BYLAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS AND FURTHER ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME AS MANAGER IN AND ON BEHALF OF SAID BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY.

Notary Public
KIM GLASS
55-3 North State Road 32
Peoa, Utah 84061
My Commission Expires
August 1, 1999
State of Utah

NOTARY PUBLIC

MY COMMISSION EXPIRES: 8-1-99
RESIDING IN Summit COUNTY, UTAH

Notary Public
KIM GLASS
55-3 North State Road 32
Peoa, Utah 84061
My Commission Expires
August 1, 1999
State of Utah

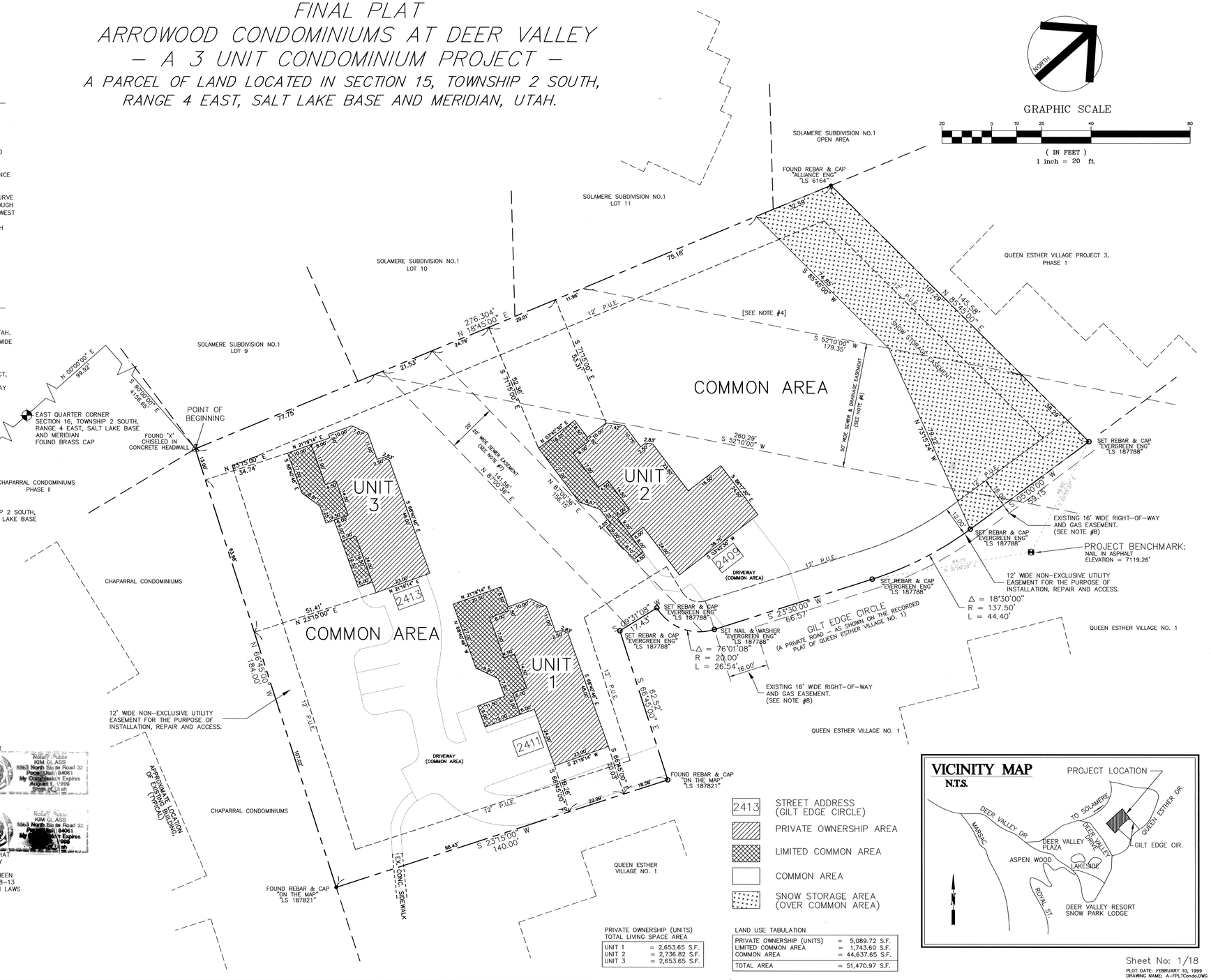
SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY.
I FURTHER CERTIFY THAT THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW AND AS SPECIFIED IN SECTION 57–8–13 OF CHAPTER 8, CONDOMINIUM OWNERSHIP ACT (TITLE 57, CHAPTER 8, UTAH CODE ANNOTATED 1953 AS AMENDED BY SESSION LAWS OF UTAH 1994)

GREGORY R. WOLBACH

DATE: 2-10-99

STATE OF UTAH
GREGORY R. WOLBACH
NO. 187788
PROFESSIONAL LAND SURVEYOR



VICINITY MAP
N.T.S.

PRIVATE OWNERSHIP (UNITS) TOTAL LIVING SPACE AREA

UNIT 1	= 2,653.65 S.F.
UNIT 2	= 2,736.82 S.F.
UNIT 3	= 2,653.65 S.F.

LAND USE TABULATION

PRIVATE OWNERSHIP (UNITS)	= 5,089.72 S.F.
LIMITED COMMON AREA	= 1,743.60 S.F.
COMMON AREA	= 44,637.65 S.F.
TOTAL AREA	= 51,470.97 S.F.

Sheet No: 1/18
PLOT DATE: FEBRUARY 10, 1999
DRAWING NAME: A-FPLTCondo.DWG

CITY PLANNING COMMISSION
APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS 24th DAY OF February A.D. 1999.
CHAIRMAN

CITY ENGINEER
APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT ON THIS 25TH DAY OF FEBRUARY A.D. 1999.
CITY ENGINEER PE

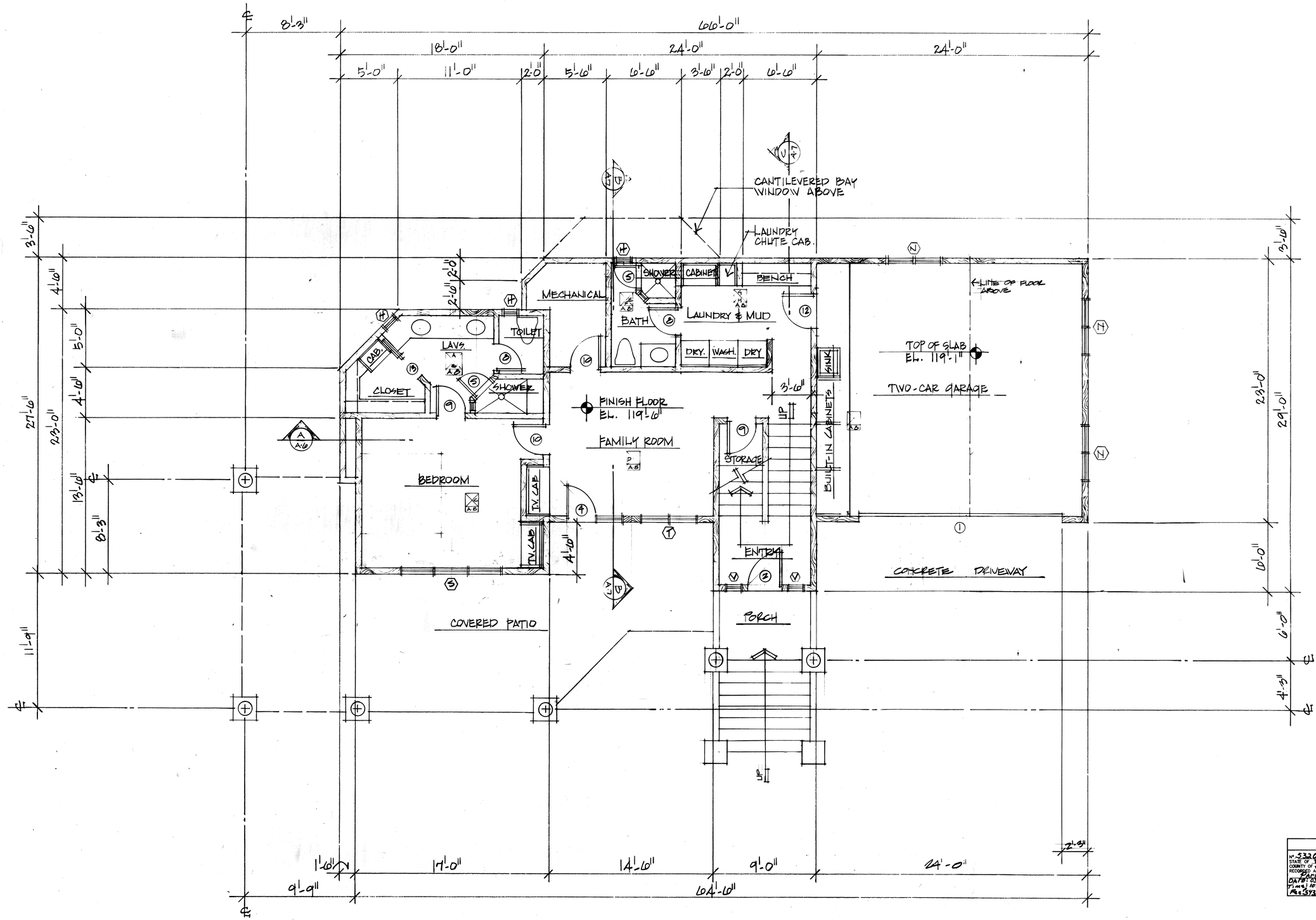
CITY COUNCIL APPROVAL
PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS 28 DAY OF JANUARY A.D. 1999. AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.
MAYOR
CITY RECORDER

APPROVAL AS TO FORM
APPROVED AS TO FORM ON THIS 25TH DAY OF February A.D. 1999.
CITY ATTORNEY

RECORDED
Nº. 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF: Park City Title
DATE: 03-09-99
TIME: 10:22 AM
FEE: 543.00
COUNTY RECORDER

SNYDERVILLE BASIN S.I.D.
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 22nd DAY OF February AD 1999.
BY: for Roger E. Robinson
S.B.S.I.D.

Evergreen Engineering, Inc.
Civil Engineering * Land Surveying * Land Planning
614 Main St. * Suite 305 * P.O. Box 2861 * Park City * UT * 84060
(435) 649-4667 * (435) 649-9219 Fax * Email: eei@xmission.com



LOWER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

NORTH

OTTO WALKER architects

2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINIUMS

Date:

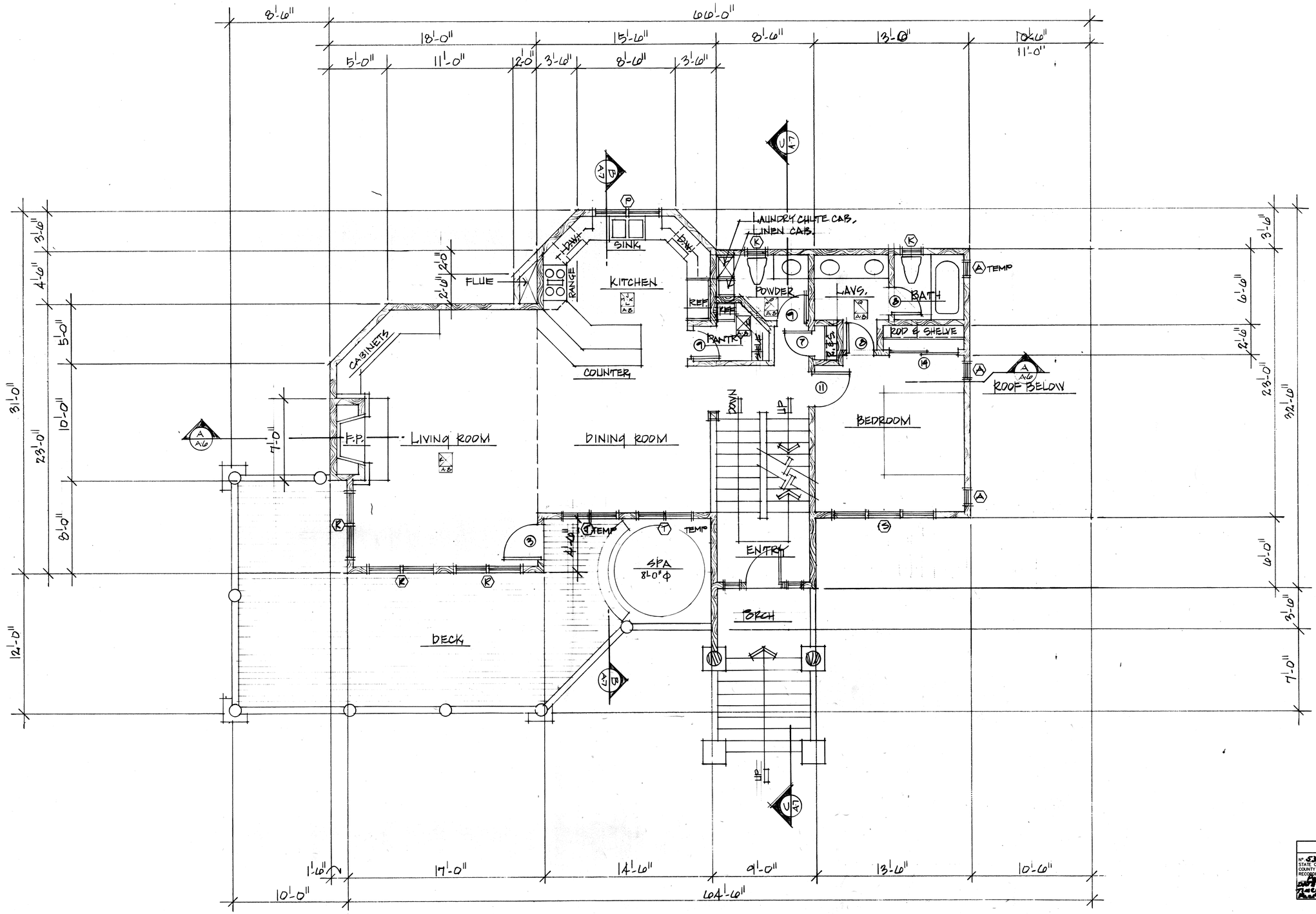
Revisions:

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
DATE: 03-04-99
Time: 10:22 AM
Fee: $43.00
Alan Dunn
COUNTY RECORDER

Sheet No: 2/18

A-1

UNIT #1



MAIN LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

NORTH

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINUMS

Date:

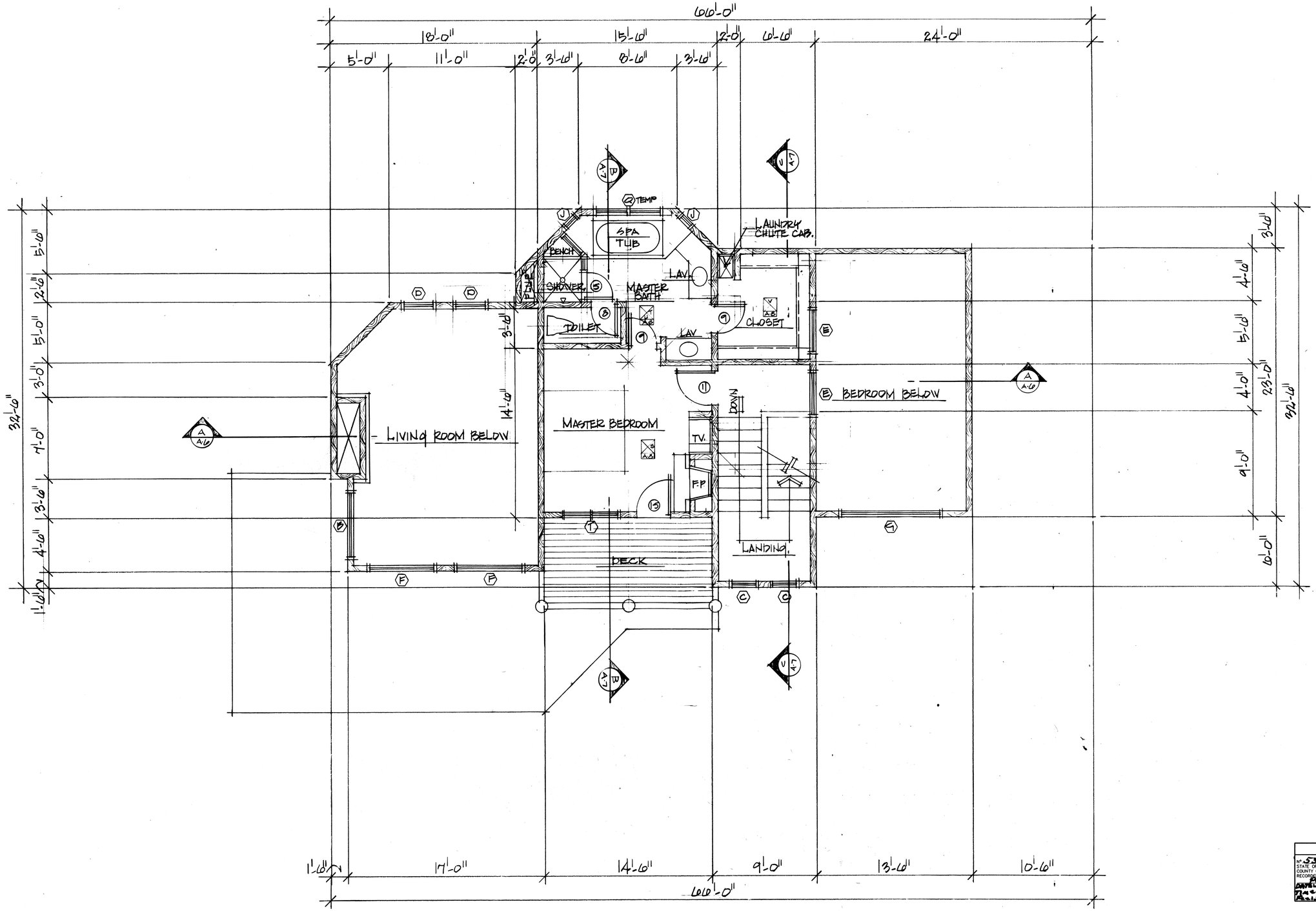
Revisions:

RECORDED
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF:
ABSTRACT & TITLE
COUNTY RECORDER

Sheet No: 3/18

A-2

UNIT #1



UPPER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

NORTH

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
DATE 3-7-89
TIME 1:02 PM
Alan Spriggs
Fee 1.50
COUNTY RECORDER

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

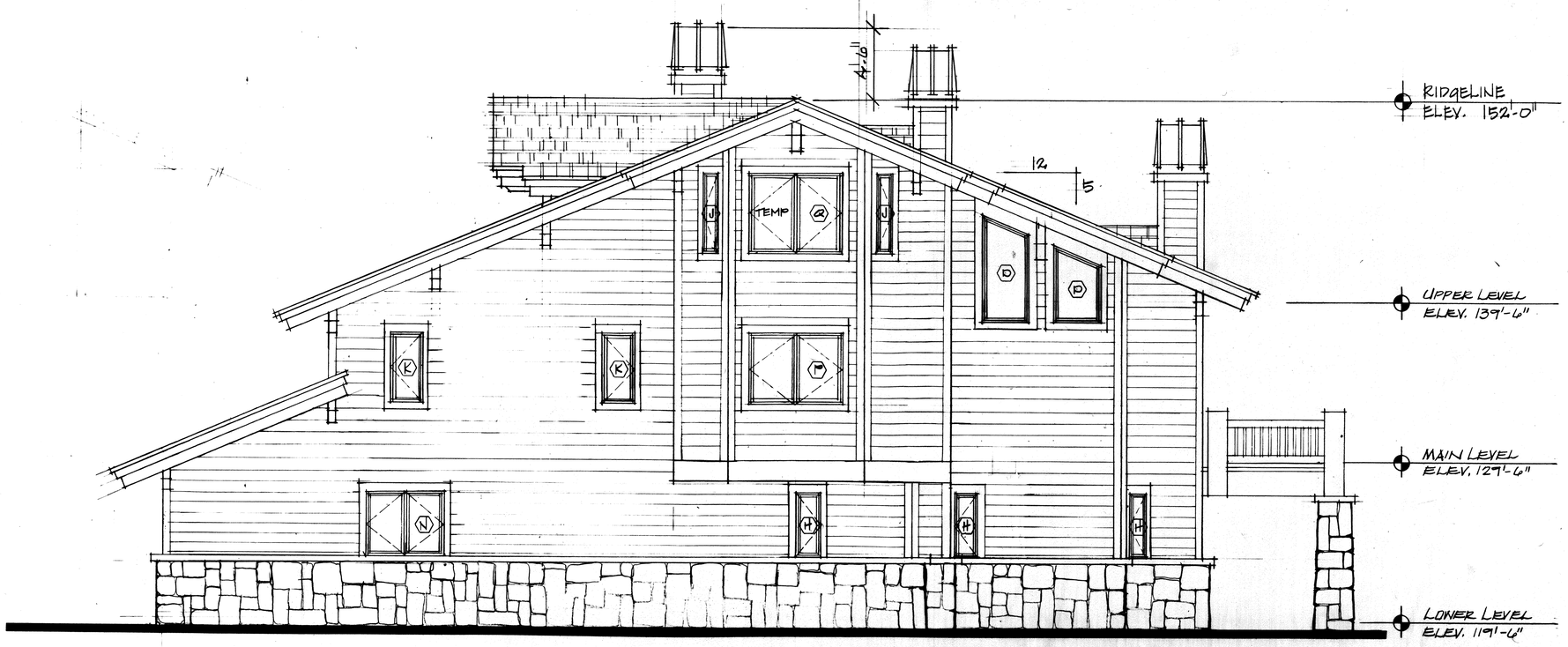
Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

Sheet No: 4/18

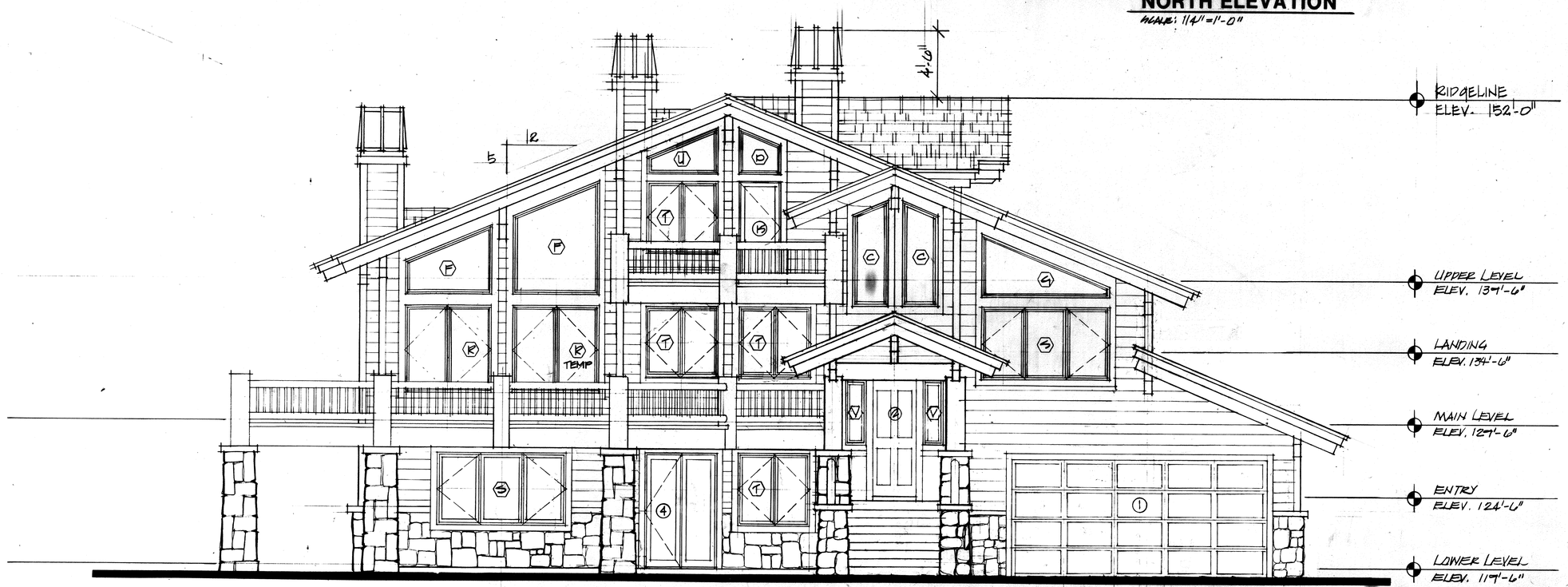
A-3

UNIT #1



NORTH ELEVATION

SCALE: 1/4"=1'-0"



SOUTH ELEVATION

SCALE: 1/4"=1'-0"

RECORDED
Nº 522030
STATE OF Utah
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
03-09-99
10:22 am
COUNTY RECORDER

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

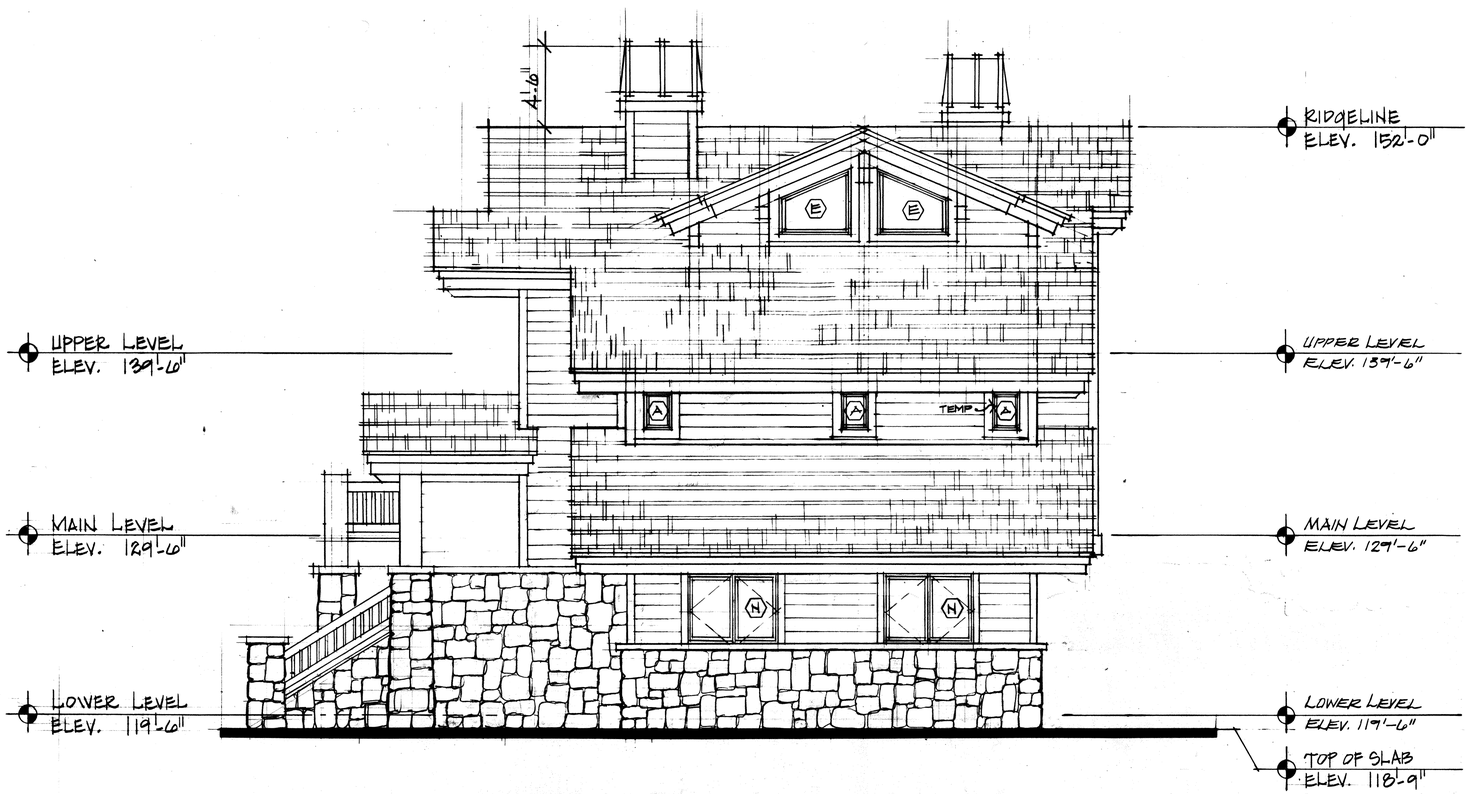
Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

Sheet No: 5/18

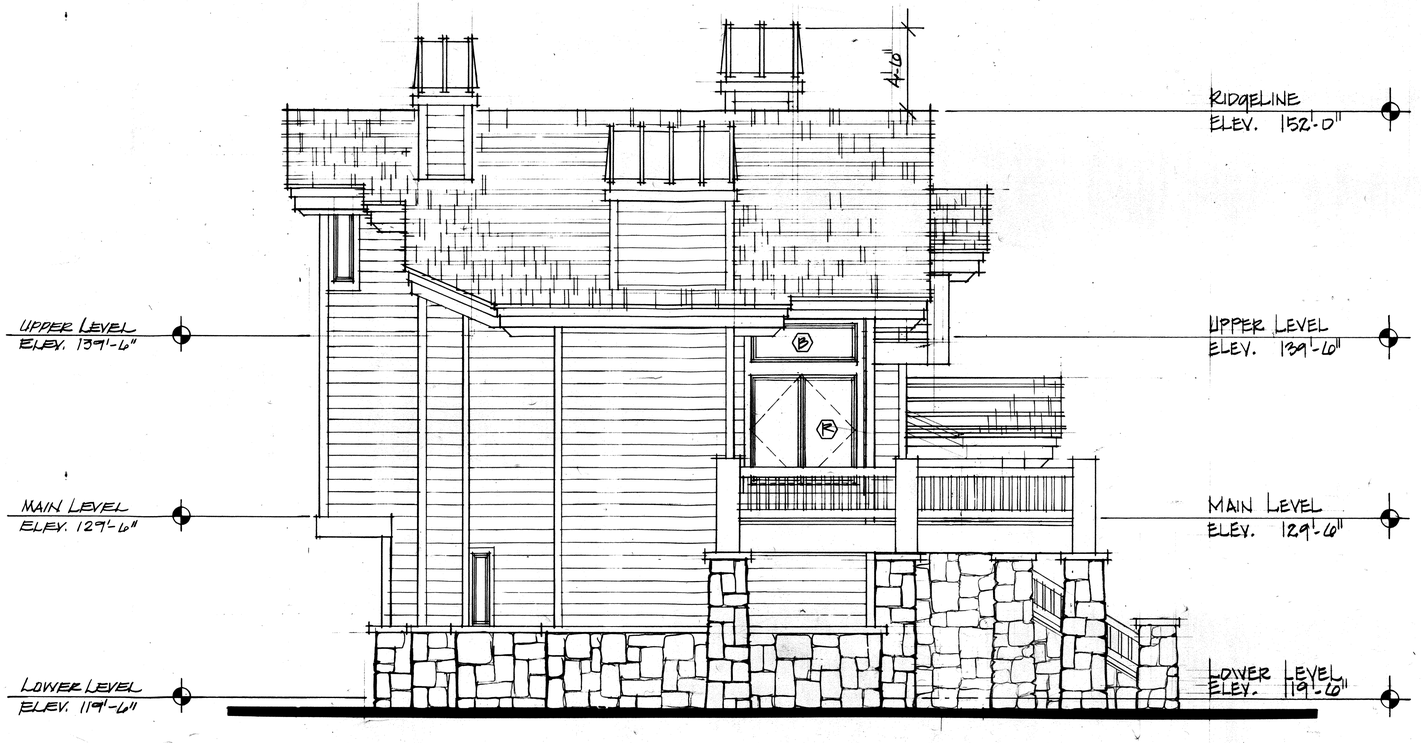
A-4

UNIT #1



EAST ELEVATION

SCALE: 1/4" = 1'-0"



WEST ELEVATION

SCALE: 1/4" = 1'-0"

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINIUMS

Date:

Revisions:

RECORDED
No. 332030
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
3:47 pm
Ole Jensen
COUNTY RECORDER

Sheet No: 6/18

A-5

UNIT # 1

FINISH SCHEDULE

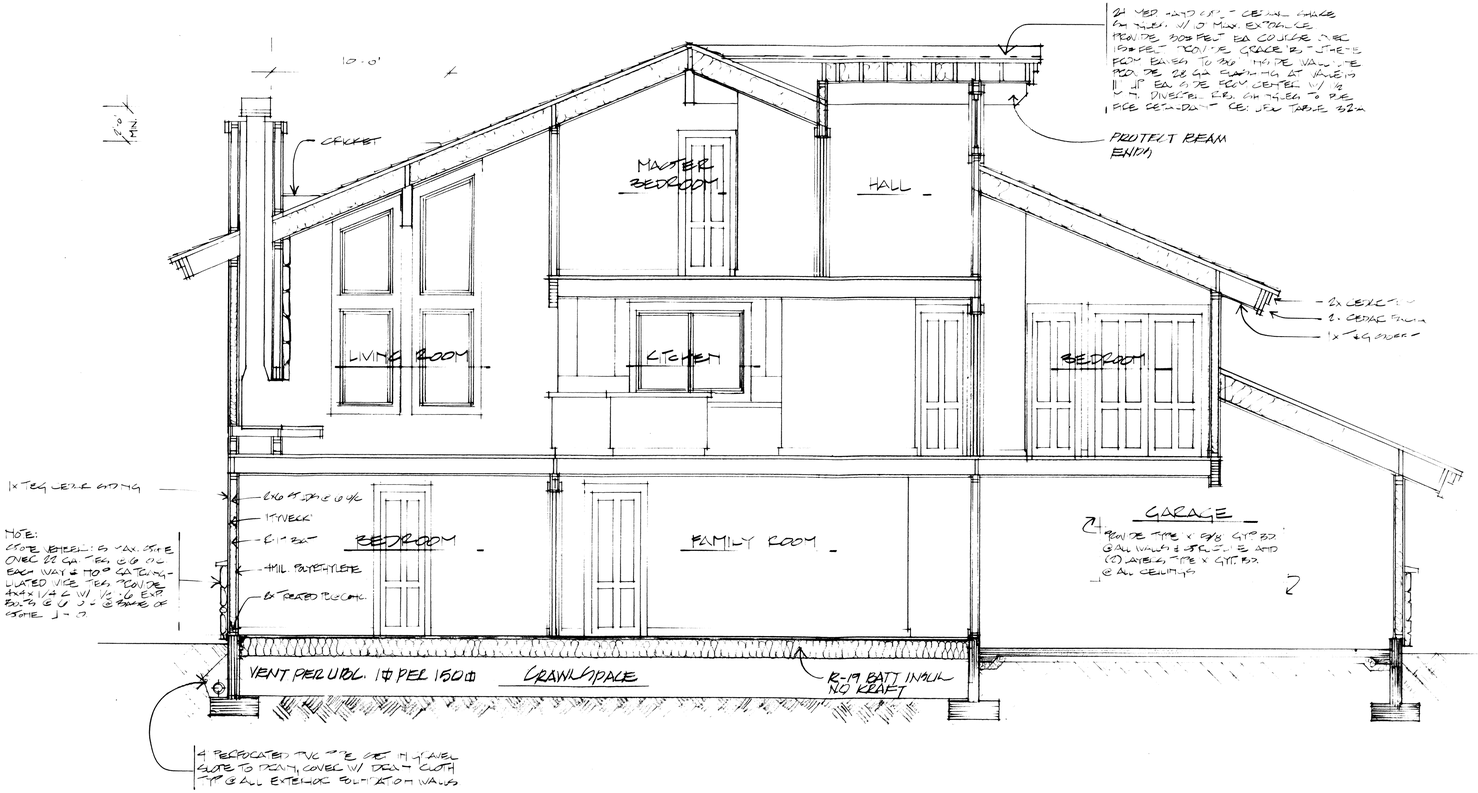
NO.	ROOM	FLOOR	BASE	WALLS NORTH	WALLS SOUTH	WALLS EAST	WALLS WEST	CEIL-ING	NOTES

WINDOW SCHEDULE

MARK	SIZE	TYPE	GLASS	REMARKS
A	1'-6" x 2'-0"	FIXED		
B	6'-0" x 2'-0"			
C	2'-6" x VARIES			FIELD VERIFY
D	3'-0" x VARIES			" "
E	4'-0" x VARIES			" "
F	6'-0" x VARIES			" "
G	9'-0" x VARIES			" "
H	1'-6" x 4'-0"	CASEMENT		
J	1'-6" x 5'-0"			
K	2'-0" x 4'-6"			
L	2'-6" x 5'-0"			
~~M~~	~~3'-0" x 5'-0"~~		~~VOID~~	
N	5'-0" x 4'-0"			
P	6'-0" x 4'-6"			
Q	6'-0" x 5'-0"			
R	6'-0" x 6'-0"			
S	9'-0" x 5'-0"			
T	5'-0" x 5'-0"	CASEMENT		
U	5'-0" x VARIES	FIXED		
V	1'-6" x 4'-6"	FIXED	TEMP	

DOOR SCHEDULE

DOOR No.	SIZE WIDTH	SIZE HEIGHT	SIZE THICK	MATERIAL DOOR	MATERIAL FRAME	REMARKS
1	18'-0"	8'-0"				GARAGE DR. W/ AUTO. OPNR.
2	3'-0"	8'-0"				ENTRY DR. ~~W/ 1'-0" x 7'-0" TEMP. GLASS SIDELITE~~
3	3'-0"	8'-0"				TERRACE DR.
4	9'-0"	8'-0"				SLIDING GLASS DR.
5	2'-0"	6'-0"				SHOWER DR., TEMP. GL.
6	2'-0"	8'-0"				4 PANEL FIR
7	2'-2"	8'-0"				4 PANEL FIR
8	2'-4"	8'-0"				4 PANEL FIR
9	2'-6"	8'-0"				4 PANEL FIR
10	2'-8"	8'-0"				4 PANEL FIR
11	3'-0"	8'-0"				4 PANEL FIR
12	3'-0"	8'-0"				20 MIN. DR. W/ SELF CLOSER
13	2'-6"	8'-0"				POCKET DR.
14	6'-0"	8'-0"				BI. PASS
15	3'-0"	6'-8"				TERRACE DR.



NOTES

1. Fireblock stud spaces at soffits, floor and ceiling joist lines, at 10' vertically and horizontally and at opening between attic spaces and chimney chases for factory built chimneys and at any other locations not specifically mentioned above which could afford passage for flames -2516 (f).

2. Gas logs shall be provided with a shut-off valve located outside of the firebox and within 4' of the appliance - UMC appendix B, 2214(j). If gas log lighters are used, flue must be permanently blocked open. All gas logs, gas log lighters, and/or gas fireplaces require outside combustion air. All flues must equal 1 sq. inch of permanently blocked open area per 1000 BTUs. All rooms where gas logs, log lighter or fireplaces are installed must equal 50 cubic feet of volume per 1000 BTU for every piece of equipment in addition to the required outside air.

3. Combustible material shall not be placed within 2" of fireplace, smoke chamber of chimney walls. Combustible material shall not be placed within 6" of the fireplace opening. No such combustible material within 12" of the fireplace opening shall project more than 1/8" for 1"

4. The tops of handrails shall be placed no less than 34" and no more than 38" above the nosing of treads. They shall be continuous the full length of the stairs and except for private stairways at least one handrail shall extend not less than 12" beyond the top and bottom risers. Ends shall be returned or shall terminate in newel posts or safety terminals. The handgrip portion of handrails shall be not less than 1 1/2" nor more than 2" in cross-sectional dimension or the shape shall provide an equivalent gripping surface. The handgrip portion of handrails shall have a smooth surface with no sharp corners. Handrails projecting from a wall shall have a space of not less than 1 1/2" between the wall and the handrail - 3306 (j).

Winder stairs must meet code. Minimum width of run is 6".

The open space between the intermediate rails or ornamental pattern of guardrails at the open side of a stairway may be of such size that a sphere 6 inches in diameter cannot pass through.

RECORDED
No. 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
3-4-99
10:22 AM
5:43
Alan Jones
COUNTY RECORDER

BUILDING SECTION

A
A-6

OTTO WALKER architects
614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

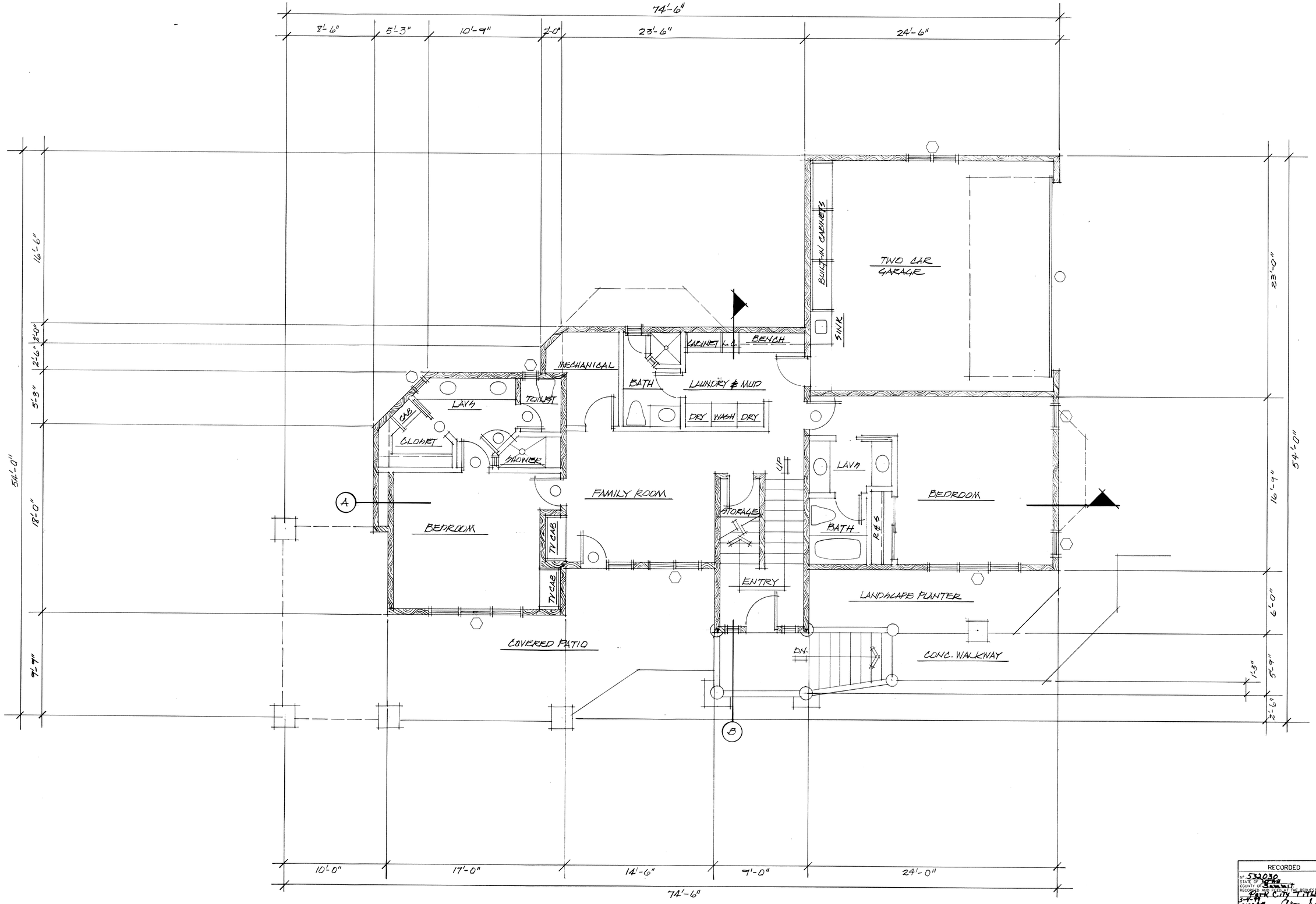
Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

Sheet No: 7/18

A-6

UNIT #1



LOWER LEVEL FLOOR PLAN

SCALE: 1/4" = 1'-0"

NORTH

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
3-4-99
10:12 AM
#543
Alan Sanders
COUNTY RECORDER

OTTO WALKER architects
2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

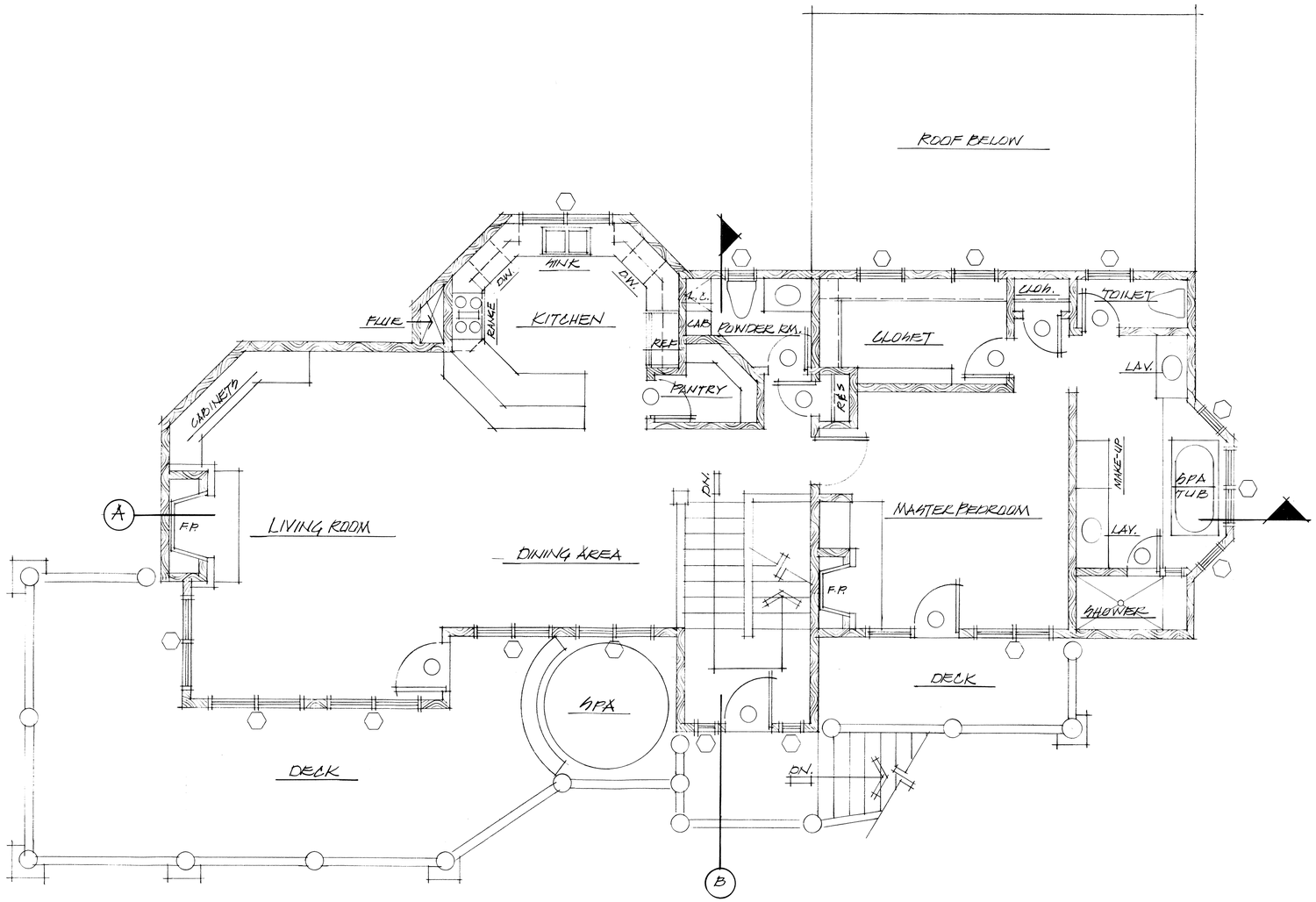
Project: ARROWOOD - UNIT #2

Date:
Revisions:

Sheet No: 8/18

A-1

UNIT #2



MAIN LEVEL FLOOR PLAN

SCALE: 1/4"=1'-0"

OTTO WALKER architects
2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

Project: ARROWOOD - UNIT #2

Date:

Revisions:

Sheet No: 9/18

A-2

UNIT #2

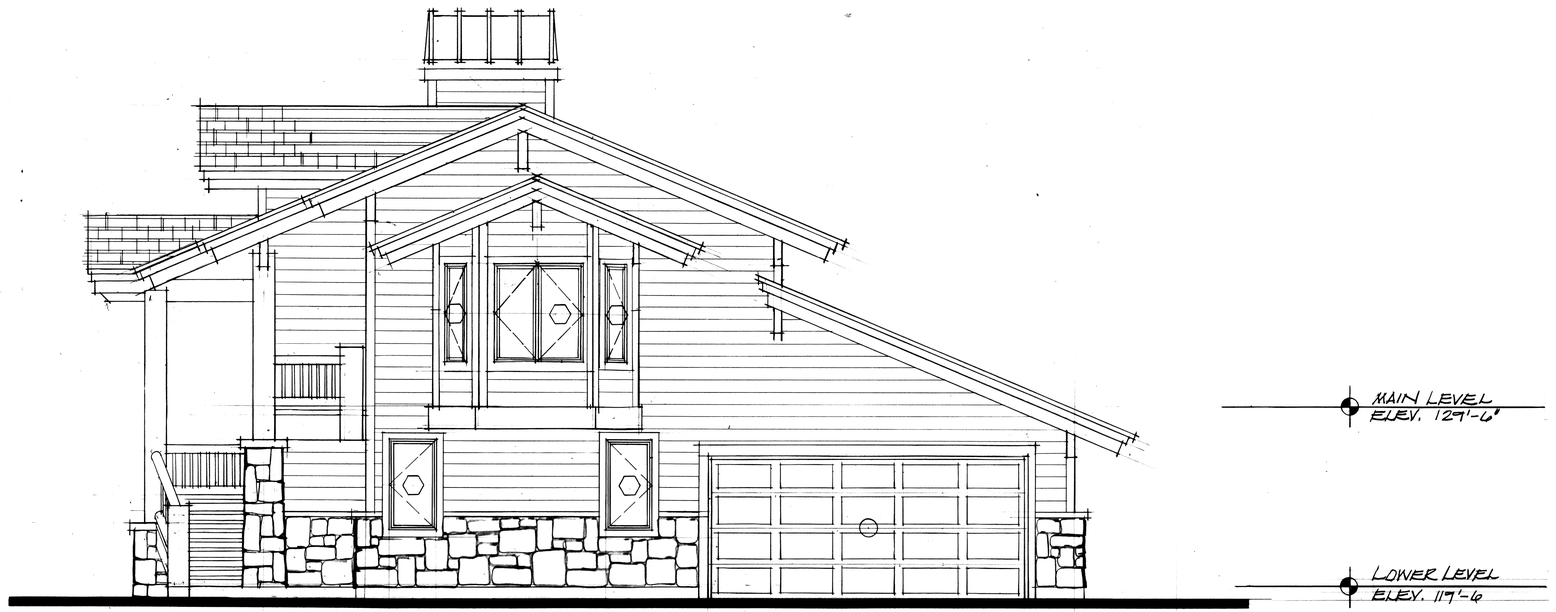
RECORDED
No. 532030
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF
PARK CITY TITLE
COUNTY RECORDER

NORTH



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



EAST ELEVATION

SCALE: 1/4" = 1'-0"

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF
Park City Title
3-4-99
COUNTY RECORDER

OTTO WALKER architects
2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

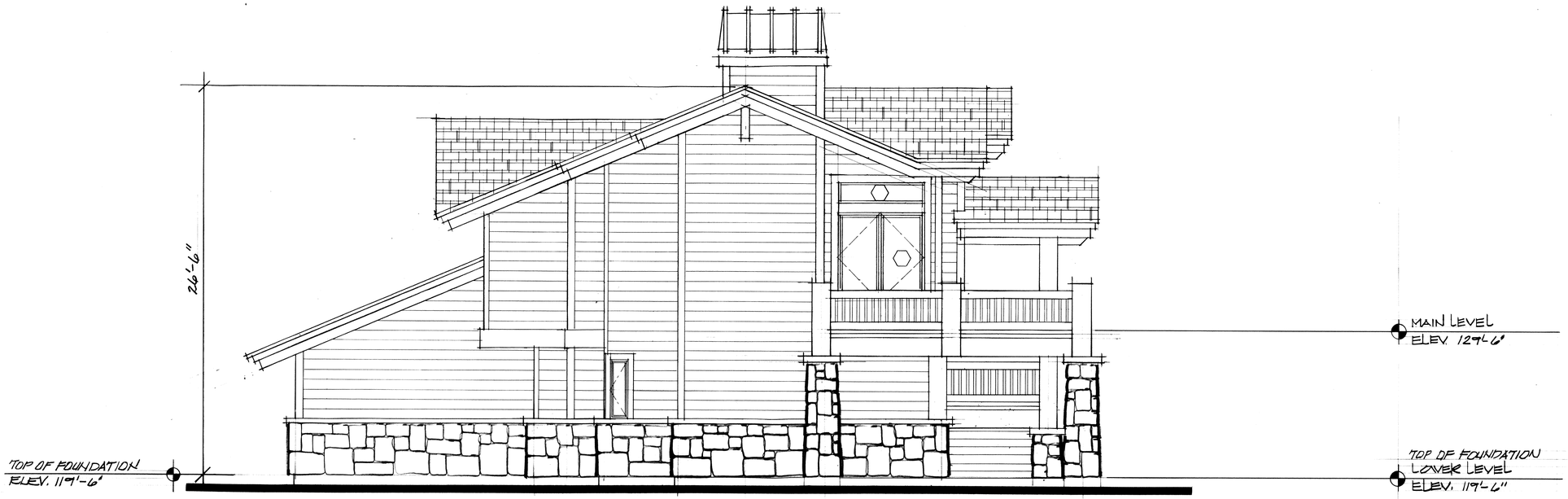
Project: ARROWOOD - UNIT #2

Date:
Revisions:

Sheet No: 10/18

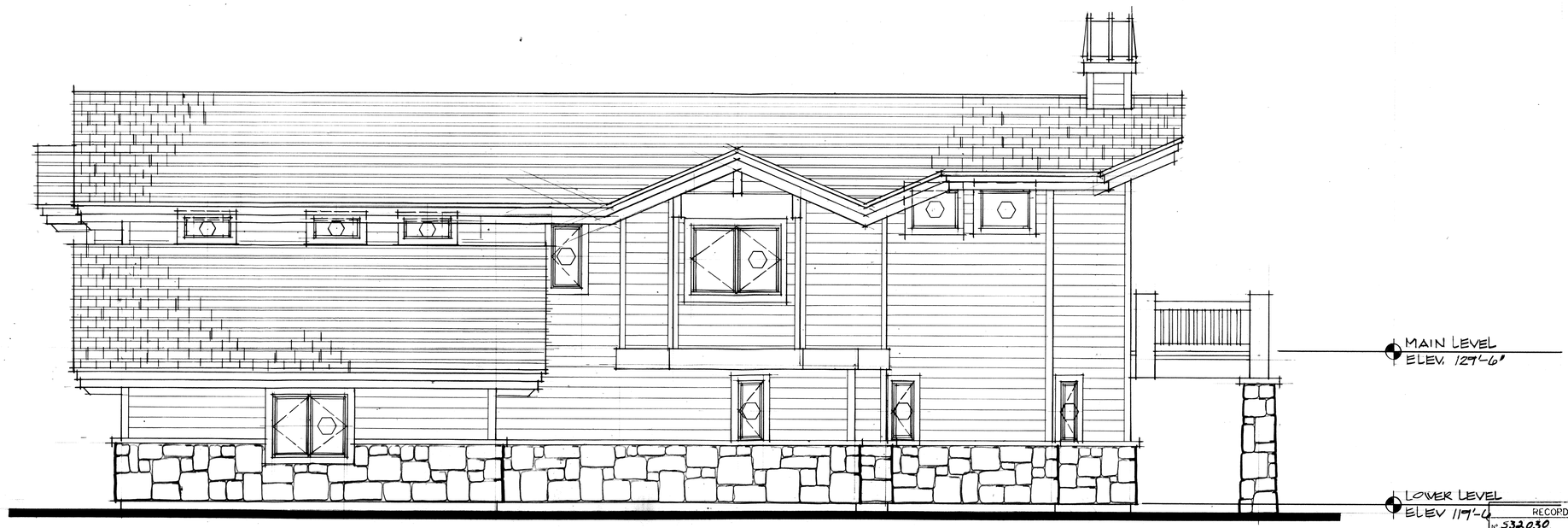
A-3

UNIT #2



WEST ELEVATION

SCALE: 1/4" = 1'-0"



NORTH ELEVATION

SCALE: 1/4" = 1'-0"

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF
Park City Title
3-4-99
#122 AM
#543
Alan Dame
COUNTY RECORDER

OTTO WALKER architects
2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

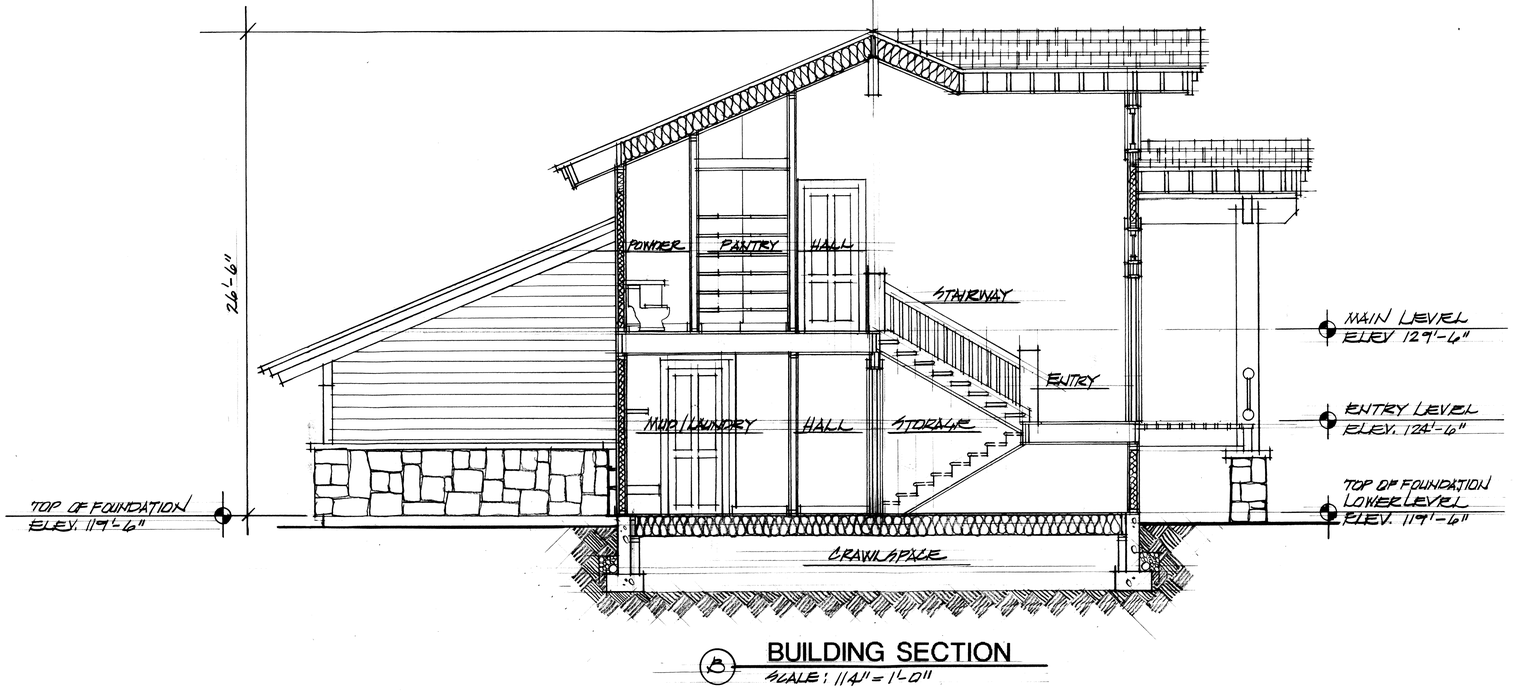
Project: ARROWOOD - UNIT #2

Date:
Revisions:

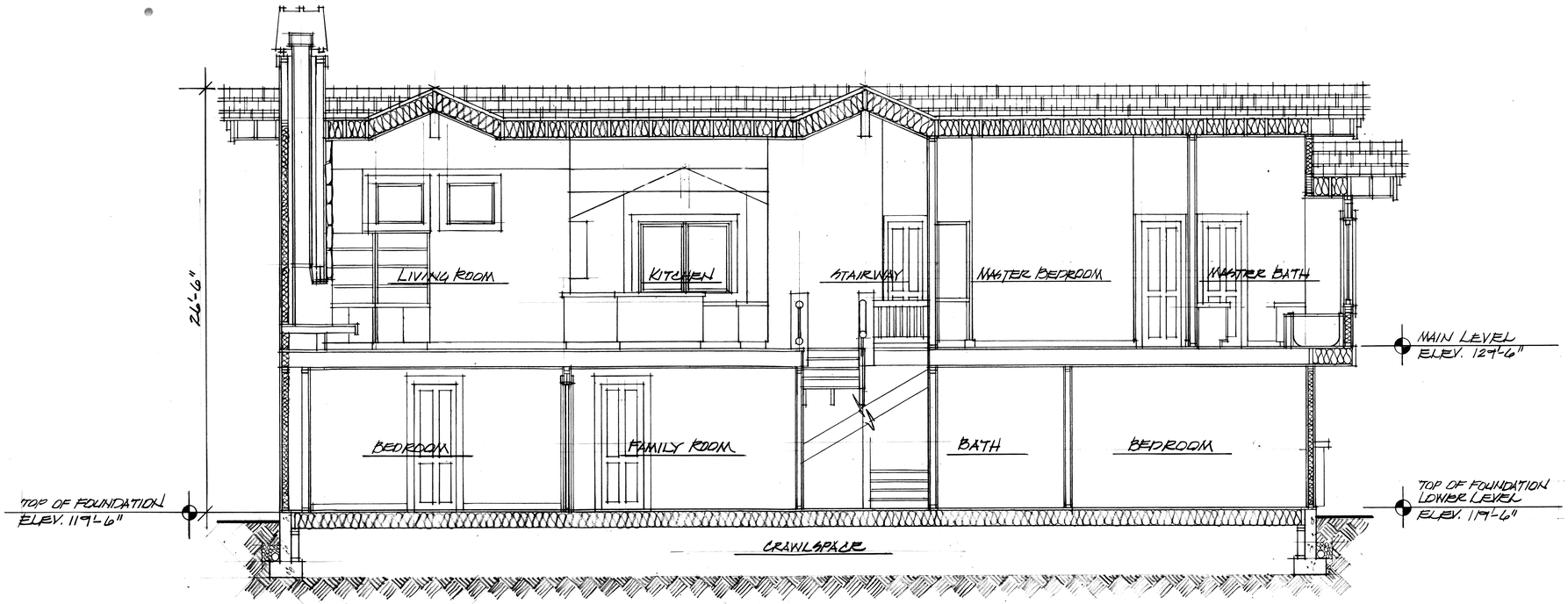
Sheet No: 11/18

A-4

UNIT #2



B BUILDING SECTION
SCALE: 1/4" = 1'-0"



A BUILDING SECTION
SCALE: 1/4" = 1'-0"

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
3-4-99
10:22 AM
#543
Alan Smith
COUNTY RECORDER

OTTO WALKER architects
2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

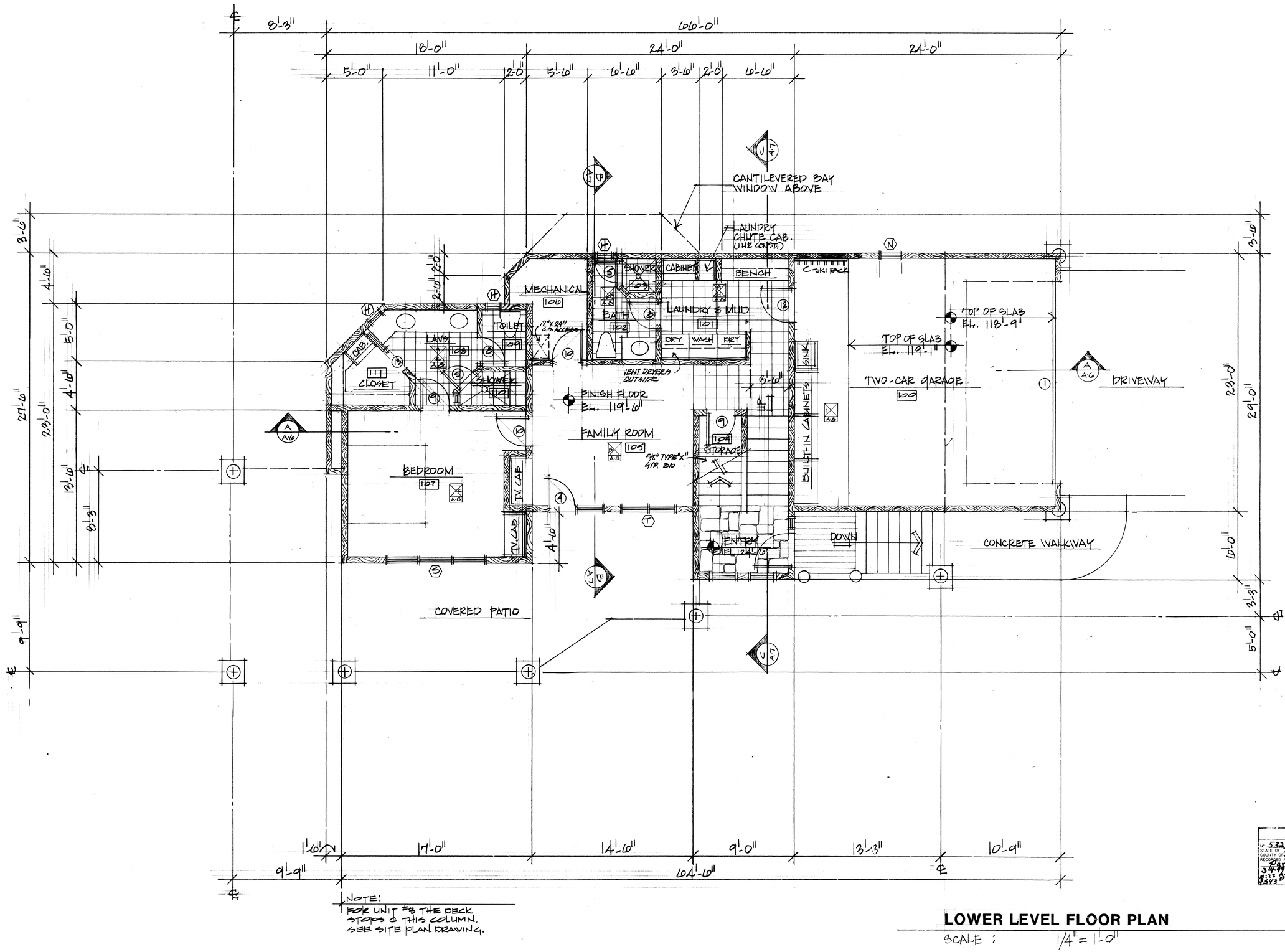
Project: ARROWOOD - UNIT #2

Date:
Revisions:

Sheet No: 12/18

A-5

UNIT #2



NOTE:
FOR UNIT #3 THE DECK STOPS @ THIS COLUMN. SEE SITE PLAN DRAWING.

LOWER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

NORTH

RECORDED
No. 532030
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF
FIRST AMERICAN TITLE
3:48 PM 24 OCT 2006
COUNTY RECORDER

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

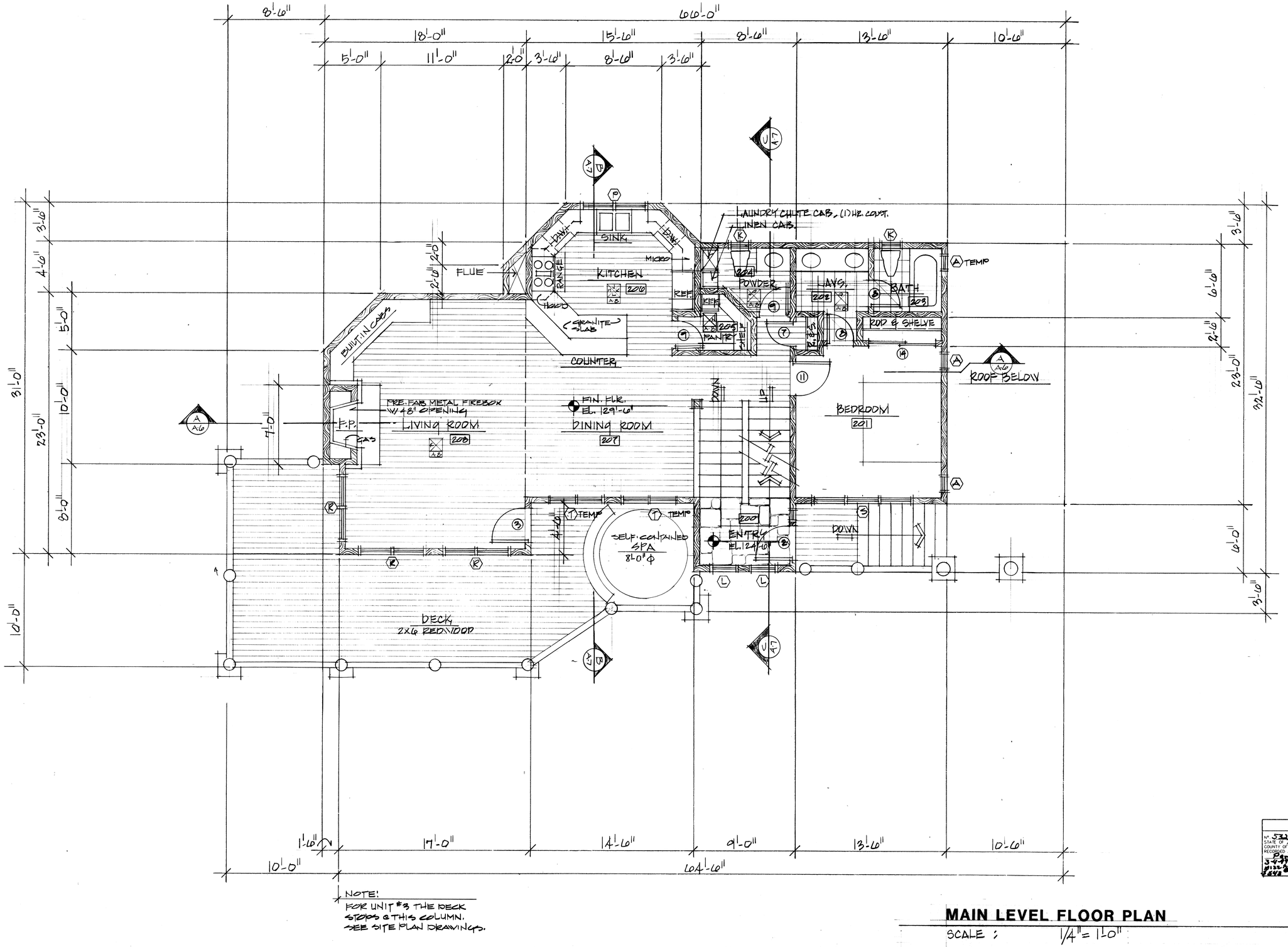
Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

Sheet No: 13/18

A-1

UNIT #3



NOTE:
FOR UNIT #3 THE DECK STOPS @ THIS COLUMN. SEE SITE PLAN DRAWINGS.

MAIN LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

NORTH

RECORDED
No. 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
3-4-99
COUNTY RECORDER

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

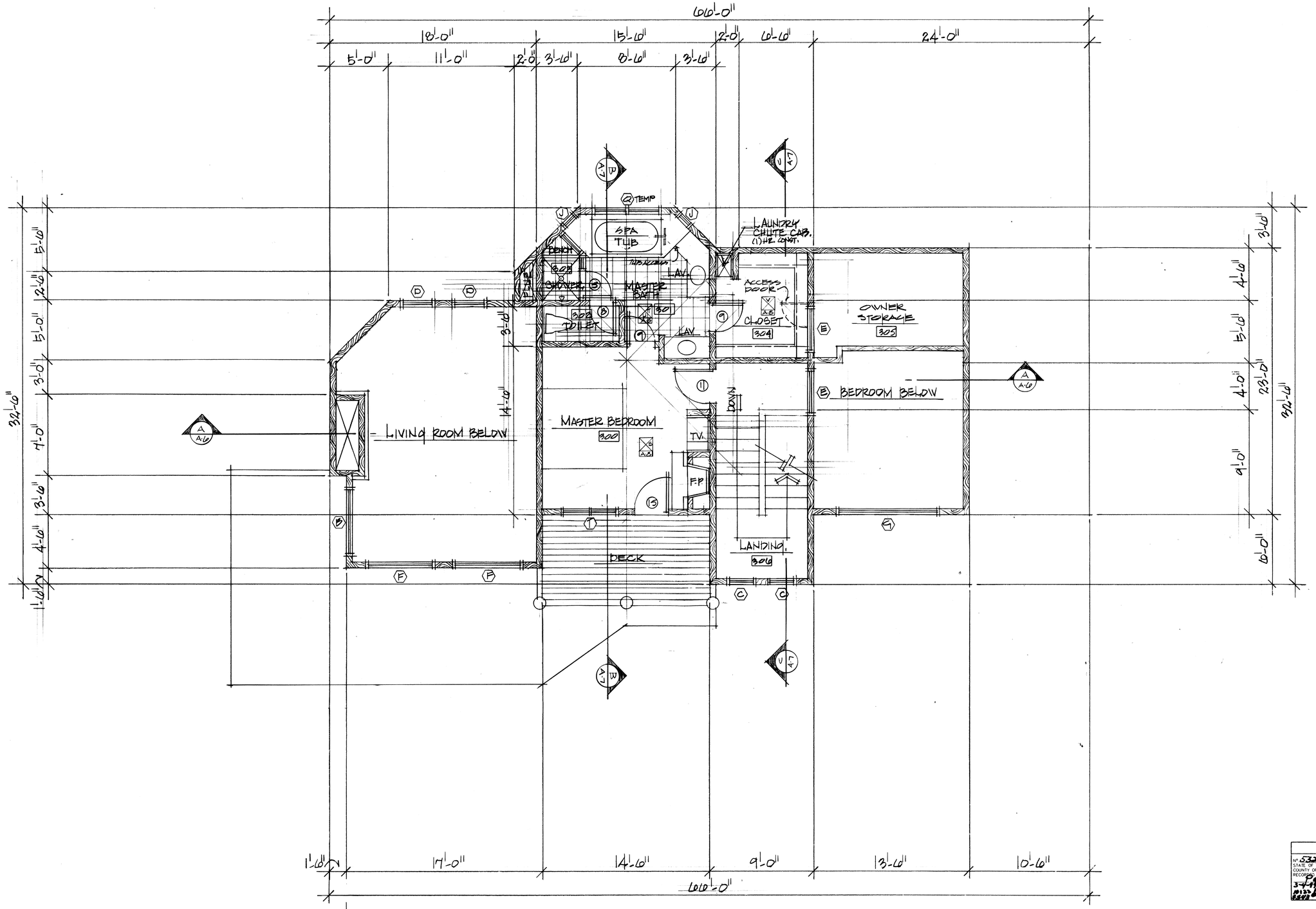
Project: ARROWOOD CONDOMINUMS

Date:
Revisions:

Sheet No: 14/18

A-2

UNIT #3



NOTE:
FOR UNIT #3 THE DECK STOPS @ THIS COLUMN. SEE SITE PLAN DRAWING.

UPPER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

NORTH

RECORDED
Nº 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF
Park City Title
3-4-99
10:32 AM
3543
Alan Sumsion
COUNTY RECORDER

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

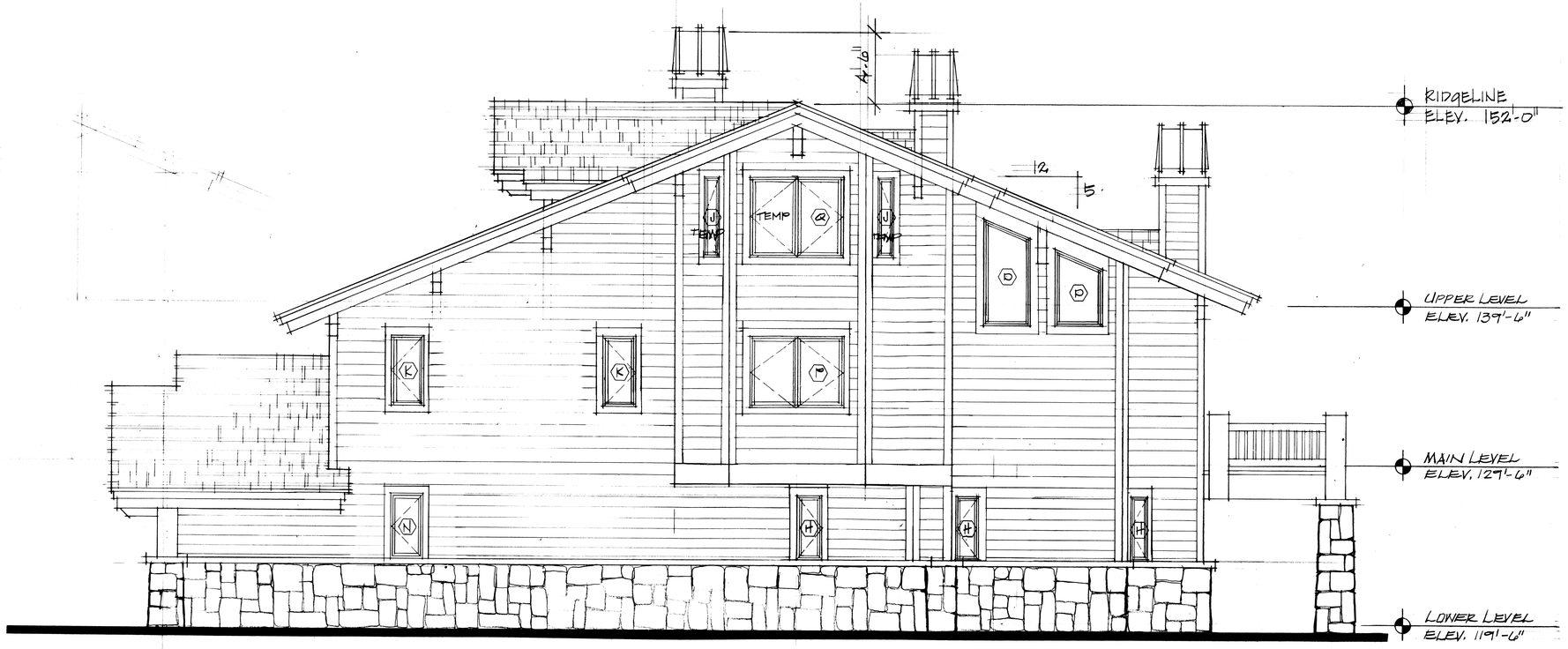
Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

Sheet No: 15/18

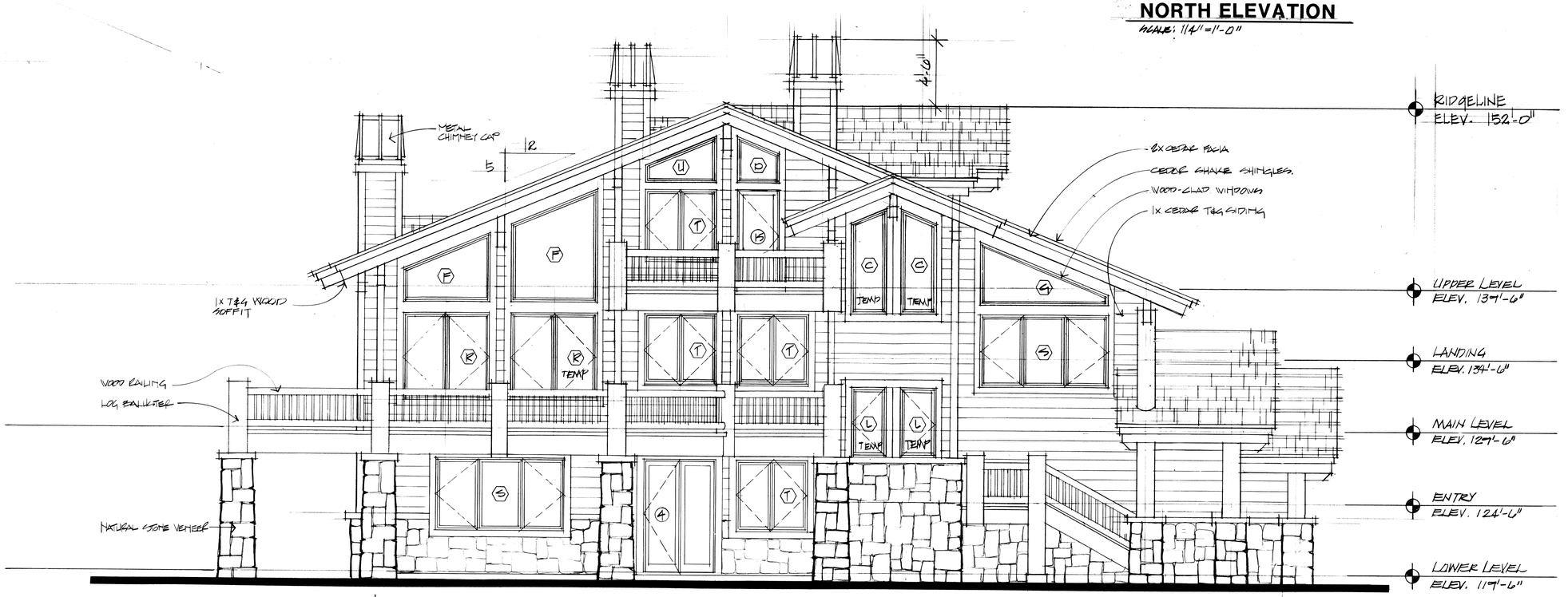
A-3

UNIT #3



NORTH ELEVATION

SCALE: 1/4"=1'-0"



NOTE:
FOR UNIT #3 THE DECK STOPS @ THIS COLUMN. SEE SITE PLAN DRAWINGS.

SOUTH ELEVATION

SCALE: 1/4"=1'-0"

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINIUMS

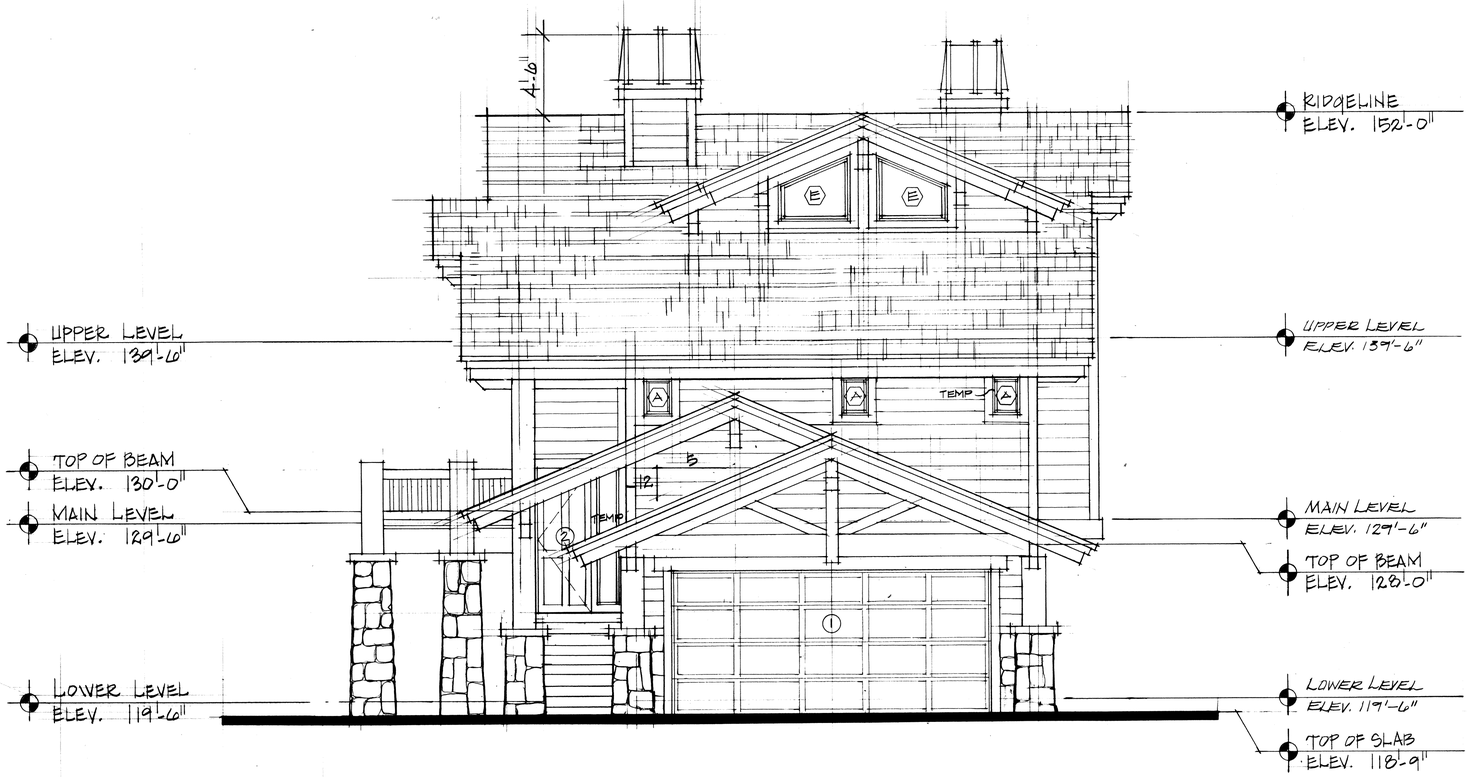
Date:
Revisions:

RECORDED
No. 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF
Park City Title
3-4-99
10:22 AM
8592
COUNTY RECORDER

Sheet No: 16/18

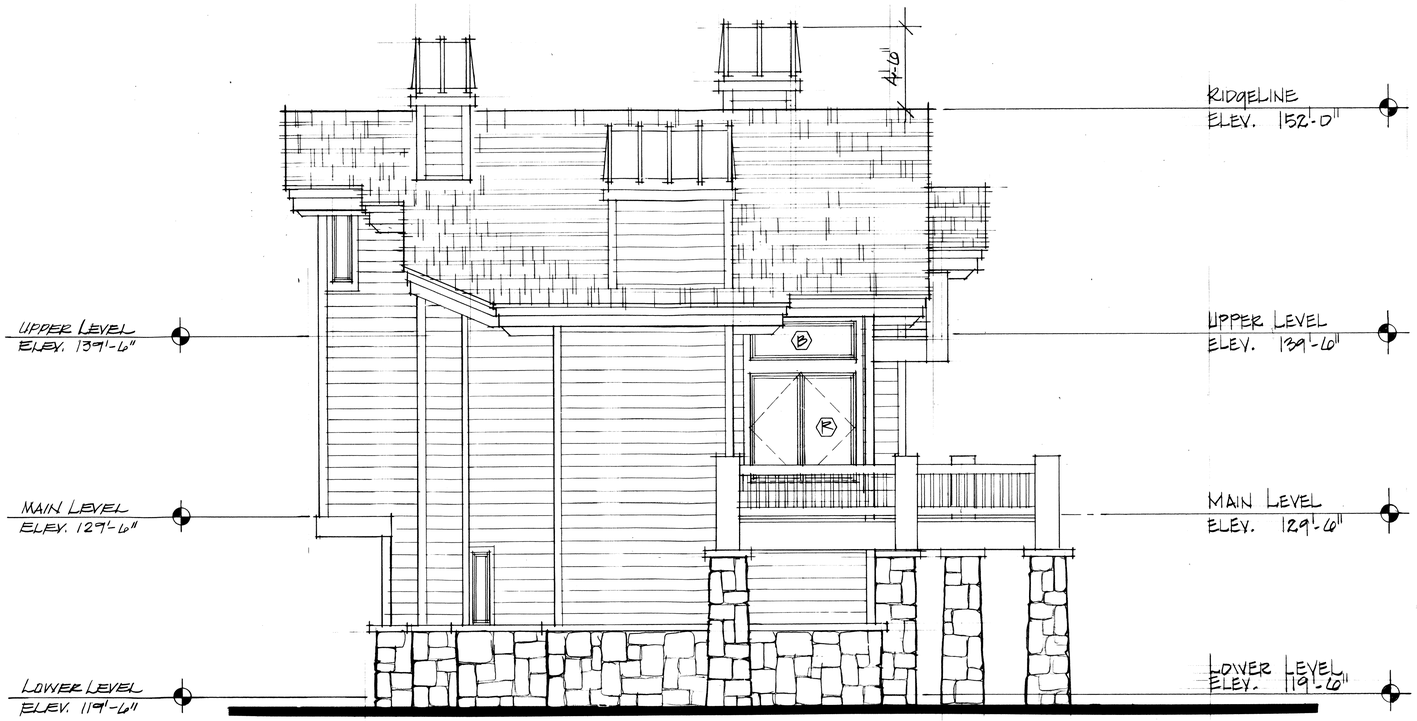
A-4

UNIT #3



EAST ELEVATION

SCALE: 1/4" = 1'-0"



WEST ELEVATION

SCALE: 1/4" = 1'-0"

RECORDED
No. 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF
Park City Title
3-4-99
10:22 am
543
Alan Sonsin
COUNTY RECORDER

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

Sheet No: 17/18

A-5

UNIT #3

FINISH SCHEDULE

NO.	ROOM	FLOOR: CARPET	FLOOR: STONE	FLOOR: TILE	FLOOR: CONC.	FLOOR: VINYL	BASE: WOOD	WALLS: NORTH: GYP BD	NORTH: TILE	WALLS: SOUTH: GYP BD	SOUTH: TILE	WALLS: EAST: GYP BD	EAST: TILE	WALLS: WEST: GYP BD	WEST: TILE	CEILING: GYP BD	CEILING: WOOD	CEILING: TILE	NOTES
100	GARAGE				•			•		•		•		•		•			
101	LAUNDRY/MUD RM.			•				•		•		•		•		•			
102	BATH			•				•		•		•		•		•			
103	SHOWER			•					•		•		•		•			•	
104	STORAGE	•						•		•		•		•		•			
105	FAMILY ROOM	•						•		•		•		•		•			
106	MECHANICAL					•		•		•		•		•		•			
107	BEDROOM	•						•		•		•		•		•			
108	LAV.			•				•		•		•		•		•			
109	TOILET			•				•		•		•		•		•			
110	SHOWER			•					•		•		•		•			•	
111	CLOSET	•						•		•		•		•		•			
200	ENTRY		•					•		•		•		•		•			
201	BEDROOM	•						•		•		•		•			•		
202	LAVS			•				•		•		•		•		•			
203	BATH			•				•		•		•		•		•			
204	POWDER			•				•		•		•		•		•			
205	PANTRY						•	•		•		•		•		•			
206	KITCHEN						•	•		•		•		•		•			
207	DINING ROOM						•	•		•		•		•		•			
208	LIVING ROOM						•	•		•		•		•			•		
300	MASTER BEDROOM	•						•		•		•		•			•		
301	MASTER BATH			•				•		•		•		•		•			
302	TOILET			•				•		•		•		•		•			
303	SHOWER			•					•		•		•		•			•	
304	CLOSET	•						•		•		•		•		•			
305	OWNER STORAGE	•						•		•		•		•		•			
306	LANDING	•						•		•		•		•		•			

WINDOW SCHEDULE

MARK	SIZE	TYPE	GLASS	REMARKS
A	1'-0" x 2'-0"	FIXED		
B	6'-0" x 2'-0"			
C	2'-6" x VARIES			FIELD VERIFY
D	3'-0" x VARIES			" "
E	4'-0" x VARIES			" "
F	6'-0" x VARIES			" "
G	9'-0" x VARIES			" "
H	1'-6" x 4'-0"	CASEMENT		
J	1'-6" x 5'-0"			
K	2'-0" x 4'-6"			
L	2'-6" x 5'-0"			
M	9'-0" x 5'-0"	VOID		
N	2'-0" x 4'-0"			
P	6'-0" x 4'-6"			
Q	6'-0" x 5'-0"			
R	6'-0" x 6'-0"			
S	9'-0" x 5'-0"			
T	5'-0" x 5'-0"			
U	5'-0" x VARIES	FIXED		

DOOR SCHEDULE

DOOR No.	SIZE: WIDTH	SIZE: HEIGHT	SIZE: THICK	MATERIAL: DOOR	MATERIAL: FRAME	REMARKS
1	18'-0"	8'-0"				GARAGE DR. W/ AUTO OPNR.
2	3'-0"	8'-0"				ENTRY DR. W/ 1'-0" x 7'-0" TEMP. GLASS SIDELITE
3	3'-0"	8'-0"				TERRACE DR.
4	9'-0"	8'-0"				SLIDING GLASS DR.
5	2'-0"	6'-0"				SHOWER DR., TEMP. GL.
6	2'-6"	8'-6"		VOID		4 PANEL FIR
7	2'-2"	8'-0"				4 PANEL FIR
8	2'-4"	8'-0"				4 PANEL FIR
9	2'-6"	8'-0"				4 PANEL FIR
10	2'-8"	8'-0"				4 PANEL FIR
11	3'-0"	8'-0"				4 PANEL FIR
12	3'-0"	8'-0"				20 MIN. DR., W/ SELF CLOSER
13	2'-0"	8'-0"				POCKET DR.
14	6'-0"	8'-0"				BI. PASS
15	3'-0"	6'-8"				TERRACE DR.

NOTES

1. Fireblock stud spaces at soffits, floor and ceiling joist lines, at 10' vertically and horizontally and at opening between attic spaces and chimney chases for factory built chimneys and at any other locations not specifically mentioned above which could afford passage for flames -2516 (f).

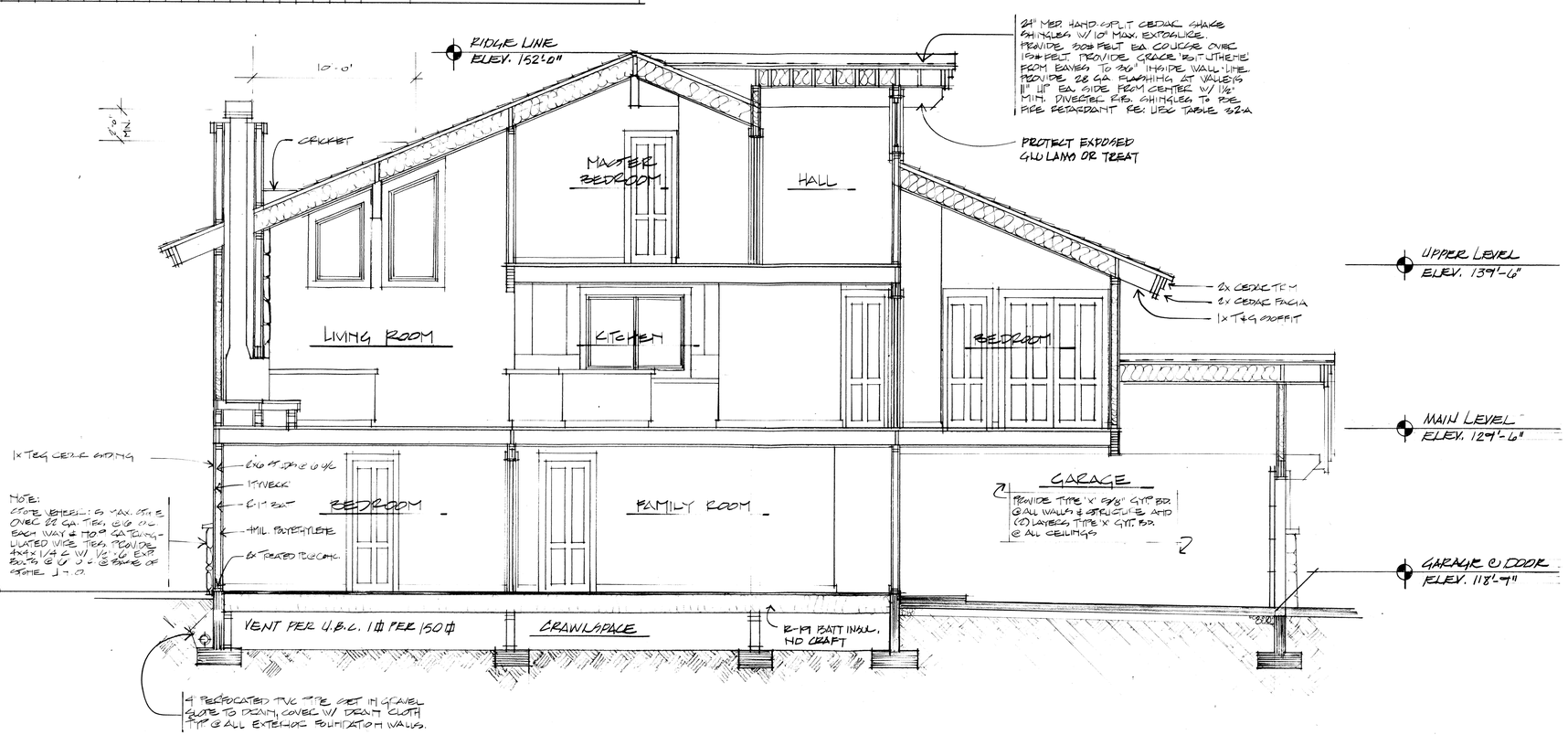
2. Gas logs shall be provided with a shut-off valve located outside of the firebox and within 4' of the appliance - UMC appendix B, 2214(j). If gas log lighters are used, flue must be permanently blocked open. All gas logs, gas log lighters, and/or gas fireplaces require outside combustion air. All flues must equal 1 sq. inch of permanently blocked open area per 1000 BTUs. All rooms where gas logs, log lighter or fireplaces are installed must equal 50 cubic feet of volume per 1000 BTU for every piece of equipment in addition to the required outside air.

3. Combustible material shall not be placed within 2" of fireplace, smoke chamber of chimney walls. Combustible material shall not be placed within 6" of the fireplace opening. No such combustible material within 12" of the fireplace opening shall project more than 1/8" for 1"

4. The tops of handrails shall be placed no less than 34" and no more than 38" above the nosing of treads. They shall be continuous the full length of the stairs and except for private stairways at least one handrail shall extend not less than 12" beyond the top and bottom risers. Ends shall be returned or shall terminate in newel posts or safety terminals. The handgrip portion of handrails shall be not less than 1 1/2" nor more than 2" in cross-sectional dimension or the shape shall provide an equivalent gripping surface. The handgrip portion of handrails shall have a smooth surface with no sharp corners. Handrails projecting from a wall shall have a space of not less than 1 1/2" between the wall and the handrail - 3306 (j).

Winder stairs must meet code. Minimum width of run is 6".

The open space between the intermediate rails or ornamental pattern of guardrails at the open side of a stairway may be of such size that a sphere 4 inches in diameter cannot pass through.



BUILDING SECTION

A
A-6

OTTO WALKER architects
614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

RECORDED
No. 532030
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF
Park City Title
3-4-91
10:33 AM
542
Alan James
COUNTY RECORDER

Sheet No: 18/18
A-6
UNIT #3



2411 Gilt Edge Circle Looking Northeast



2411 Gilt Edge Circle Looking Northwest



2411 Gilt Edge Circle Looking West



2411 Gilt Edge Circle Looking Southwest



2411 Gilt Edge Circle Looking Southeast



2411 Gilt Edge Circle Looking Northeast

Ordinance No. 97- 44

AN ORDINANCE APPROVING A RECORD OF SURVEY, ARROWOOD CONDOMINIUMS, AT GILT EDGE CIRCLE , PARK CITY, UTAH

WHEREAS, the owners of the property known as Arrowood Condominiums petitioned the City Council for approval of a Record of Survey plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on February 13, 1997; and

WHEREAS, it is in the best interest of Park City to approve the Record of Survey, as a large portion of the lot remains in open space, and

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

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

SECTION 1. The Record of Survey plat is approved as shown on the attached Exhibit A with the following findings, conclusions and conditions:

Findings of Fact:

1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.
3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicant's property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A fifty foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the site's physical constraints and the restricted open space parcel, careful construction planning on this site will be necessary.

Conclusions of Law:

1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:

1. The final Record of Survey and CC& R's shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The preliminary plat site plan as submitted on January 31,1997 shall be in substantial form as the site plan that is approved under this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting, including the pool area, shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50' wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this are shall be revegatated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.
7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.
8. If at any time the easement for access over Gilt Edge Circle is judicially invalidated or otherwise reconveyed and access is not provided the Certificate of Occupancy, or building permits if still under construction, shall immediately be revoked by the City for all units until access can be provided.

SECTION 2. This ordinance shall take effect upon publication.

DATED this 25th day of September 1997.

PARK CITY MUNICIPAL CORPORATION

Bradley A. Olch, Mayor

Attest:

Janet M. Scott, Deputy City Recorder

Approved as to form:

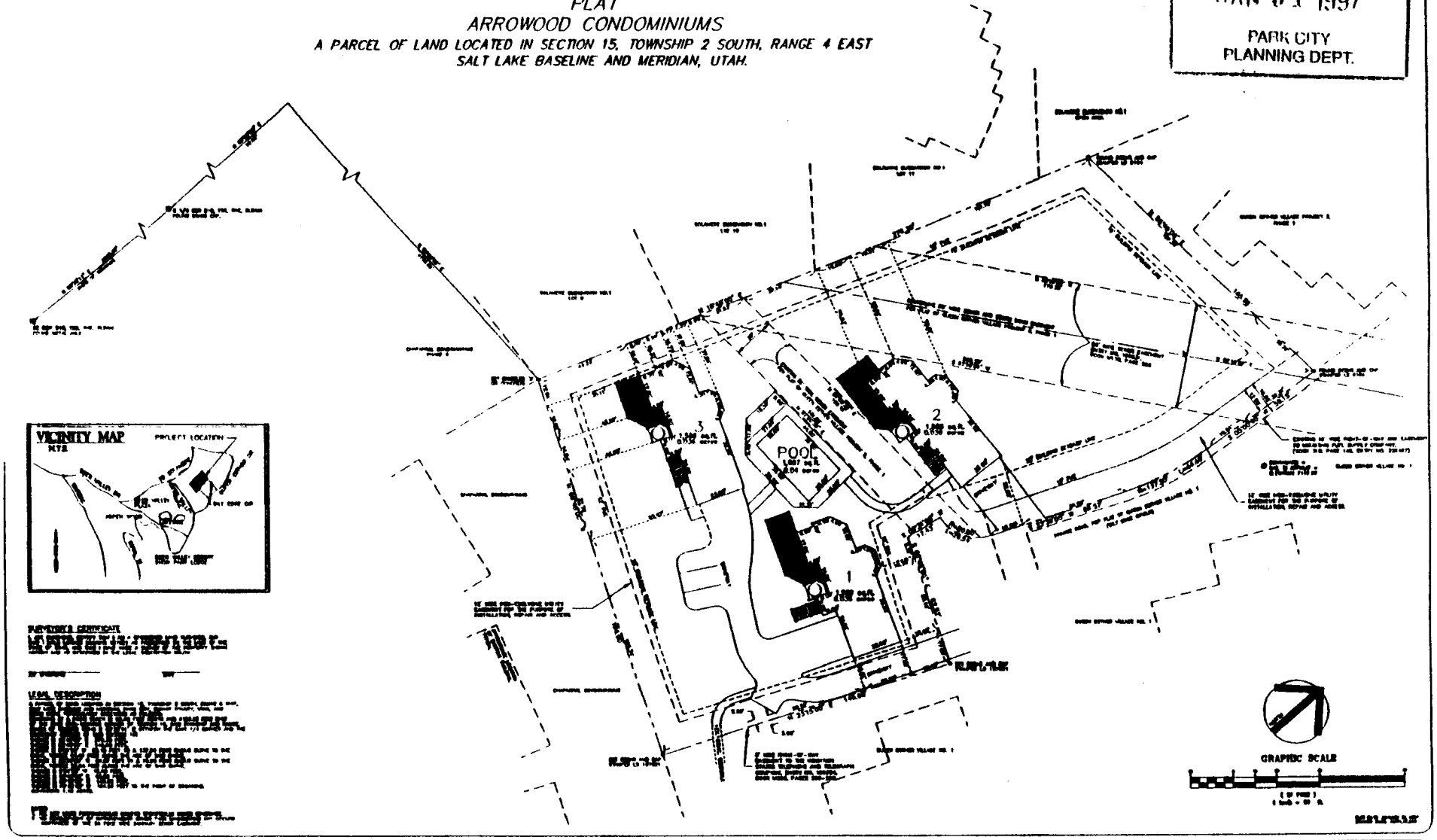
Mark Harrington, Deputy City Attorney



EXHIBIT A site plan plat/ proposed elevations

RECEIVED
JAN 31 1997
PARK CITY
PLANNING DEPT.

PLAT
ARROWOOD CONDOMINIUMS
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASELINE AND MERIDIAN, UTAH.



SURVEYOR'S CERTIFICATE

LEGAL DESCRIPTION

CITY COUNCIL APPROVAL	CITY ENGINEER	CITY PLANNING COMMISSION	APPROVAL AS TO FORM	RECORDED	
PRESENTED TO THE BOARD OF CITY COUNCIL THIS ____ DAY OF ____ A.D. 19__ AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.	APPROVED AND ACCEPTED BY THE ____ CITY ENGINEERING DEPARTMENT ON THIS ____ DAY OF ____ A.D. 19__	APPROVED AND ACCEPTED BY THE CITY PLANNING COMMISSION ON THIS ____ DAY OF ____ A.D. 19__	APPROVED AS TO FORM ON THIS ____ DAY OF ____ A.D. 19__	No. ____ STATE OF ____ COUNTY OF ____ RECORDED AND FILED AT THE REQUEST OF:	Evergreen Engineering, Inc.
MAYOR	CITY ENGINEER	CHAIRMAN	CITY ATTORNEY	COUNTY RECORDER	
CITY RECORDER					

CITY COUNCIL STAFF REPORT

DATE:	January 28,1999
DEPARTMENT:	CDD
AUTHOR:	Megan B. Ryan MBR
TITLE:	Arrowood Condominiums, Gilt Edge Circle
TYPE OF ITEM:	Extension of approval for Record of Survey Plat with minor modifications.

SUMMARY RECOMMENDATIONS: Discuss and consider adopting ordinance for three unit Record of Survey plat as conditioned.

DESCRIPTION:

A. Topic.

Record of Survey plat for three unit development at Gilt Edge Circle.

B. Background.

The City Council approved this plat on September 25, 1997. The project was opposed by the neighboring Owners Association, Queen Esther 3. Litigation ensued and a settlement was reached in November of 1998. The Council approval of the plat expired on September 25, 1998. The applicant did not submit an extension request at that time as the litigation had not been settled. The plat has not been recorded, nor executed by the City.

The applicant is requesting that an extension of the original approval be granted with slight modifications to the site plan as decreed by the settlement agreement.

C. Analysis.

The settlement agreement called for slight adjustments to the site plan. The pool area was removed from the project and the footprint of Unit 2 was slightly enlarged. Unit 2 was also reduced to 26.5' in overall height. Other modifications include changes to limited and private area designations and snow storage areas. The site plan changes are in compliance with the original intent of the site plan.

42

D. Department Review
The Community Development Department and the City Attorney's office have reviewed this report.

ALTERNATIVES

A. Approve as conditioned.
B. Remand to the Planning Commission for hearing and action.
C. Continue the item for further discussion and/or additional input from Staff.

SIGNIFICANT IMPACTS:
The Record of Survey will allow the units to be sold individually.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:
Unit 1 and 3 are already constructed and will remain under single ownership if the plat is not approved.

RECOMMENDATION:
Approve the amendment to Ordinance 97- 44, as shown on the attached Exhibit E, as follows:
Findings of Fact:
1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.
3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicant's property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A fifty foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the site's physical constraints and the restricted open space parcel, careful construction planning on this site will be necessary.

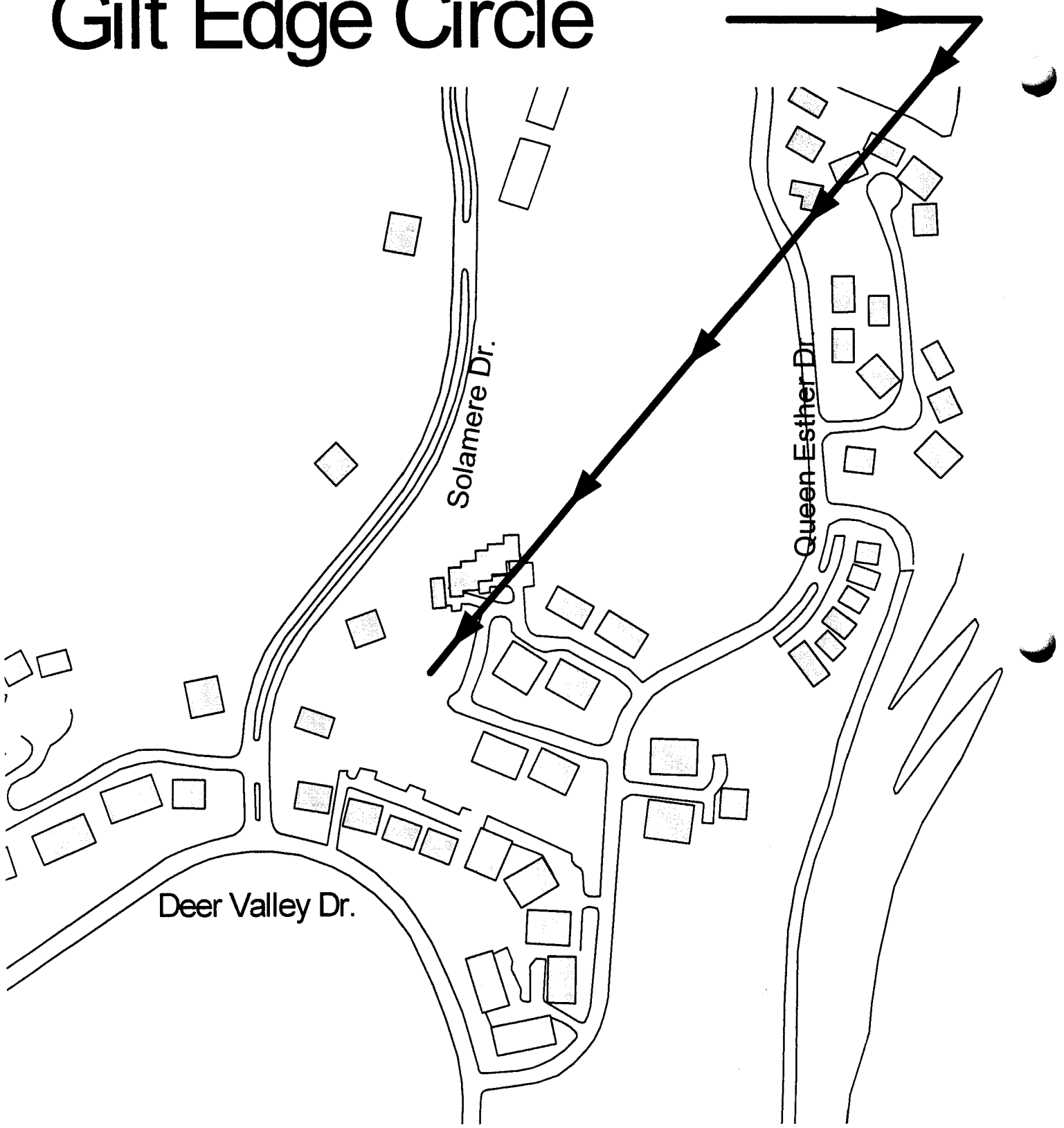
Conclusions of Law:
1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:

1. The final Record of Survey and CC& R's shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The site plan as submitted on January 5, 1999 will be the site plan by this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50' wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this are shall be revegetated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.
7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.

Exhibit A - Location Map
Exhibit B - September 1997 approved plat
Exhibit C - Letter from applicant
Exhibit D - Final Condominium Plat, January 5, 1999
Exhibit E - Ordinance

Gilt Edge Circle



PARK CITY 1884

Exhibit A
Vicinity Map

N

45

Exhibit B - September 1997 approved plat

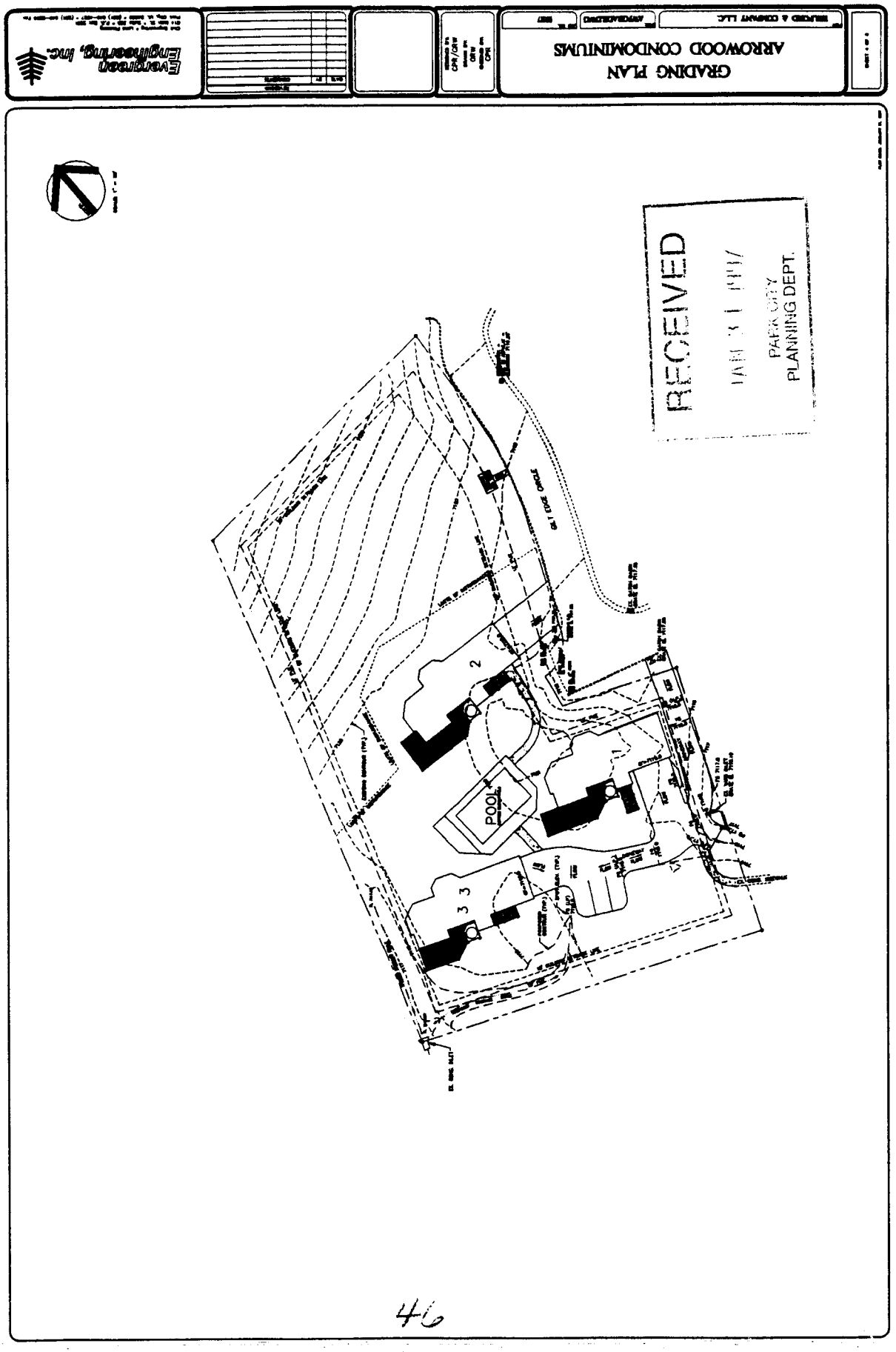


Exhibit C - Letter from applicant

LAW OFFICE OF THOMAS HOWARD

Prospector Square
1912 Sidewinder Drive, Suite 216
Park City, Utah 84060

Attorney at Law

Telephone: (801) 649-4660
Facsimile: (801) 649-0660

January 4, 1999

Megan B. Ryan
Planning Department
Park City Municipal Corporation
442 Marsac Avenue
Park City, Utah 84060

Re: Arrowood Condominiums at Gilt Edge Circle, Park City, Utah
Approved Record of Survey Plat
REQUEST FOR EXTENSION to obtain final approvals for
Plat Site Plan

Dear Ms. Ryan:

I was advised this morning by Evergreen Engineering after Mr. Wolbach spoke with you, that there appear to be some problems associated with obtaining final approvals for the Arrowood Condominium Project. I write this letter as legal counsel for Belford & Company to request any extension which the city deems necessary to finally sign off on this project.

As you may recall, the application for this project was initially submitted on January 18, 1996. Thereafter the city delayed approval of the initial record of survey because of the complaints of Queen Esther Association members, who insisted that the planned condominium units would be too large and too high, among other matters. After many months of hearings, the council ultimately approved the project in the Fall of 1997 with the understanding that the plat would be recorded within one year and after the City Attorney and City Engineer have reviewed the CC&Rs and final Record of Survey Plat.

As you may further recall, protracted litigation between the parties followed the city's initial approval and made it impossible for Belford & Company to comply with the year limitation. I am pleased to report that Belford & Company and the Queen Esther associations have amicably resolved their differences and this project may now be finally recorded, but doing so will require that the city extend the limitation period in order to grant final approvals.

The parties entered into a written Setlement Agreement signed by Mr. Belford on November 25, 1998, bearing a backdated effective date of September 30, 1998. The Agreement has been recorded and is a matter of public record. It gave the Queen Esther Associations the

RECEIVED
JAN - 4 1999
PARK CITY
PLANNING DEPT.

47

option to either bring the Arrowood Project into the existing Queen Esther 3 association or to allow Arrowood to become an independent association. On December 2, 1998 the associations elected to have Arrowood become an independent association and recorded documents in accordance with the Settlement Agreement to this effect. In accordance with the agreement, the lawsuit has been dismissed and a release of lis pendens and notice of such has been recorded. Because of the litigation, it was impossible for Belford & Company to comply with the one year limitation.

Now that all disputes have been resolved, the developer has moved forward with all possible speed to obtain the city's final approval. The site plan plat is ready for final approval and the CC&Rs (Declaration of Condominium) for Arrowood at Deer Valley Condominiums is ready for final approval.

It would appear to me that the extension we request is a mere formality and administrative adjustment, not requiring that Belford & Company begin the application process anew. I am available immediately to provide any of the legal documents which might assist in obtaining final approval. Evergreen Engineering is available to assist technically in any possible way.

Please advise me without delay of your requirements.

Very truly yours,

Thomas L. Howard

TLH/dbm

cc: Mark Harrington, City Attorney's Office
John Tracy, Belford & Company
Greg Wolbach, Evergreen Engineering

FINAL PLAT
ARROWOOD CONDOMINIUMS AT DEER VALLEY
– A 3 UNIT CONDOMINIUM PROJECT –
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, UTAH.

Exhibit D - Final Condominium Plat, January 5, 1999

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, CITY OF PARK CITY, COUNTY OF SUMMIT, STATE OF UTAH.
MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT LOCATED NORTH 99.92 FEET AND EAST 4188.83 FEET FROM THE EAST QUARTER CORNER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, SAID POINT OF BEGINNING IS CORNER NO. 2, OF THE QUEEN ESTHER NO. 10 M.S. 6978, (BASIS OF BEARING BEING NORTH 00° 30' 11" EAST FROM THE SOUTHEAST CORNER OF SAID SECTION 15 TO THE EAST QUARTER CORNER OF SAID SECTION 15); THENCE NORTH 16° 45' 00" EAST A DISTANCE OF 278.304 FEET; THENCE NORTH 89° 45' 00" EAST A DISTANCE OF 148.36 FEET TO THE WESTERLY BOUNDARY LINE OF QUEEN ESTHER VILLAGE NO. 1; THENCE SOUTHERLY ALONG THE SAID WESTERLY BOUNDARY LINE THE FOLLOWING SEVEN (7) COURSES: 1) THENCE SOUTH 3° 02' 04" WEST A DISTANCE OF 56.15 FEET TO THE POINT OF A 137.50 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 86° 02' 00" WEST; 2) THENCE 44.40 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18° 30' 00"; 3) THENCE SOUTH 23° 32' 00" WEST A DISTANCE OF 86.87 FEET TO THE POINT OF A 20.00 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 66° 32' 00" WEST; 4) THENCE 28.84 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 76° 01' 05" TO THE POINT OF A NON-TANGENT LINE; 5) THENCE ALONG SAID LINE, SOUTH 9° 31' 05" WEST A DISTANCE OF 17.43 FEET; 6) THENCE SOUTH 64° 45' 00" EAST A DISTANCE OF 62.83 FEET; 7) THENCE SOUTH 23° 15' 00" WEST A DISTANCE OF 148.00 FEET TO A POINT ON THE SOUTHERLY LINE OF QUEEN ESTHER NO. 10 M.S. 6978; THENCE NORTH 66° 45' 00" WEST A DISTANCE OF 164.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 1.10 ACRES OR 51,471 SQUARE FEET

SURVEYOR'S CERTIFICATE

I, GREGORY S. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 167799, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREIN DESCRIBED PROPERTY.
I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND WAS SEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW AND AS SPECIFIED IN SECTION 57-8-13 OF CHAPTER 8, CONDOMINIUM OWNERSHIP ACT (TABLE 57, CHAPTER 8, UTAH CODE ANNOTATED 1953 AS AMENDED BY SESSION LAWS OF UTAH 1994)

GREGORY S. WOLBACH — DATE

STATE OF UTAH — GREGORY S. WOLBACH — NO. 167799 — PROFESSIONAL LAND SURVEYOR

NOTES

1. BASIS OF BEARING: POLAND AND ACCEPTED MONUMENTS AS SHOWN HEREON.
2. PROPERTY CORNERS: SET OR FOUND AS SHOWN HEREON.
3. LOCATED WITHIN: SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH.
4. NO DEVELOPMENT OR IMPROVEMENTS OTHER THAN LANDSCAPING MAY OCCUR NORTHEAST OF THE 50 FOOT WIDE SANITARY SEWER EASEMENT.
5. A 12.00 FOOT WIDE NON-EXCLUSIVE PUBLIC UTILITY EASEMENT FOR THE PURPOSE OF INSTALLATION, MAINTENANCE AND ACCESS IS LOCATED ALONG THE EXTERIOR BOUNDARY OF THE PROJECT PARCEL.
6. BUILDING SETBACK: 15.00 FEET FROM THE EXTERIOR BOUNDARY LINE OF THE PROJECT PARCEL UNLESS SHOWN OTHERWISE HEREON.
7. EASEMENT: ENTRY NO. 169834, BOOK M304, PAGES 388–394, A 50 FOOT WIDE NON-EXCLUSIVE EASEMENT TO CONSTRUCT, INSTALL, MAINTAIN AND UTILIZE SEWER AND DRAINAGE LINES OVER, ALONG AND ACROSS. (SHOWN HEREON)
8. EASEMENT: ENTRY NO. 350139, BOOK M350, PAGES 573–574, A 20 FOOT WIDE PEDESTRIAN EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF CONSTRUCTING AND FOR LAYING, MAINTAINING, OPERATING, REPAIRING, REMOVING OR REPLACING A SANITARY LINE, TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT. (SHOWN HEREON)
9. EASEMENT: ENTRY NO. 236457, BOOK 396, PAGES 548–549, A 50 FOOT WIDE RIGHT OF WAY AND EASEMENT TO LAY, MAINTAIN, OPERATE, REPAIR, INSPECT, REMOVE AND REPLACE PIPELINES, VALVES, VALVE BOXES AND OTHER GAS TRANSMISSION AND DISTRIBUTION FACILITIES, TO MOUNTAIN FUEL SUPPLY COMPANY. (SHOWN HEREON)
10. EASEMENT: ENTRY NO. 169799, BOOK M383, PAGES 390–392, A 5 FOOT WIDE RIGHT OF WAY AND EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN AND REMOVE COMMUNICATION AND OTHER FACILITIES, LOCATED 2.5 FOOT EITHER SIDE OF BURIED TELEPHONE CABLE, TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY. (NOT SHOWN HEREON)
11. SEE ATTACHED ARCHITECTURAL PLANS FOR FLOOR PLANS, BUILDING SECTIONS AND ELEVATIONS.
    - UNIT 1: SHEETS 2/18 – 7/18 (A–1, UNIT #1 THROUGH A–6, UNIT#1)
    - UNIT 2: SHEETS 8/18 – 13/18 (A–1, UNIT #2 THROUGH A–5, UNIT#2)
    - UNIT 3: SHEETS 14/18 – 18/18 (A–1, UNIT #3 THROUGH A–5, UNIT#3)
12. THIS PLAT IS SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF THE ARROWOOD CONDOMINIUMS AT DEER VALLEY, AS RECORDED IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, ENTRY NO. _____ BOOK _____ PAGE(S) _____

OWNERS DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT WE, THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS "ARROWOOD CONDOMINIUMS AT DEER VALLEY", DO/DOES HEREBY CAUSE THIS SURVEY TO BE MADE AND THIS RECORD OF SURVEY PLAT TO BE PREPARED. WE DO HEREBY CONSENT TO THE RECORDATION OF THIS SURVEY PLAT. THE OWNERS, OR THEIR REPRESENTATIVES, HEREBY IRREVOCABLY OFFERS FOR DEDICATION TO THE CITY OF PARK CITY ALL OF THE STREETS, LAND FOR LOCAL GOVERNMENT USES, PARK AND RECREATION UTILITIES AND EASEMENTS SHOWN ON THE SUBDIVISION PLAT AND CONSTRUCTION PLANS IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION

JOHN WRACY, MANAGER, BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY

PETER BELFORD, MEMBER, BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY

ACKNOWLEDGMENT(S)

STATE OF UTAH } JOHN WRACY
COUNTY OF SUMMIT }

ON THE ____ DAY OF _____, 1999, PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE SAID STATE AND COUNTY, JOHN WRACY, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS MANAGER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND THAT BELFORD & COMPANY, L.L.C. ARE THE OWNERS OF THE HEREIN RECORDED TRACT OF LAND AND THAT HE SIGNED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD FREELY AND VOLUNTARILY.

NOTARY PUBLIC — MY COMMISSION EXPIRES _____ RESIDING IN _____ COUNTY, UTAH

ACKNOWLEDGMENT(S)

STATE OF UTAH } PETER BELFORD
COUNTY OF SUMMIT }

ON THIS ____ DAY OF _____, 1999, PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE SAID STATE AND COUNTY, PETER BELFORD, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS A MEMBER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND THAT BELFORD & COMPANY, L.L.C. ARE THE OWNERS OF THE HEREIN RECORDED TRACT OF LAND AND THAT HE SIGNED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD FREELY AND VOLUNTARILY.

NOTARY PUBLIC — MY COMMISSION EXPIRES _____ RESIDING IN _____ COUNTY, UTAH

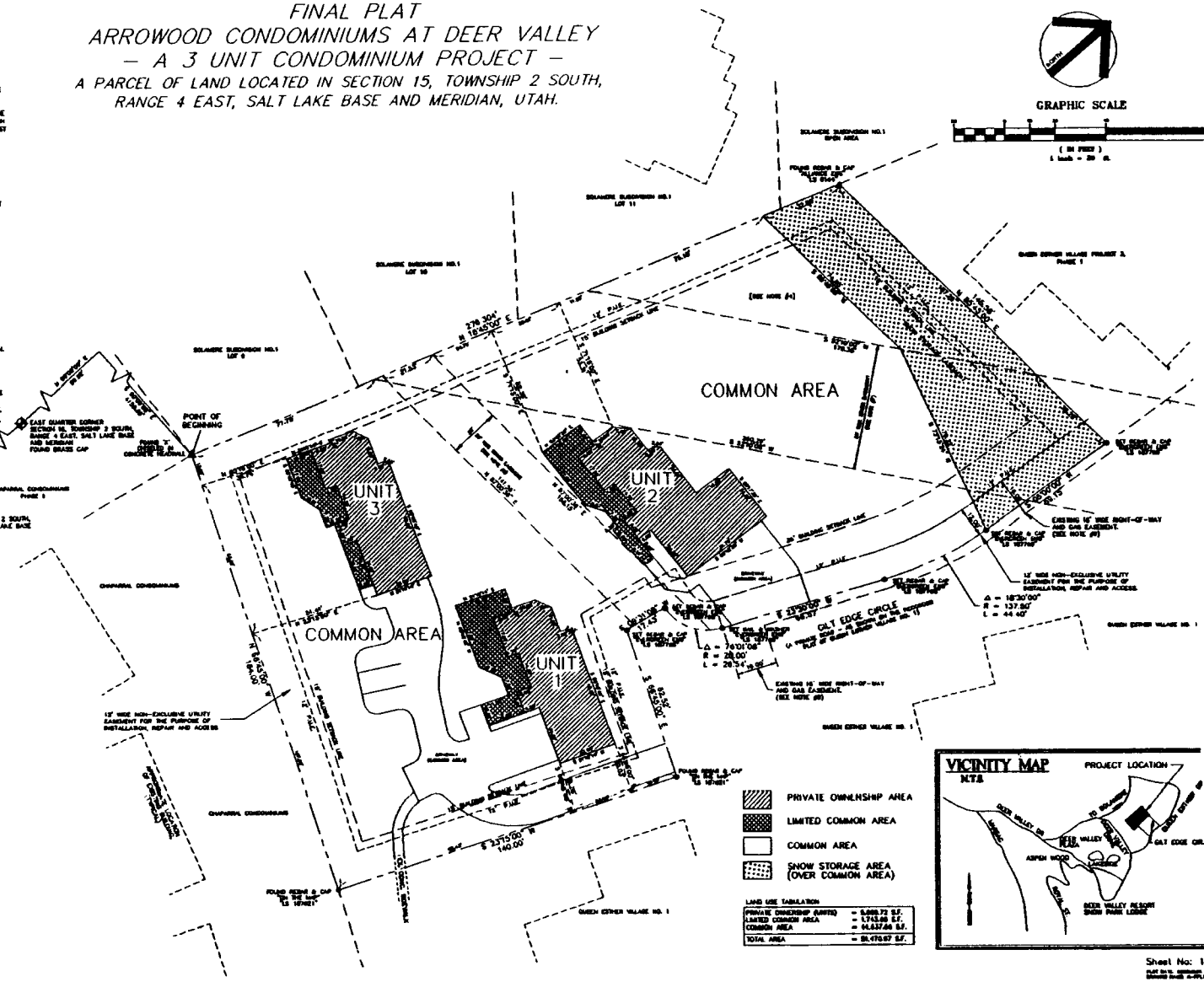

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.
POINT OF BEGINNING
EAST QUARTER CORNER SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN FOUND BRASS CAP
SOUTHEAST CORNER SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN FOUND METAL AXLE
278.304' N 16°45'00" E
148.36'
N 3°02'04" E 56.15'
R = 137.50'
Δ = 18°30'00"
L = 44.40'
S 23°32'00" W 86.87'
R = 20.00'
Δ = 76°01'06"
L = 26.54'
N 9°31'05" E 17.43'
S 64°45'00" E 62.83'
S 23°15'00" W 148.00'
N 66°45'00" W 164.00'
S 23°15'00" W 140.00'
UNIT 1
UNIT 2
UNIT 3
COMMON AREA
COMMON AREA
COMMON AREA
SOLAMERE SUBDIVISION NO.1 LOT 10
SOLAMERE SUBDIVISION NO.1 LOT 9
SOLAMERE SUBDIVISION NO.1 LOT 11
SOLAMERE SUBDIVISION NO.1 SHOW AREA
QUEEN ESTHER VILLAGE PROJECT 3, PHASE 1
QUEEN ESTHER VILLAGE NO. 1
CHANNEL CONDOMINIUMS PHASE 1
CHANNEL CONDOMINIUMS
CHANNEL CONDOMINIUMS
SNOW STORAGE AREA
SNOW STORAGE AREA
SNOW STORAGE AREA

EXHIBIT E

ORDINANCE NO. 99-

AN ORDINANCE AMENDING THE APPROVAL OF A RECORD OF SURVEY PLAT, ARROWOOD CONDOMINIUMS, AT GILT EDGE CIRCLE , PARK CITY, UTAH

WHEREAS, the owners of the property known as Arrowood Condominiums petitioned the City Council for approval of a Record of Survey plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on February 13, 1997; and

WHEREAS, a plat was approved on September 25,1997 by the Park City Council; and

WHEREAS, a settlement agreement concerning the three unit development occurred between the applicant and the QE3 Owners Association on the 25th of November, 1998; and

WHEREAS, it is in the best interest of Park City to approve the Record of Survey, as a large portion of the lot remains in open space, and agreement has been reached with the adjacent neighbors; and

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

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

SECTION 1. Ordinance 97-44 is hereby amended as follows:
Findings of Fact:

1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.
3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicant's property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A fifty foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the site's physical constraints and the restricted open space parcel, careful construction planning on this site will be

necessary.

Conclusions of Law:
1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:
1. The final Record of Survey and CC& R's shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The site plan as submitted on January 5, 1999 is the site plan that is approved under this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50' wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this are shall be revegatated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.
7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.

SECTION 2. This ordinance shall take effect upon publication.
DATED this 28th day of January1999.
PARK CITY MUNICIPAL CORPORATION

_____
Bradley A. Olch, Mayor

ATTEST:

Jan Scott, Deputy City Recorder

APPROVED AS TO FORM:

Mark Harrington, Deputy City Attorney

Ordinance No. 99-2

AN ORDINANCE AMENDING THE APPROVAL OF A RECORD OF SURVEY PLAT, ARROWOOD CONDOMINIUMS, AT GILT EDGE CIRCLE , PARK CITY, UTAH

WHEREAS, the owners of the property known as Arrowood Condominiums petitioned the City Council for approval of a Record of Survey plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on February 13, 1997; and

WHEREAS, a plat was approved on September 25,1997 by the Park City Council; and

WHEREAS, a settlement agreement concerning the three unit development occurred between the applicant and the Queen Esther 3 Owners Association on the 25th of November, 1998; and

WHEREAS, it is in the best interest of Park City to approve the Record of Survey, as a large portion of the lot remains in open space, and agreement has been reached with the adjacent neighbors; and

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

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

SECTION 1. Ordinance 97-44 is hereby amended as follows:

Findings of Fact:

1. The project is located in the RD Zoning District.

2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.

3. Gilt Edge Circle is a private road, over which the applicant has an easement.

4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicants property and provide significant open space on the site.

5. The property has two significant sewer easements that traverse the site. A 50 foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the sites physical constraints and the restricted open space parcel, careful construction planning on this site will be necessary.

Conclusions of Law:

1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.

2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.

3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:

1. The final Record of Survey and CC&Rs shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.

2. The site plan as submitted on January 5, 1999 is the site plan that is approved under this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.

3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.

4. All exterior security lighting shall be high-pressure sodium light sources that are shielded and down directed.

5. The northernmost parcel of this property and the 50 foot wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.

6. Approval of a Construction Management Plan for the site, which details at a minimum

staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this are shall be revegatated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.

7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.

SECTION 2. This ordinance shall take effect upon publication.

PASSED AND ADOPTED this 28th day of January, 1999.

PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

Attest:

Janet M. Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

Approved as to form:

Mark D. Harrington, Deputy City Attorney

FINAL PLAT
ARROWOOD CONDOMINIUMS AT DEER VALLEY
– A 3 UNIT CONDOMINIUM PROJECT –
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, UTAH.

Exhibit A - Final Condominium Plat, January 5, 1999

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, CITY OF PARK CITY, COUNTY OF SUMMIT, STATE OF UTAH.
MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT LOCATED NORTH 66.62 FEET AND EAST 4186.85 FEET FROM THE EAST QUARTER CORNER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, SAID POINT OF BEGINNING IS CORNER NO. 2, OF THE QUEEN ESTHER NO. 10 M.S. 6979), (BASIS OF BEARINGS BEING NORTH 00° 30' 11" EAST FROM THE SOUTHEAST CORNER OF SAID SECTION 16 TO THE EAST QUARTER CORNER OF SAID SECTION 15); THENCE NORTH 16° 45' 00" EAST A DISTANCE OF 278.304 FEET; THENCE NORTH 89° 45' 00" EAST A DISTANCE OF 146.59 FEET TO THE WESTERLY BOUNDARY LINE OF QUEEN ESTHER VILLAGE NO. 1; THENCE SOUTHERLY ALONG THE SAID WESTERLY BOUNDARY LINE THE FOLLOWING SEVEN (7) COURSES: 1) THENCE SOUTH 5° 00' 00" WEST A DISTANCE OF 58.15 FEET TO THE POINT OF A 137.50 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 85° 00' 00" WEST; 2) THENCE 44.46 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18° 30' 00"; 3) THENCE SOUTH 23° 30' 00" WEST A DISTANCE OF 86.57 FEET TO THE POINT OF A 30.00 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 66° 30' 00" WEST; 4) THENCE 28.54 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 76° 01' 06" TO THE POINT OF A NON-TANGENT LINE; 5) THENCE ALONG SAID LINE, SOUTH 6° 31' 06" WEST A DISTANCE OF 17.43 FEET; 6) THENCE SOUTH 14° 45' 00" EAST A DISTANCE OF 62.82 FEET; 7) THENCE SOUTH 23° 15' 00" WEST A DISTANCE OF 140.00 FEET TO A POINT ON THE SOUTHERLY LINE OF QUEEN ESTHER NO. 10 M.S. 6979); THENCE NORTH 89° 45' 00" WEST A DISTANCE OF 164.80 FEET TO THE POINT OF BEGINNING.

CONTAINS: 1.16 ACRES OR 84,471 SQUARE FEET

SURVEYOR'S CERTIFICATE

I, GREGORY S. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187708, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY.
I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE LAW AND AS SPECIFIED IN SECTION 57-8-13 OF CHAPTER 8, CONDOMINIUM OWNERSHIP ACT (TITLE 57, CHAPTER 8, UTAH CODE ANNOTATED 1953 AS AMENDED BY SESSION LAWS OF UTAH 1994)

GREGORY S. WOLBACH — DATE: _____

STATE OF UTAH — GREGORY S. WOLBACH — NO. 187708 — PROFESSIONAL LAND SURVEYOR

NOTES

1. BASIS OF BEARING: FOUND AND ACCEPTED MONUMENTS AS SHOWN HEREON.
2. PROPERTY CORNERS: SET OR FOUND AS SHOWN HEREON.
3. LOCATED WITHIN: SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH.
4. NO DEVELOPMENT OR IMPROVEMENTS OTHER THAN LANDSCAPING MAY OCCUR NORTHWEST OF THE 50 FOOT WIDE SANITARY SEWER EASEMENT.
5. A 12.00 FOOT WIDE NON-EXCLUSIVE PUBLIC UTILITY EASEMENT FOR THE PURPOSE OF INSTALLATION, MAINTENANCE AND ACCESS IS LOCATED ALONG THE EXTERIOR BOUNDARY OF THE PROJECT PARCEL.
6. BUILDING SETBACKS: 15.00 FEET FROM THE EXTERIOR BOUNDARY LINE OF THE PROJECT PARCEL UNLESS SHOWN OTHERWISE HEREON.
7. EASEMENT: ENTRY NO. 199531, BOOK M164, PAGES 288-294, A 50 FOOT WIDE NON-EXCLUSIVE EASEMENT TO CONSTRUCT, INSTALL, MAINTAIN AND UTILIZE SEWER AND DRAINAGE LINES OVER, ALONG AND ACROSS, (SHOWN HEREON)
8. EASEMENT: ENTRY NO. 202130, BOOK M230, PAGES 573-574, A 20 FOOT WIDE PERPETUAL EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF CONSTRUCTING, INSTALLING, MAINTAINING, OPERATING, REPAIRING, REMOVING OR REPLACING A SANITARY LINE, TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT, (SHOWN HEREON)
9. EASEMENT: ENTRY NO. 328437, BOOK 316, PAGES 145-148, A 10 FOOT WIDE RIGHT OF WAY AND EASEMENT TO LAY, MAINTAIN, OPERATE, REPAIR, INSPECT, PROTECT, REMOVE AND REPLACE PIPELINES, VALVES, VALVE BOXES AND OTHER GAS TRANSMISSION AND DISTRIBUTION FACILITIES, TO MOUNTAIN FUEL SUPPLY COMPANY, (SHOWN HEREON)
10. EASEMENT: ENTRY NO. 180794, BOOK M203, PAGES 290-292, A 5 FOOT WIDE RIGHT OF WAY AND EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN AND REMOVE COMMUNICATION AND OTHER FACILITIES, LOCATED 2.5 FOOT EITHER SIDE OF BURIED TELEPHONE CABLE, TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, (NOT SHOWN HEREON)
11. SEE ATTACHED ARCHITECTURAL PLANS FOR FLOOR PLANS, BUILDING SECTIONS AND ELEVATIONS.
    - UNIT 1: SHEETS 2/18 - 7/18 (A-1, UNIT #1 THROUGH A-5, UNIT#1)
    - UNIT 2: SHEETS 8/18 - 12/18 (A-1, UNIT #2 THROUGH A-5, UNIT#2)
    - UNIT 3: SHEETS 13/18 - 18/18 (A-1, UNIT #3 THROUGH A-5, UNIT#3)
12. THIS PLAT IS SUBJECT TO THE DECLARATION OF CONDITIONS, CONDITIONS AND RESTRICTIONS OF THE ARROWOOD CONDOMINIUMS AT DEER VALLEY, AS RECORDED IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, ENTRY NO. _____ BOOK ____ PAGE(S) _____

OWNERS DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT WE, THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS "ARROWOOD CONDOMINIUMS AT DEER VALLEY", DO/DEY THAT WE HAVE CAUSED THIS SURVEY TO BE MADE AND THIS RECORD OF SURVEY PLAT TO BE PREPARED. WE DO HEREBY CONSENT TO THE RECORDATION OF THIS SURVEY PLAT. THE OWNERS, OR THEIR REPRESENTATIVES, HEREBY IRREVOCABLY OFFER FOR DEDICATION TO THE CITY OF PARK CITY ALL OF THE STREETS, LAND FOR LOCAL GOVERNMENT USES, PARK AND REQUIRED UTILITIES AND EASEMENTS SHOWN ON THE SUBDIVISION PLAT AND CONSTRUCTION PLANS IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION.

JOHN TRACY, MANAGER, BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY

PETER BELFORD, MEMBER, BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY

ACKNOWLEDGMENT(S)

STATE OF UTAH) JOHN TRACY
COUNTY OF SUMMIT)

ON THIS ____ DAY OF _____, 1999, PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE SAID STATE AND COUNTY, JOHN TRACY, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS MANAGER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND THAT BELFORD & COMPANY, L.L.C. ARE THE OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND AND THAT HE SIGNED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD FREELY AND VOLUNTARILY.

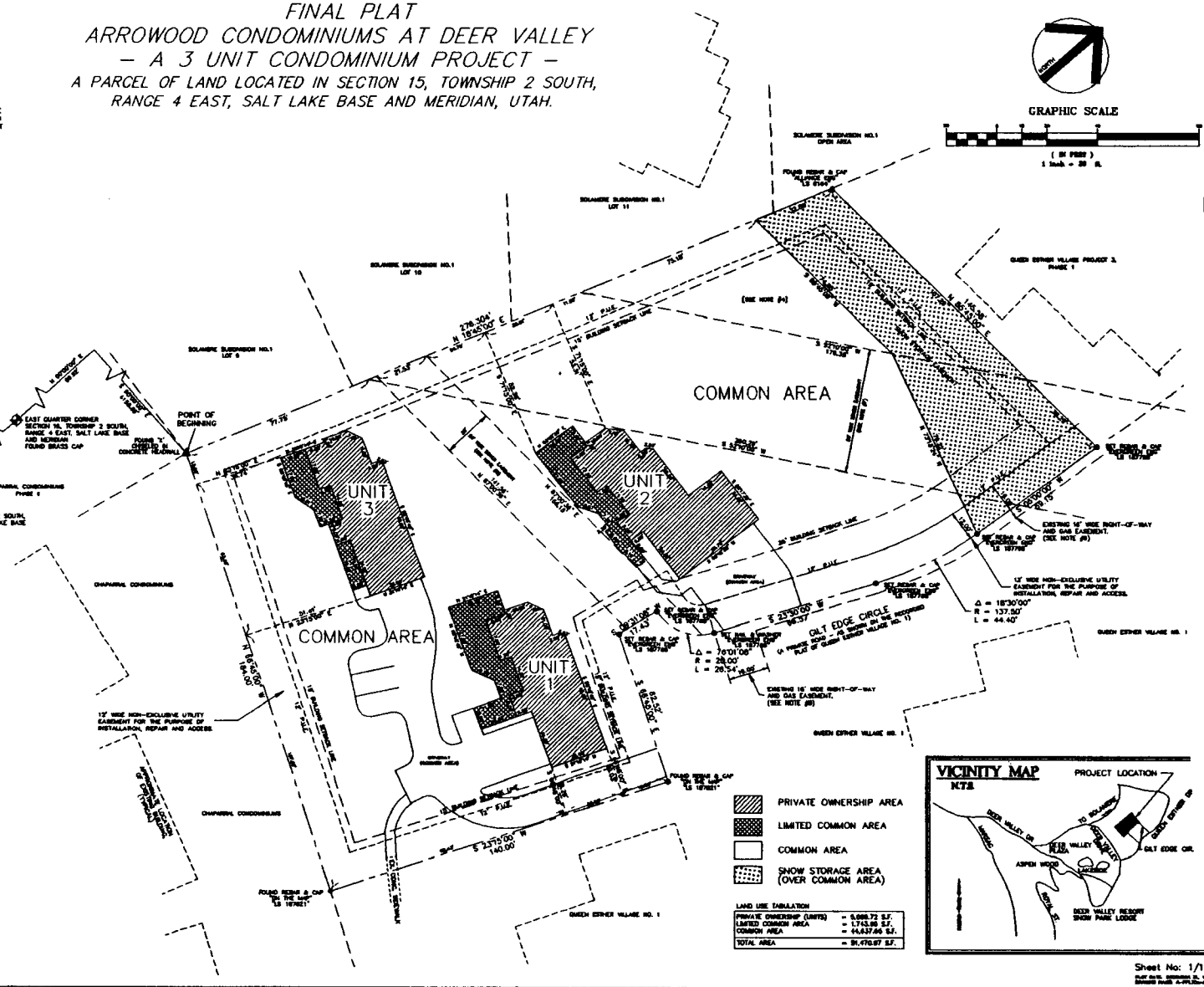
NOTARY PUBLIC — MY COMMISSION EXPIRES: _____ RESIDING IN _____ COUNTY, UTAH

ACKNOWLEDGMENT(S)

STATE OF UTAH) PETER BELFORD
COUNTY OF SUMMIT)

ON THIS ____ DAY OF _____, 1999, PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE SAID STATE AND COUNTY, PETER BELFORD, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS A MEMBER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND THAT BELFORD & COMPANY, L.L.C. ARE THE OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND AND THAT HE SIGNED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD FREELY AND VOLUNTARILY.

NOTARY PUBLIC — MY COMMISSION EXPIRES: _____ RESIDING IN _____ COUNTY, UTAH



Sheet No: 1/18

CITY PLANNING COMMISSION	CITY ENGINEER	CITY COUNCIL APPROVAL	APPROVAL AS TO FORM	RECORDED
APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____ A.D. 1999.	APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT ON THIS _____ DAY OF _____ A.D. 1999.	PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS _____ DAY OF _____ A.D. 1999. AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.	APPROVED AS TO FORM ON THIS _____ DAY OF _____ A.D. 1999.	N°. _____ STATE OF _____ COUNTY OF _____ RECORDED AND FILED AT THE REQUEST OF:
CHAIRMAN	CITY ENGINEER	MAYOR / CITY RECORDER	CITY ATTORNEY	COUNTY RECORDER

RECEIVED
JAN - 5 1999
PARK CITY PLANNING DEPT.

Evergreen Engineering, Inc.

Planning Commission
Staff Report

PARK CITY 1884

PLANNING DEPARTMENT

DATE: August 25, 2004
AUTHOR: Jonathan Weidenhamer
TITLE: Amendment to Record of Survey – Arrowood, Unit 2
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATION: Conduct a public hearing, consider any public input, and forward a positive recommendation to the City Council to approve as conditioned.

A. Topic

Applicant:	Richard Salowey forTodd Kirshner
Project Address:	2409 Gilt Edge Circle - Arrowood Condominiums #2
Zoning:	Residential Development w/Master Planned Development (RD-MPD)
Adjacent Land Uses	Residential, Solamere Subdivision, Chaparral, Glenfiddich, & Queen Esther Condominiums
Reason for Review	Amendments to Records of Survey require Planning Commission review and City Council approval.

B. Background

This application was presented to the Planning Commission at the August 11, 2004 regular meeting. Staff requested direction. A public hearing was held. Public input was voiced both in support for and against the project (see minutes - Exhibit F). Support focused on the addition being very minor and having limited visibility to adjacent neighbors. Concern was raised of potential traffic, noise, and parking demand increases that may result from the unit expansion. The opposition also stated that this expansion is not consistent with a private settlement agreement that was reached during the initial Arrowood development process.

Staff requested Planning Commission Discussion and direction as to whether good cause existed to move forward with the amendment. Direction from the Planning Commission was to return at this meeting with a recommendation to forward a positive recommendation to City Council to adopt the amended record of survey. Findings of Fact, Conclusions of Law, and Conditions of Approval have been prepared to support the direction received from the Planning Commission.

Arrowood Condominiums is a 3-unit project. The owner of Unit 2 proposes to amend the existing condominium Record of Survey to allow an expansion of the unit. The applicant intents to convert approximately 375 square feet of Limited Common Area located on the

main floor level into private area. The applicant has received written permission from the Owners Association to pursue this application. The proposed amendment has received consent from two of the three unit owners, meeting the 2/3 majority required under state law.

During discussions with the applicant, staff has encouraged the Arrowood Condominium Owners Association to amend the entire record of survey to allow future expansions without having to return for formal approval from the City. The owners association was not able to reach that consensus.

Staff has received public opposition to this expansion from Keith and Donna Golan, unit owners in Queen Esther. They object to potential traffic, noise, and parking demand increases that will result from the unit expansion. Their opposition also states that this expansion is not consistent with a private settlement agreement that was reached during the initial Arrowood development process.

C. Analysis

The area being considered for conversion will include adding square feet to a living room, as well as adding area to an existing bedroom and splitting it into two bedrooms. The new overall size of the unit will increase approximately 375 square feet and will be a total of 4115 square feet. The unit is currently required to provide 3 parking spaces. The increased square footage does not increase the parking requirement. At this time, the unit provides 4 parking spaces. With the expansion, the entire condominium record of survey will still contain approximately 89% open space.

The City cannot enforce private settlement agreements (the city was not a party). The proposed addition of approximately 375 square feet is located underneath an existing deck and its visibility is limited from the public right of way (exhibit A – existing conditions). Staff finds that this proposed expansion is immaterial in terms of the overall size and massing of the building as well as its limited visibility.

D. Department Review

This project has gone through an interdepartmental review. At such time as a final record of survey plat is required, the City Engineer and City Attorney will review the plat as to form and compliance with State law and the Land Management Code prior to recordation.

E. Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also placed in the Park Record. No public input has been received by the time of this report.

ALTERNATIVES

A. The Planning Commission may forward a positive recommendation to the City Council with the conditions stated, or modify the conditions, or

B. The Planning Commission may forward a negative recommendation and direct staff to prepare findings supporting this recommendation, or

C. The Planning Commission may continue the discussion to a later date.

SIGNIFICANT IMPACTS

There are no significant fiscal or environmental impacts from this amended Record of Survey.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION

Failure to amend the Record of Survey will prohibit the unit owner from adding private area to their condominium unit.

RECOMMENDATION

The staff recommends that the Planning Commission conduct a public hearing, consider any input, and forward a positive recommendation to the City Council for the amended Record of Survey based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

1. The condominium project known as Arrowood Condominiums is located at 2409 Gilt Edge Circle. It is zoned Residential Development (RD).
2. Arrowood Condominiums is a 3-unit project. The owner of Unit 2 proposes to amend the existing condominium Record of Survey to allow an expansion of the unit.
3. The applicant intents to convert approximately 375 square feet of Limited Common Area located on the main floor level into Private area.
4. The consent of 66.66% or more of the Unit Owners is required and has been obtained.
5. If the record of survey is amended as requested the condominium record of survey will still consist of approximately 89% open space.
6. If the record of survey is amended as requested, the new overall size of the unit will increase approximately 375 square feet and will be a total of 4115 square feet. The unit is currently required to provide 3 parking spaces. The increased square footage does not increase the parking requirement. At this time, the unit provides 4 on-site parking spaces.
7. The proposed addition of approximately 375 square feet is located underneath an existing deck and its visibility is limited from the public right of way (exhibit A – existing conditions). Staff finds that this proposed expansion is immaterial in terms of the overall size and massing of the building as well as its limited visibility.
8. This application was presented to the Planning Commission at the August 11, 2004 regular meeting. A public hearing was held. Public input was voiced both in support for and against the project.
9. At the August 11, 2004 Planning Commission Meeting, staff requested direction as to whether good cause existed to move forward with the amendment. Direction from the Planning Commission was to return at this meeting with a recommendation to forward a positive recommendation to City Council to adopt the amended record of survey.

10 3 Bad Country

Conclusions of Law:

1. There is good cause for this Amended Record of Survey.
2. The Amended Record of Survey is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.

3. Neither the public nor any person will be materially injured by the proposed Amended Record of Survey.
4. Approval of the Amended Record of Survey, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Amended Record of Survey for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the Amended Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat amendment will be void.

EXHIBITS 4. No more than 4 bedrooms allowed

Exhibit A – Existing Photograph
Exhibit B - Location Map
Exhibit C – Proposed Condominium modifications (Elevations & Floor Plan)
Exhibit D - Amended Record of Survey
Exhibit E – Written opposition from Keith Golan
Exhibit F – Minutes from 8/11/04 Plng. Comm. Mtg.

Ordinance No. 04-37

AN ORDINANCE APPROVING THE ARROWOOD CONDOMINIUM AT DEER VALLEY AMENDED UNIT 2

WHEREAS, the owner of the property known as 2409 Gilt Edge Circle – Unit 2 Arrowood Condominiums, has petitioned the City Council for an amended record of survey; and

WHEREAS, proper notice was sent and the property posted according to requirements of the Land Management Code and State Law; and

WHEREAS, on August 11, 2004 the Planning Commission held a public hearing to receive public input on the proposed record of survey and on August 25, 2004 the Planning Commission held a public hearing and forwarded a positive recommendation of approval to the City Council; and

WHEREAS, the proposed record of survey amendment will allow the conversion of limited common area into private area; and

WHEREAS, it is in the best interest of Park City Utah to approve the amended record of survey.

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

SECTION 1. FINDINGS OF FACT. The above recitals are hereby incorporated as findings of fact. The following are also adopted by City Council as findings of fact:

1. The Planning Commission reviewed this application at their August 25, 2004 meeting. A public hearing was held, and a vote was forwarded to the Council to approve the application.
2. This application was presented to the Planning Commission at the August 11, 2004 regular meeting. A public hearing was held. Public input was voiced both in support for and against the project.
3. At the August 11, 2004 Planning Commission Meeting, staff requested direction as to whether good cause existed to move forward with the amendment. Direction from the Planning Commission was to return at this meeting with a recommendation to forward a positive recommendation to City Council to adopt the amended record of survey.
4. The condominium project known as Arrowood Condominiums is located at 2409 Gilt Edge Circle. It is zoned Residential Development (RD).
5. Arrowood Condominiums is a 3-unit project. The owner of Unit 2 proposes to amend the existing condominium Record of Survey to allow an expansion of the unit.
6. The applicant intents to convert approximately 375 square feet of Limited Common Area located on the main floor level into Private area.
7. The consent of 66.66% or more of the Unit Owners is required and has been obtained.
8. If the record of survey is amended as requested the condominium record of survey will still consist of approximately 89% open space.
9. If the record of survey is amended as requested, the new overall size of the unit will increase approximately 375 square feet and will be a total of 4115 square feet. The unit is currently required to provide 3 parking spaces. The increased square footage does not increase the parking requirement. At this time, the unit provides 4 on-site

parking spaces.

10. The proposed addition of approximately 375 square feet is located underneath an existing deck and its visibility is limited from the public right of way (exhibit A – existing conditions). Staff finds that this proposed expansion is immaterial in terms of the overall size and massing of the building as well as its limited visibility.
11. Three bedrooms currently exist in 2409 Gilt Edge Circle – Unit 2 Arrowood Condominiums

SECTION 2. CONCLUSIONS OF LAW. The City Council hereby adopts the following Conclusions of Law:

1. There is good cause for this plat amendment.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. As conditioned the plat amendment is consistent with the Park City General Plan.

SECTION 3. CONDITIONS OF APPROVAL. The City Council hereby adopts the following Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Amended Record of Survey for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the Amended Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat amendment will be void.
3. The total number of bedrooms in 2409 Gilt Edge Circle – Unit 2 Arrowood Condominiums will be limited to four (4).

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 26th day of August, 2004.

PARK CITY MUNICIPAL CORPORATION

Dana Williams

Dana Williams, Mayor

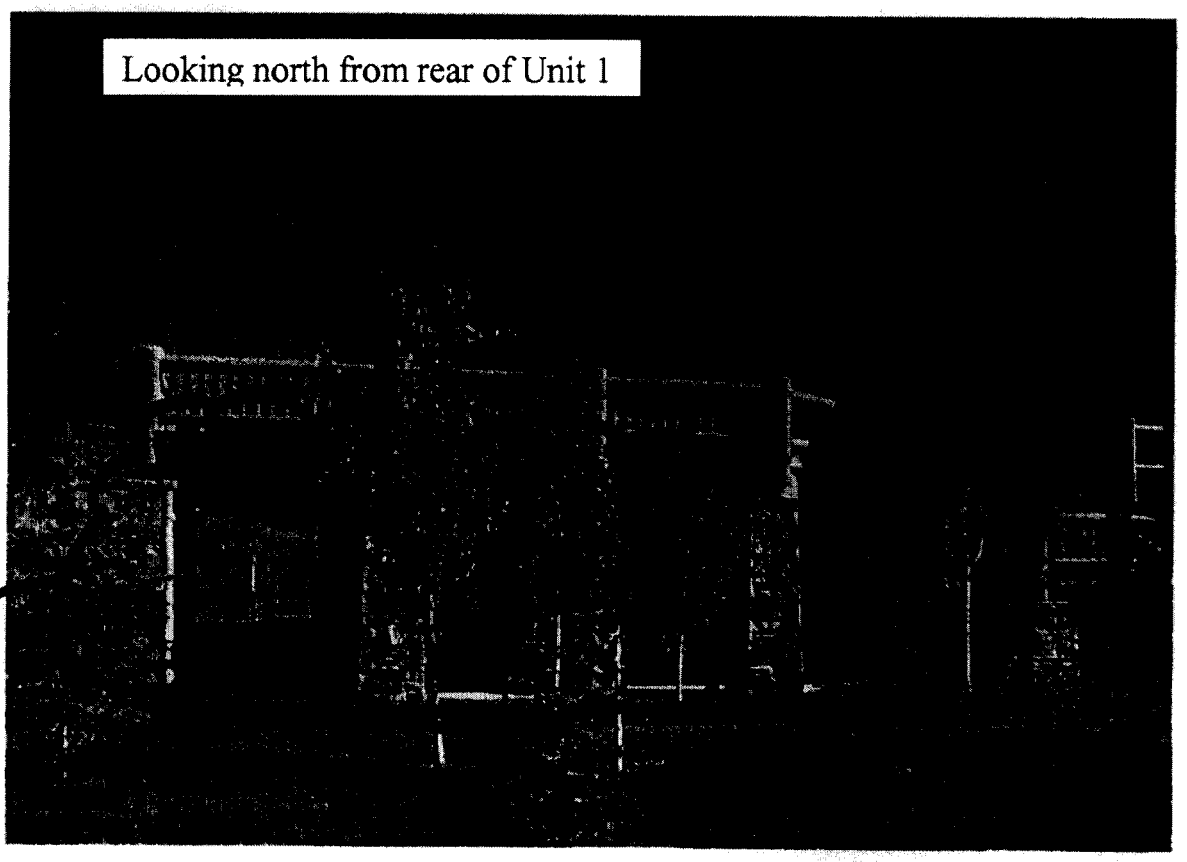
Attest:

Janet M. Scott

Janet M. Scott, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney



AREA TO BE ENCLOSED

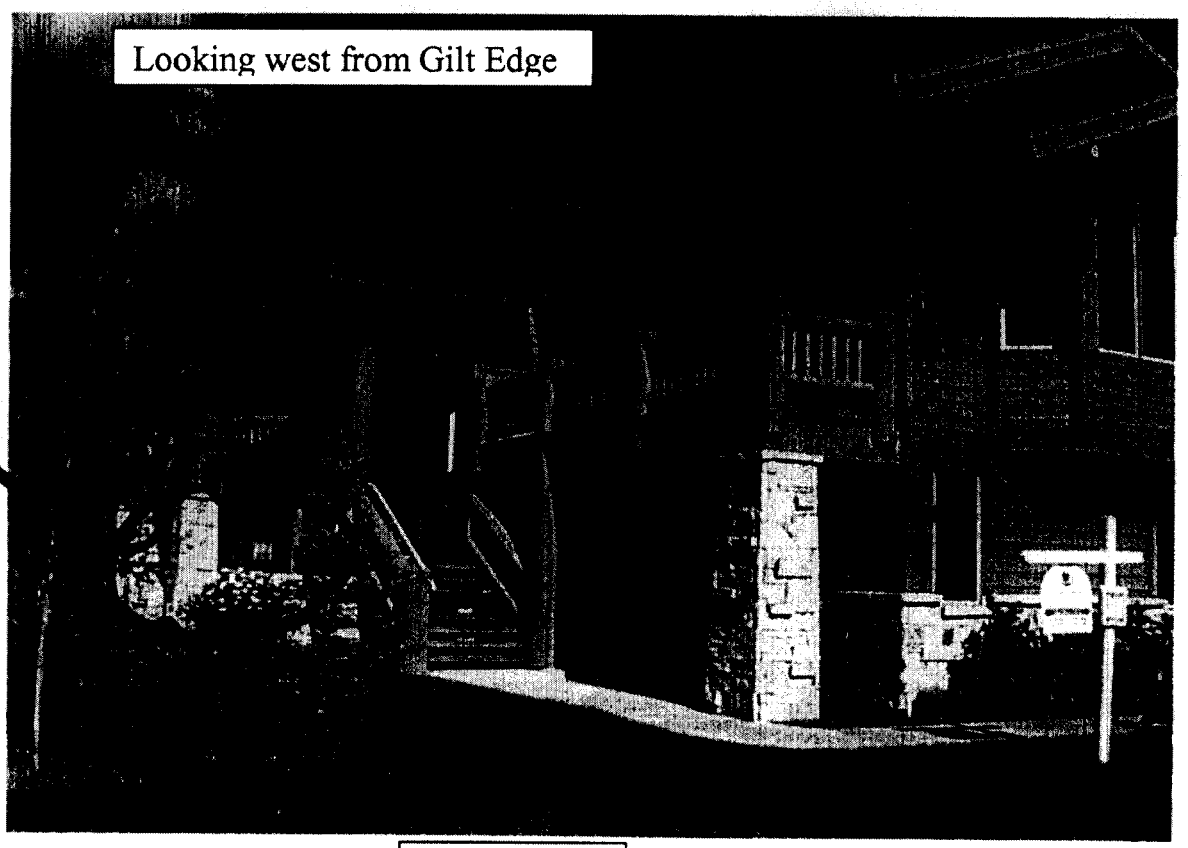
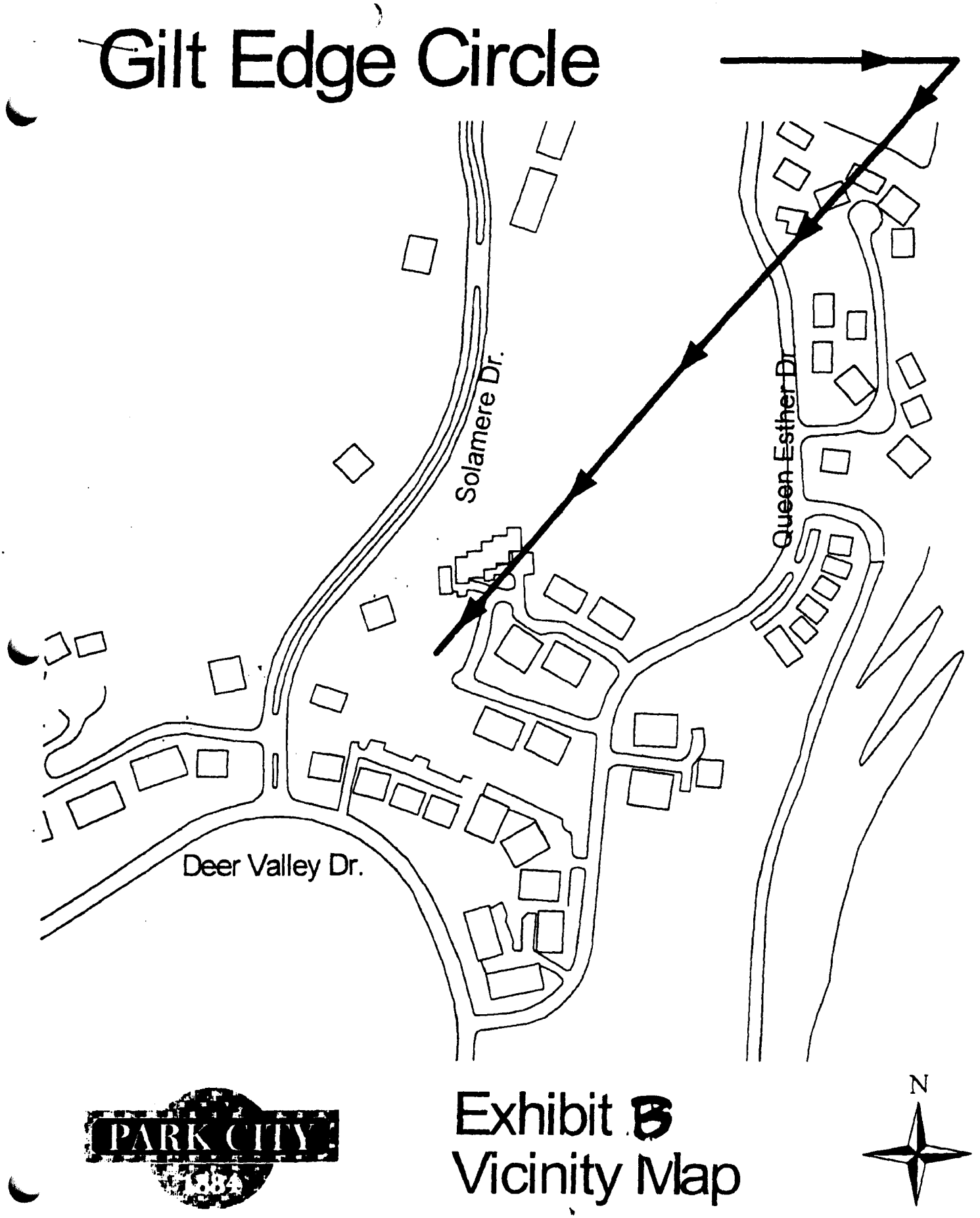


Exhibit A

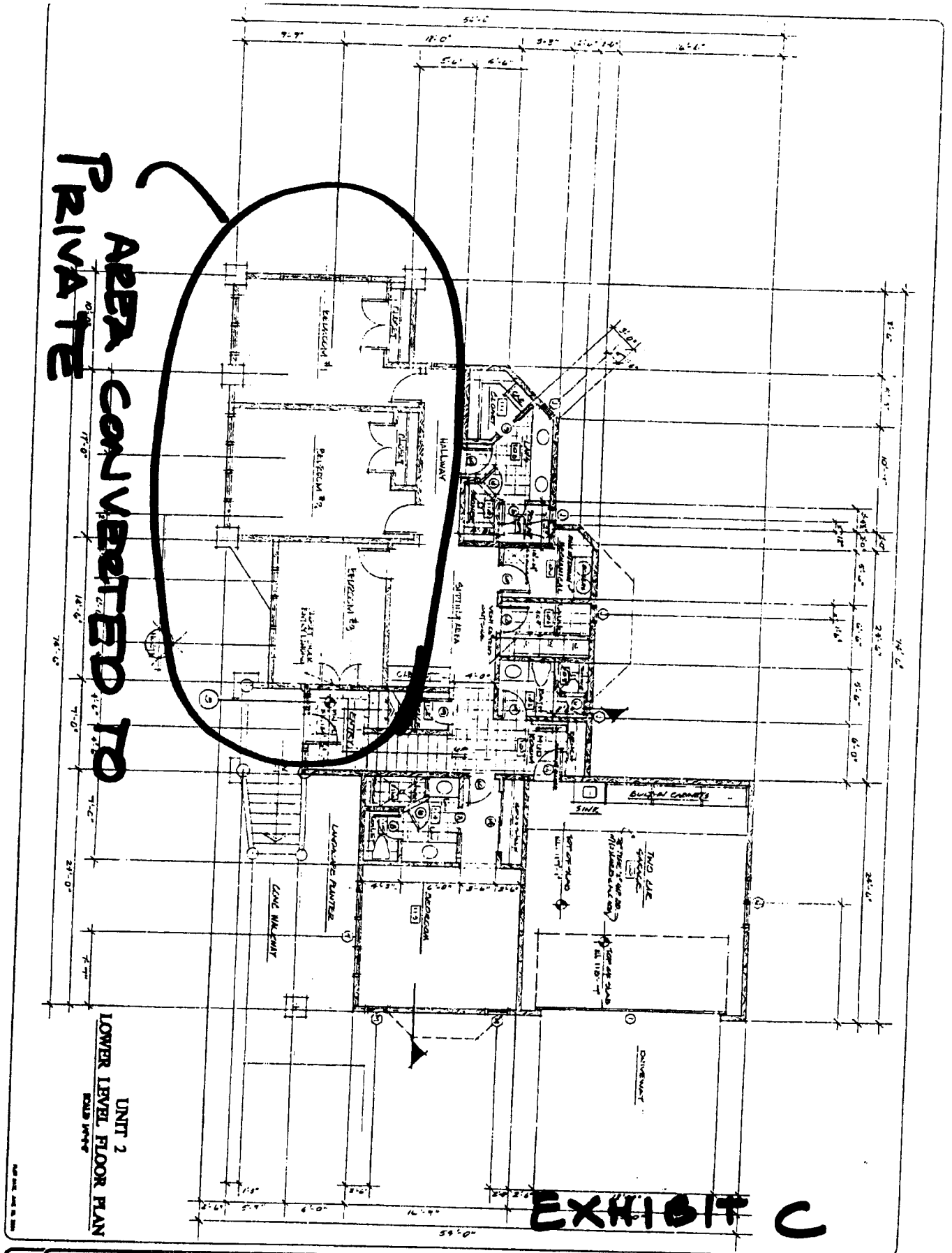

Gilt Edge Circle
Solamere Dr.
Queen Esther Dr
Deer Valley Dr.
PARK CITY
1884
Exhibit B
Vicinity Map
N

AREA IN QUESTION

EXHIBIT C

ARROWOOD CONDOMINIUMS AT
DEER VALLEY - AMENDED, UNIT 2
SOUTH & EAST ELEVATIONS

Evergreen
Engineering, Inc.

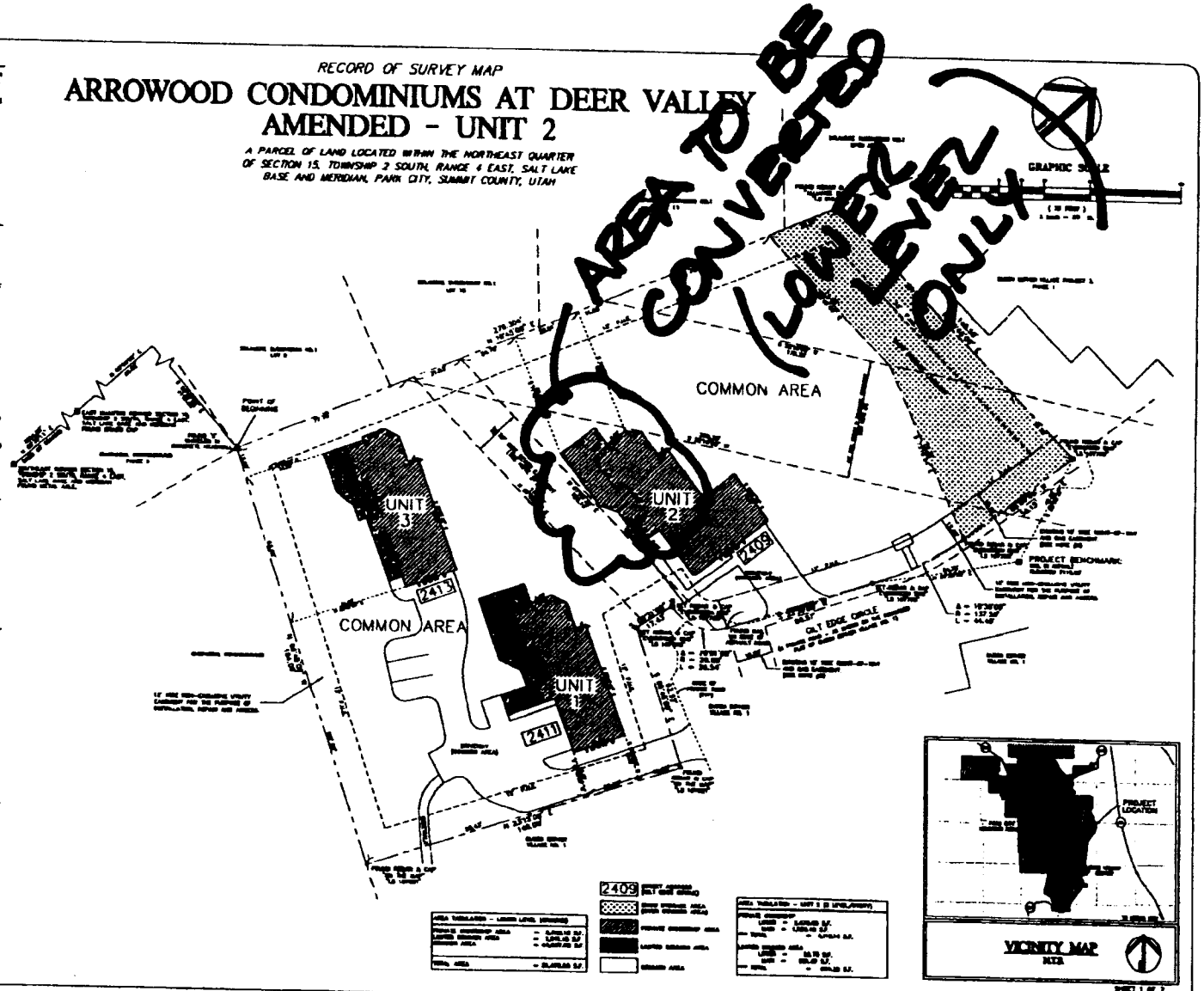

AREA CONVERTED TO PRIVATE
EXHIBIT C
UNIT 2
LOWER LEVEL FLOOR PLAN
ARROWOOD CONDOMINIUMS AT
DEER VALLEY - AMENDED, UNIT 2
LOWER LEVEL FL : PLAN
Evergreen
Engineering, Inc.

EX. D

RECORD OF SURVEY MAP

ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDED - UNIT 2

A PARCEL OF LAND LOCATED WITHIN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH



CITY PLANNING COMMISSION	CITY ENGINEER	CITY COUNCIL APPROVAL	APPROVAL AS TO FORM	RECORDED	SNYDERVILLE BASIN W.R.D.
APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____ A.D. 200__	THIS PLAT IS IN CONFORMANCE WITH INFORMATION ON FILE IN THE OFFICE OF THE PARK CITY ENGINEERING DEPARTMENT ON THIS _____ DAY OF _____ A.D. 200__	PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS _____ DAY OF _____ A.D. 200__ AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.	APPROVED AS TO FORM ON THIS _____ DAY OF _____ A.D. 200__	No. _____ STATE OF _____ COUNTY OF _____ RECORDED AND FILED AT THE REQUEST OF: _____	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____ AD 200__
CHAIRMAN	CITY ENGINEER	MAYOR CITY RECORDER	CITY ATTORNEY	COUNTY RECORDER	BY: _____ SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

Evergreen Engineering, Inc.

ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDED UNIT 2 AREA TABULATION

Evergreen Engineering, Inc.

Planning Commission
Staff Report

Subject: **2364, 2370, 2374, 2378, 2382, 2420, 2424, 2426, 2428, 2430, and 2434 Gilt Edge Circle**
Application: **PL-24-06292**
Author: **Jaron Ehlers, Planner I**
Date: **March 26, 2025**
Type of Item: **Condominium Plat Amendment**

Recommendation

(I) Review the Queen Esther Village No. 1 Units 11, 12, 14, 15, 18, 19, 20, 21, 22, 23, and 24 Amended Plat, (II) conduct a public hearing, and (III) consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined Draft Final Action Letter (Exhibit A).

Description

Applicant:	Queen Esther Board of Trustees Blayde McIntire, Applicant Representative
Location:	2364, 2370, 2374, 2378, 2382, 2420, 2424, 2426, 2428, 2430, and 2434 Gilt Edge Circle
Zoning District:	Residential Development
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews and takes Final Action on Condominium Plat Amendments.[1]

CC&Rs	Covenants, Conditions, & Restrictions
HOA	Homeowners Association
LMC	Land Management Code
MPD	Master Planned Development
PUD	Planned Unit Development
RD	Residential Development

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

Summary

The proposed Plat Amendment consists of 11 Units within the Queen Esther Village No. 1 Condominium (Summit County Recorder Entry No. 182974, Exhibit B). Queen Esther Village No. 1 is in the Residential Development (RD) Zoning District.

[1] LMC § 15-1-8



Figure 1: Image taken from the Summit County Parcel Viewer showing the development. Staff outlined the area where affected units are in red.

The affected units consist of two types, A and B:

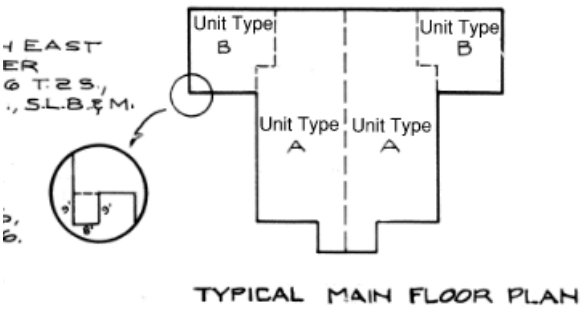


Figure 2: Image of main floor layout taken from the Queen Esther Village No. 1 Plat (Exhibit B).

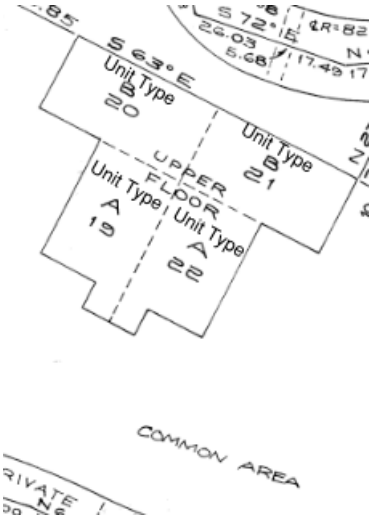


Figure 3: Example of the upper floor layout taken from the Current Plat (ExhibitB. Note that all area outside of the units is Common Area.

The Plat Amendment proposes changes to both unit types. Unit Type A includes Units A12, A19, A22, and A24. Unit Type B includes Units B11, B14, B15, B18, B20, B21, and B23.

(1) Unit Type A:

As shown on the Current Plat (Exhibit B, the main floor for Unit A & B (Sheet 2 of 3) includes a 96-square-foot patio designated Limited Common:

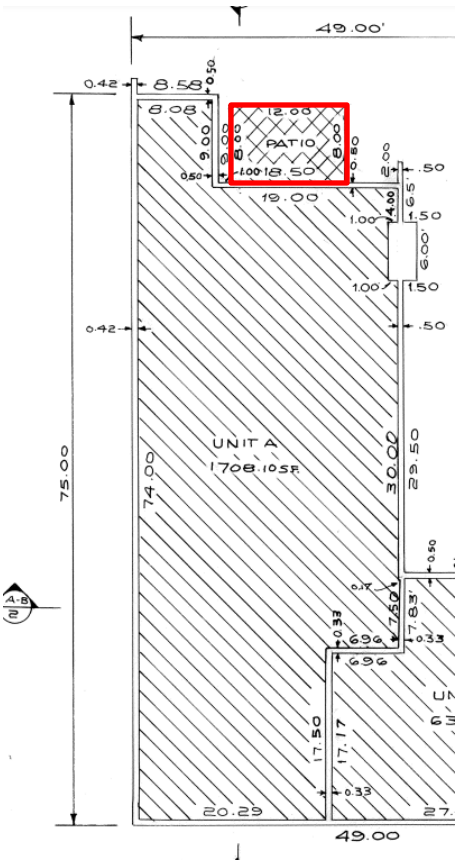


Figure 4: Main floor of Unit A, including patio outlined in red.

Although the Plat identifies this as the main floor for both Units A and B, only the patios for Unit A Types are impacted by this Plat Amendment. Over the years, patios constructed for Unit A Types have been larger than the 96-square-foot patio allowed by the Plat. The Applicant requests to convert the Common Area around the patio to create an approximately 171-square-foot Limited Common patio for the participating units:

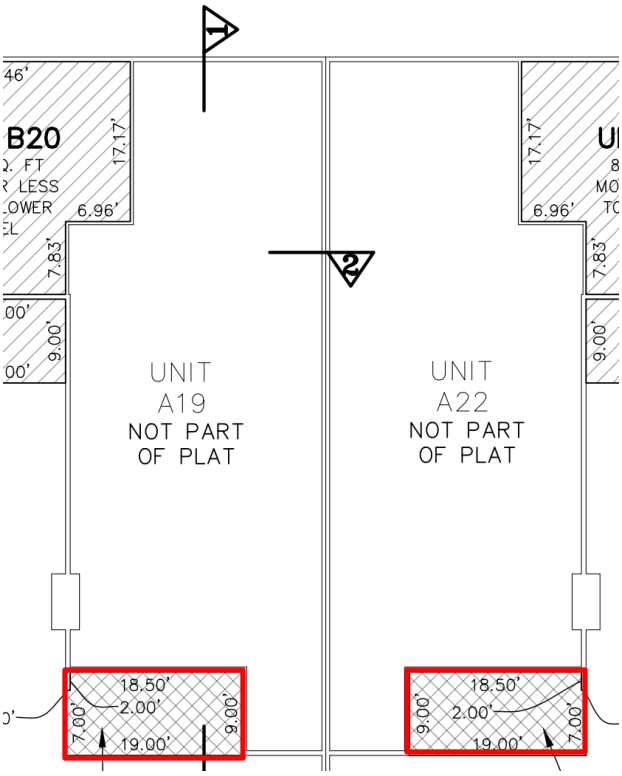


Figure 5: Units A19 and A22 and the proposed new Limited Common Area outlined in red.

(2) Unit Type B:

Unit B Types were constructed with a storage area platted as Private Ownership with a Common Area opening located under the upper-level deck:

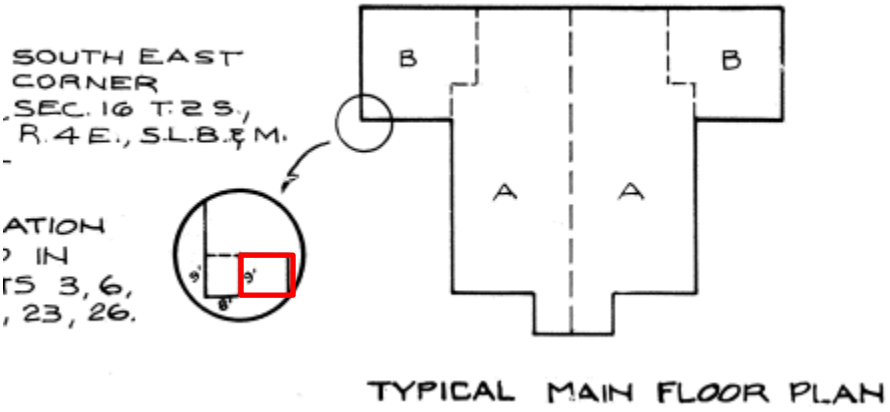


Figure 6: Image of ground floor of Units A & B showing the area where the common space is located.



Figure 7: Image submitted by Applicant of a Unit Type B. The area outlined in red is Common Area proposed to be converted to Private Ownership.

The Applicant proposes to convert the 117-square-feet of Common Area under the upper-level deck to Private Ownership.

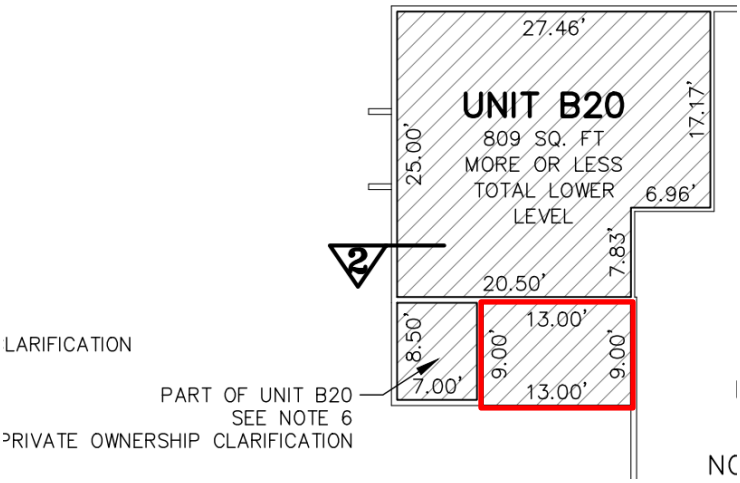


Figure 7: Proposed Plat showing the 117-square-foot Common Area proposed to be converted to Private Ownership.

Background

Queen Esther Village No. 1 is governed by the Queen Esther Village Master Planned Development (MPD), which was first approved as a Planned Unit Development (PUD) by the Planning Commission on May 13, 1981 (Exhibit G).

On September 25, 2024, the Applicant applied for a Plat Amendment. The Applicant provided proof of the required two-thirds vote by the Homeowners Association (HOA) at time of application (Exhibit F).

On December 16, 2024, Planning staff issued a complete application notice to the Applicant.

Analysis

(I) The proposal to amend the Queen Esther Village No. 1 Plat complies with the requirements of the Residential Development Zoning District outlined in Land Management Code Chapter 15-2.13.

LMC § 15-2.13-2(B)(2) establishes Multi-Unit Dwellings as Conditional Uses subject to an MPD. The Queen Esther Village MPD was approved on May 13, 1981.

LMC § 15-2.13-3(B) establishes a Front Setback of 20 feet. The unit closest to the Front Setback is Unit B23, over 43 feet from the Front Lot Line. LMC § 15-2.13-3(D) establishes a Rear Setback of 15 feet. The closest affected unit, A18, is over 59 feet from the Rear Lot Line. LMC § 15-2.13-3(F) establishes a Side Setback of 12 feet. The closest affected unit, B18, is over 15 feet from the western Side Lot Line.

LMC § 15-2.13-4 establishes a Building Height of 28 Feet from Existing Grade. As shown by the Boundary Survey (Exhibit C), none of the buildings affected by this Plat Amendment exceed the allowed Building Height.

(II) The proposal to amend the Queen Esther Village No. 1 Plat complies with the Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.

All affected units currently exceed 2,000 square feet of floor area. LMC § 15-3-6(B) establishes a parking requirement of two spaces for a Multi-Unit Dwelling 2,000 square feet or larger. Each unit has a two-car Garage and a driveway located outside the Setbacks. There are also seven parking spaces for community guests.

(III) The proposal to amend the Queen Esther Village No. 1 Plat complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.

Plat Amendments shall be reviewed according to LMC § 15-7.1-6, *Final Subdivision Plat* and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

(a) There is Good Cause for the proposed Plat Amendment.

The Planning Commission shall make a finding as to good cause prior to approving a Plat Amendment.[2] LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, 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 the Plat Amendment because:

- It corrects an existing non-conformity by reflecting as-built conditions for Unit Type A units
- It allows unused area to become usable for property owners of Unit Type B units without expanding the Building Footprint

(b) No Public Street, Right-of-Way, or easement is vacated or amended.

The proposed Plat Amendment does not vacate or amend any Public Street, Right-of-Way, or easement.

(IV) The Development Review Committee reviewed the proposal on November 5, 2024, and requires Conditions of Approval.[3]

The Summit County Surveyor requires recordation of amended Covenants, Conditions, & Restrictions (CC&Rs) to reflect the Plat Amendment concurrent with recordation of the amended plat (Condition of Approval 3).

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 March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The *Park Record* published courtesy notice on March 12, 2025.[4]

Public Input

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

---

[2] LMC § 15-7.1-6(C)

[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

Alternatives

The Planning Commission may:

- Approve the proposed Plat Amendment;
- Deny the proposed Plat Amendment and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Attachment 1: Draft Plat Amendment
Exhibit B: Current Plat
Exhibit C: Boundary Survey
Exhibit D: Applicant Narrative
Exhibit E: Panoramic and Aerial Photos
Exhibit F: Condominium Vote
Exhibit G: May 22, 1985, Planning Commission Minutes

Planning Department

March 26, 2025

Blayde McIntire

CC: Queen Esther Board of Trustees

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	2364, 2370, 2374, 2378, 2382, 2420, 2424, 2426, 2428, 2430, and 2434 Gilt Edge Circle
Zoning District:	Recreation Development
Application:	Condominium Plat Amendment
Project Number:	PL-24-06292
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 26, 2025
Project Summary:	The Applicant is Proposing to Convert 855 Square Feet of Common Ownership to Limited Common Ownership and 819 Square Feet of Common Ownership to Private Ownership in the Recreation Development Zoning District.

Action Taken

On March 26, 2025, the Planning Commission conducted a public hearing and approved the Queen Esther Village No. 1 Units 11, 12, 14, 15, 18, 19, 20, 21, 22, 23, and 24 Amended Condominium Plat Amendment according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. Queen Esther Village No. 1 is in the Residential Development (RD) Zoning District.
2. Queen Esther Village No. 1 is governed by the Queen Esther Village Master Planned Development (MPD), which was first approved as a Planned Unit Development (PUD) by the Planning Commission on May 13, 1981.

DRAFT

3. On September 25, 2024, the Applicant applied for a Plat Amendment. The Applicant provided proof of the required two-thirds vote by the Homeowners Association (HOA) at time of application.
4. On December 16, 2024, Planning Staff issued a complete application notice to the Applicant.
5. The proposed Plat Amendment consists of 11 Units within the Queen Esther Village No. 1 Condominium (Summit County Recorder Entry No. 182974).
6. The affected units consist of two types, A and B.
7. The Plat Amendment proposes changes to both unit types. Unit Type A includes Units A12, A19, A22, and A24. Unit Type B includes Units B11, B14, B15, B18, B20, B21, and B23.
8. Unit Type A:
    a. As shown on the Current Plat includes a 96-square-foot patio designated as Limited Common.
    b. Although the Plat identifies this as the main floor for both Units A and B, only the patios for Unit A Types are impacted by this Plat Amendment. Over the years, patios constructed for Unit A Types have been larger than what is allowed by the Plat.
    c. The Applicant requests to convert the Common Area around the patio to create an approximately 171-square-foot Limited Common patio for the participating units.
9. Unit Type B:
    a. Unit B Types were constructed with a storage area platted as Private Ownership with a Common Area opening located under the upper-level deck.
    b. The Applicant proposes to convert the 117-square-feet of Common Area under the upper-level deck to Private Ownership.
10. The proposal to amend the Queen Esther Village No. 1 Plat complies with the requirements of the Residential Development Zoning District outlined in Land Management Code (LMC) Chapter 15-2.13:
    a. LMC § 15-2.13-2(B)(2) establishes Multi-Unit Dwellings as Conditional Uses subject to an MPD. The Queen Esther Village MPD was approved on May 13, 1981.
    b. LMC § 15-2.13-3(B) establishes a Front Setback of 20 feet. The unit closest to the Front Setback is Unit B23, over 43 feet from the Front Lot Line.

DRAFT

c. LMC § 15-2.13-3(D) establishes a Rear Setback of 15 feet. The closest affected unit, A18, is over 59 feet from the Rear Lot Line.
d. LMC § 15-2.13-3(F) establishes a Side Setback of 12 feet. The closest affected unit, B18, is over 15 feet from the western Side Lot Line.
e. LMC § 15-2.13-4 establishes a Building Height of 28 Feet from Existing Grade. As shown by the Boundary Survey, none of the buildings affected by this Plat Amendment exceed the allowed Building Height.

11. The proposal to amend the Queen Esther Village No. 1 Plat complies with the Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.
    a. LMC § 15-3-6(B) establishes a parking requirement of two spaces for a Multi-Unit Dwelling 2,000 square feet or larger. Each unit has a two-car Garage and a driveway located outside the Setbacks. There are also seven parking spaces for community guests.
12. The proposal to amend the Queen Esther Village No. 1 Plat complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.
    a. Plat Amendments shall be reviewed according to LMC § 15-7.1-6, Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
    b. There is Good Cause for the proposed Plat Amendment:
        i. The Planning Commission shall make a finding as to good cause prior to approving a Plat Amendment. LMC § 15-15-1 defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, 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.”
        ii. Staff finds there is Good Cause for the Plat Amendment because:
            1. It corrects an existing non-conformity by reflecting as-built conditions for Unit Type A units.

DRAFT

2. It allows unused area to become usable for property owners of Unit Type B units without expanding the building envelope.

c. No Public Street, Right-of-Way, or easement is vacated or amended.

13. The Development Review Committee reviewed the proposal on November 5, 2024, and requires Conditions of Approval.
    a. The Summit County Surveyor requires recordation of amended Covenants, Conditions, & Restrictions (CC&Rs) to reflect the Plat Amendment concurrent with recordation of the amended plat (Condition of Approval 3).
14. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The Park Record published courtesy notice on March 12, 2025.

Conclusions of Law

1. There is Good Cause for this Condominium Plat Amendment because it corrects an existing non-conformity by reflecting as-built conditions for Unit Type A. Good Cause exists for Unit Type B because it allows for an unused area to become used by the property owner without expanding the building envelope.
2. The Plat Amendment is consistent with the Land Management Code, including Chapter 15-2.13 *Residential Development (RD) District*, Chapter 15-3, *Off-Street Parking Requirements*, and Chapter 15-7 *Subdivisions*.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City 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 years' time, this approval for the plat will be void, unless a request for

DRAFT

an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. The Applicant shall submit the "Eighth Amended and Restated Declaration of Condominium for Queen Esther Village Project 1, A Condominium Project" for review to the Planning Department. The "Eighth Amended and Restated Declaration of Condominium for Queen Esther Village Project 1, A Condominium Project" shall include:
    a. A statement of purpose for the Plat Amendment,
    b. A statement and date of the vote of two-thirds of Unit Owners in the affirmative to authorize the conversion of Common Area to Private Ownership Area,
    c. An exhibit describing the boundary of the condominium project,
    d. Parcel numbers for Units 1-26 of the Queen Esther condominiums,
    e. Updated ownership percentages.
4. Prior to any enclosure of Private Ownership Area, this amended plat must be recorded and a Building Permit must be submitted and issued by the Park City Building Department.

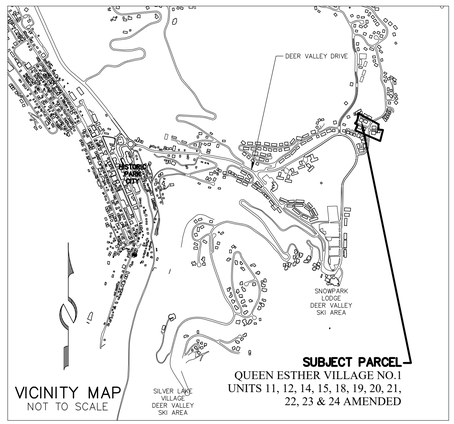
If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

Sarah Hall, Planning Commission Chair

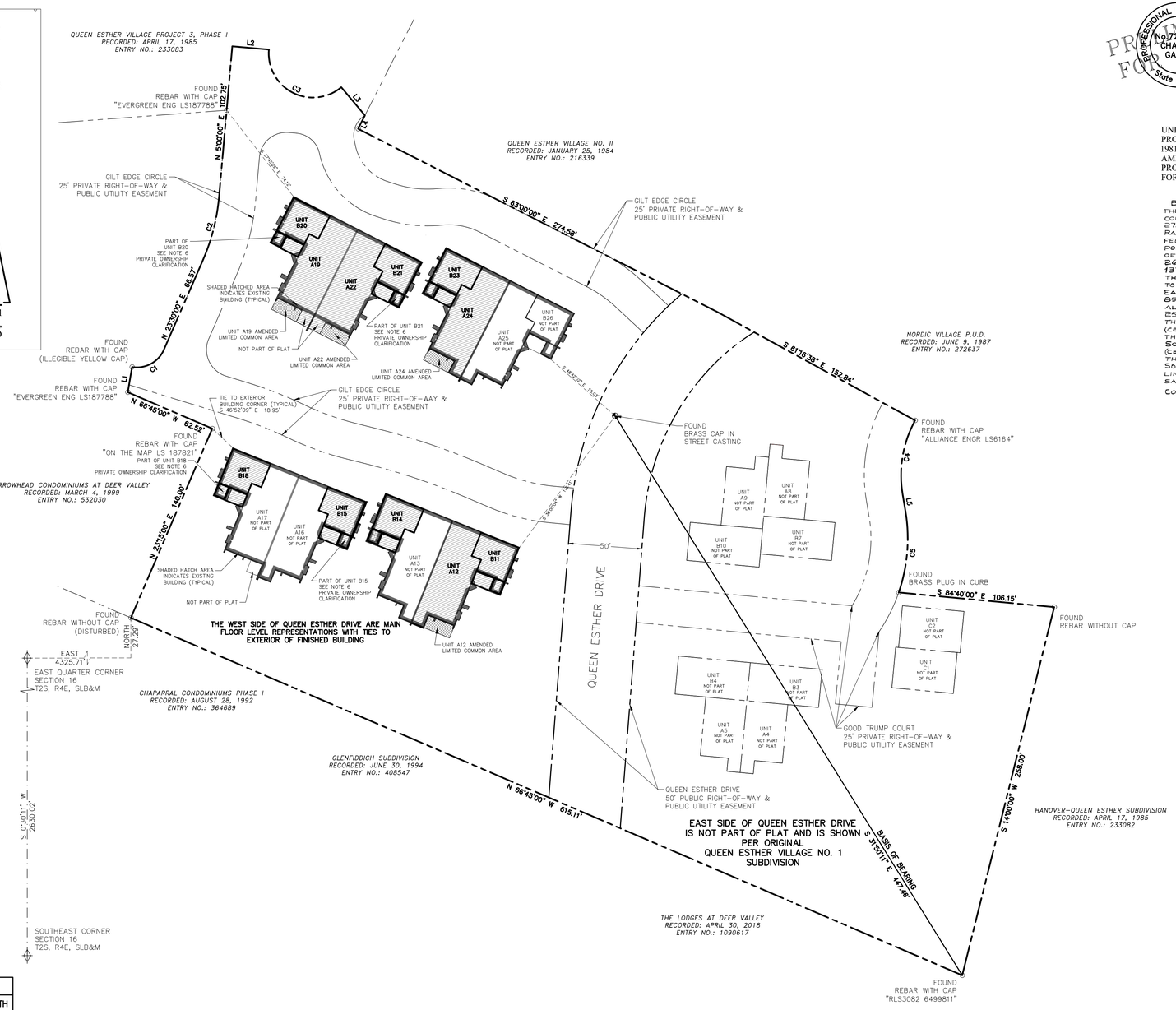
CC: Jaron Ehlers, Project Planner

DRAFT



NOTES

1. This plat amendment is subject to the Conditions of Approval in Ordinance _____.
2. The purpose of this plat is to amend the main level of Units 11, 14, 15, 18, 20, 21 & 23 in order to change the common space under decks to private space. In addition, Limited Common Ownership of Units 12, 19, 22 & 24 will be amended as shown hereon. The purpose of this plat is also to clarify the private ownership as noted in Note 6 below and indicated hereon.
3. See Record of Survey S-11801 performed by Allterra Utah, dated November 24, 2024 on file and of record in the Office of the Summit County Recorder.
4. Interior Unit dimensions as shown were derived utilizing a combination of the dimensions shown in the original Queen Esther Village No. 1 Subdivision plat and a field survey of the exterior finished building surface. All interior dimensions running to a wall between Units are to the interior surface of that wall. Unless otherwise shown, all other interior dimensions are to the interior surface of the wall concerned.
5. The walls, floors and ceilings are boundaries of a Unit, and all paneling, tiles, wallpaper, painting, finished flooring and any other materials constituting any portion of the finished surfaces thereof are part of the Unit. All other portions of the walls, floors and ceilings are part of the Common Ownership.
6. When the project was originally built, the developer built private storage spaces on the lower levels of certain units indicated hereon as "PRIVATE OWNERSHIP CLARIFICATION" that were not indicated on the original plat. Each of these areas has been part of the private ownership of the associated adjoining Unit, will continue to be part of the private ownership of the associated adjoining Unit and are shown to clarify the aforementioned ambiguity.



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 9°31'08" E	17.43'
L2	S 85°00'00" E	25.00'
L3	S 40°03'17" E	25.00'
L4	S 27°00'00" W	10.23'
L5	S 9°30'00" E	11.92'

ADDRESS TABLE	
UNIT NO.	ADDRESS
11	2370 GILT EDGE CIRCLE
14	2374 GILT EDGE CIRCLE
15	2378 GILT EDGE CIRCLE
18	2382 GILT EDGE CIRCLE
20	2434 GILT EDGE CIRCLE
21	2430 GILT EDGE CIRCLE
23	2426 GILT EDGE CIRCLE

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	20.00'	26.54'	76°01'53"	N 61°30'57" E	24.64'
C2	137.50'	44.40'	18°30'05"	N 14°14'58" E	44.21'
C3	30.00'	70.71'	135°02'03"	S 62°31'16" E	55.45'
C4	77.50'	51.70'	38°13'19"	S 9°36'39" W	50.75'
C5	112.50'	55.96'	28°30'01"	S 4°45'00" W	55.38'

UNIT AREA TABLE			
UNIT NO.	MAIN LEVEL AREA	UPPER LEVEL AREA	TOTAL UNIT AREA
11	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.
14	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.
15	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.
18	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.
20	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.
21	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.
23	809 SQ. FT.	1303 SQ. FT.	2112 SQ. FT.

PROFESSIONAL LAND SURVEYING AND CONSULTING
ALLTERRA UTAH, LLC
435-640-4200
463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

QUEEN ESTHER VILLAGE NO. 1
UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED

LOCATED IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PROFESSIONAL LAND SURVEYOR No.7248891 CHARLES GALATI State of Utah
PRELIMINARY FOR REVIEW

SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold license number 7248891 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 hereon, hereafter to be known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

LEGAL DESCRIPTION

UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24, CONTAINED WITHIN THE QUEEN ESTHER VILLAGE NO.1, A UTAH CONDOMINIUM PROJECT, AS THE SAME IS IDENTIFIED IN THE RECORD OF SURVEY MAP RECORDED IN SUMMIT COUNTY, UTAH ON AUGUST 26, 1981 AS ENTRY NO. 182974, AND IN THE DECLARATION OF CONDOMINIUM FOR QUEEN ESTHER VILLAGE PROJECT NO. 1, (AND AS AMENDED) RECORDED IN SUMMIT COUNTY, UTAH. TOGETHER WITH THE UNDIVIDED INTEREST IN SAID CONDOMINIUM PROJECT'S COMMON AREAS AND FACILITIES, AS IS SPECIFIED, AND MAY BE AMENDED, IN THE DECLARATION OF CONDOMINIUM FOR QUEEN ESTHER VILLAGE PROJECT NO. 1, RECORDED IN SUMMIT COUNTY, UTAH.

BEGINNING AT A POINT WHICH IS SOUTH 66° 45' 00" EAST 184.00 FEET FROM CORNER NUMBER 2 OF THE QUEEN ESTHER NUMBER 10 MINING SURVEY 6979, SAID CORNER ALSO BEING THE MOST SOUTHEASTERLY CORNER OF LOT 9, SOLAMERE SUBDIVISION NUMBER 1, AND MORE SPECIFICALLY DESCRIBED AS BEING NORTH 27.29 FEET AND EAST 4325.71 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 23° 15' 00" EAST 140.00 FEET; THENCE NORTH 66° 45' 00" WEST 62.52 FEET; THENCE NORTH 9° 31' 08" EAST 17.43 FEET TO A POINT ON A 20.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 9° 31' 08" EAST 20.00 FEET OF WHICH THE CENTRAL ANGLE IS 76° 01' 08"); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 26.54 FEET TO A POINT OF TANGENCY; THENCE NORTH 23° 30' 00" EAST 66.57 FEET TO A POINT ON A 137.50 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 66° 30' 00" WEST 137.50 FEET OF WHICH THE CENTRAL ANGLE IS 18° 30' 00"); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 49.40 FEET TO A POINT OF TANGENCY; THENCE NORTH 5° 00' 00" EAST 102.75 FEET; THENCE SOUTH 85° 00' 00" EAST 25.00 FEET TO A POINT ON A 30.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS SOUTH 85° 00' 00" EAST 30.00 FEET OF WHICH THE CENTRAL ANGLE IS 135° 03' 17"); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 70.71 FEET; THENCE SOUTH 40° 03' 17" EAST 25.00 FEET; THENCE SOUTH 27° 00' 00" WEST 10.23 FEET; THENCE SOUTH 63° 00' 00" EAST 274.58 FEET; THENCE SOUTH 61° 16' 38" EAST 152.845 FEET TO A POINT ON A 77.50 FOOT RADIUS CURVE TO THE LEFT; (CENTER BEARS SOUTH 61° 16' 38" EAST 77.50 FEET OF WHICH THE CENTRAL ANGLE IS 38° 13' 22"); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 51.70 FEET TO A POINT OF TANGENCY; THENCE SOUTH 9° 30' 00" EAST 11.92 FEET TO A POINT ON A 112.50 FOOT RADIUS CURVE TO THE RIGHT; (CENTER BEARS SOUTH 80° 30' 00" WEST 112.50 FEET OF WHICH THE CENTRAL ANGLE IS 28° 30' 01"); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 55.96 FEET TO A POINT OF TANGENCY; THENCE SOUTH 84° 40' 00" EAST 106.15 FEET; THENCE SOUTH 14° 00' 00" WEST 258.00 FEET TO THE SOUTHERLY LINE OF THE QUEEN ESTHER NO.10 MINING SURVEY NO. 6979; THENCE NORTH 66° 45' 00" WEST ALONG SAID SOUTHERLY LINE 615.105 FEET TO THE POINT OF BEGINNING.

CONTAINS 4.7714 ACRES.

HOMEOWNER'S ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the _____ of the _____ of the above described tract of land, and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 202___

By: _____
_____, its _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20 ___, _____ 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 signing as _____ of the _____

_____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

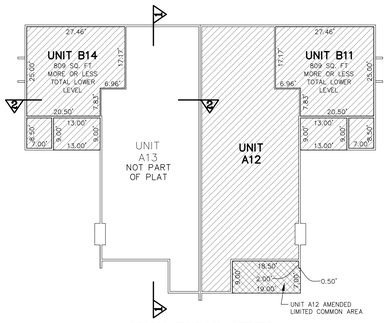
Commission No._____

LEGEND
- Found Monument (As-Noted)
- Found Street Monument (As-Noted)
- Section Corner
- PRIVATE OWNERSHIP
- LIMITED COMMON OWNERSHIP
- COMMON OWNERSHIP

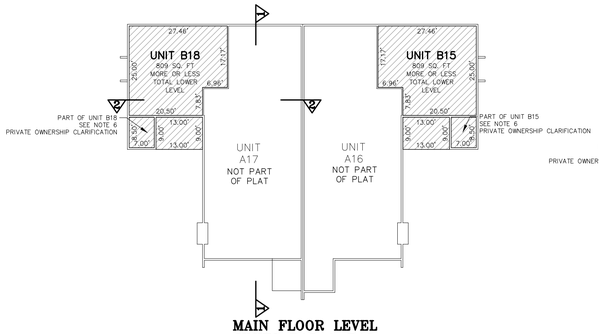
40' 0 40' 80'
1" = 40' – (24"x36")

3/20/25 SHEET 1 OF 3

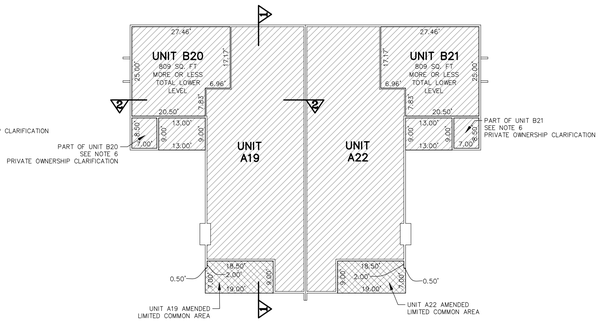
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS___DAY OF _____, 20__	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION 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 PLAT WAS APPROVED BY THE PARK CITY COUNCIL THIS ___ DAY OF _____, 20__	APPROVED ON THIS___DAY OF _____, 20__	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY_____ SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	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. _____



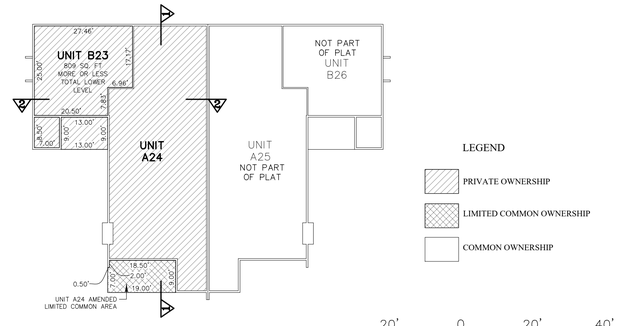
MAIN FLOOR LEVEL
UNITS B11 & B14
AND
LIMITED COMMON
OWNERSHIP UNIT
A12



MAIN FLOOR LEVEL
UNITS B15 & B18



MAIN FLOOR LEVEL
UNIT B20 & B21
AND
LIMITED COMMON
OWNERSHIP UNITS
A19 & A22



MAIN FLOOR LEVEL
UNIT B23
AND
LIMITED COMMON
OWNERSHIP UNIT
A24

OWNER UNIT 11 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 11 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20__, _____ 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 _____ is signing _____.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

OWNER UNIT 15 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 15 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20__, _____ 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 _____ is signing _____.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

OWNER UNIT 20 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 20 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20__, _____ 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 _____ is signing _____.

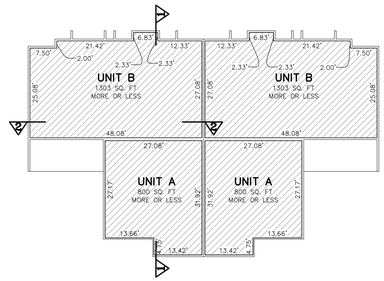
Notary Public

Printed Name

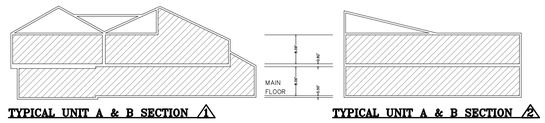
Residing in: _____

My commission expires: _____

Commission No. _____



TYPICAL UPPER
FLOOR LEVEL



TYPICAL UNIT A & B SECTION 1

TYPICAL UNIT A & B SECTION 2

OWNER UNIT 14 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 14 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20__, _____ 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 _____ is signing _____.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

OWNER UNIT 18 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 18 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20__, _____ 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 _____ is signing _____.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

OWNER UNIT 21 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 21 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 20__, _____ 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 _____ is signing _____.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

OWNER UNIT 23 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 23 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 202__.

By: _____

ACKNOWLEDGEMENT

STATE OF UTAH)
:ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 202__, _____ 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 _____ is signing _____.

Notary Public

Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

QUEEN ESTHER VILLAGE NO. 1
UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED

LOCATED IN THE NORTH EAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PROFESSIONAL LAND SURVEYING AND CONSULTING
ALLTERRA UTAH, LLC
435-640-4200
463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

3/20/25 SHEET 2 OF 3

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
____ _____
FEE RECORDER
TIME _____ DATE _____ ENTRY NO. _____

OWNER UNIT 12 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 12 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

_____

By: _____

_____

ACKNOWLEDGEMENT

STATE OF UTAH)

:ss.

COUNTY OF SUMMIT)

On this _____ day of _____, 20__,_____ 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 _____ is signing _____.

_____

Notary Public

_____

Printed Name

Residing in: _____

My commission expires:_____

Commission No._____

OWNER UNIT 19 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 19 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

_____

By: _____

_____

ACKNOWLEDGEMENT

STATE OF UTAH)

:ss.

COUNTY OF SUMMIT)

On this _____ day of _____, 20__,_____ 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 _____ is signing _____.

_____

Notary Public

_____

Printed Name

Residing in: _____

My commission expires:_____

Commission No._____

OWNER UNIT 22 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 22 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

_____

By: _____

_____

ACKNOWLEDGEMENT

STATE OF UTAH)

:ss.

COUNTY OF SUMMIT)

On this _____ day of _____, 20__,_____ 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 _____ is signing _____.

_____

Notary Public

_____

Printed Name

Residing in: _____

My commission expires:_____

Commission No._____

OWNER UNIT 24 CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of UNIT 24 of the QUEEN ESTHER VILLAGE NO. 1 CONDOMINIUM PROJECT and hereby causes the same to be amended as set forth to be hereafter known as QUEEN ESTHER VILLAGE NO.1 UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED.

In witness whereof, the undersigned set his hand this _____ day of _____, 20__.

_____

By: _____

_____

ACKNOWLEDGEMENT

STATE OF UTAH)

:ss.

COUNTY OF SUMMIT)

On this _____ day of _____, 20__,_____ 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 _____ is signing _____.

_____

Notary Public

_____

Printed Name

Residing in: _____

My commission expires:_____

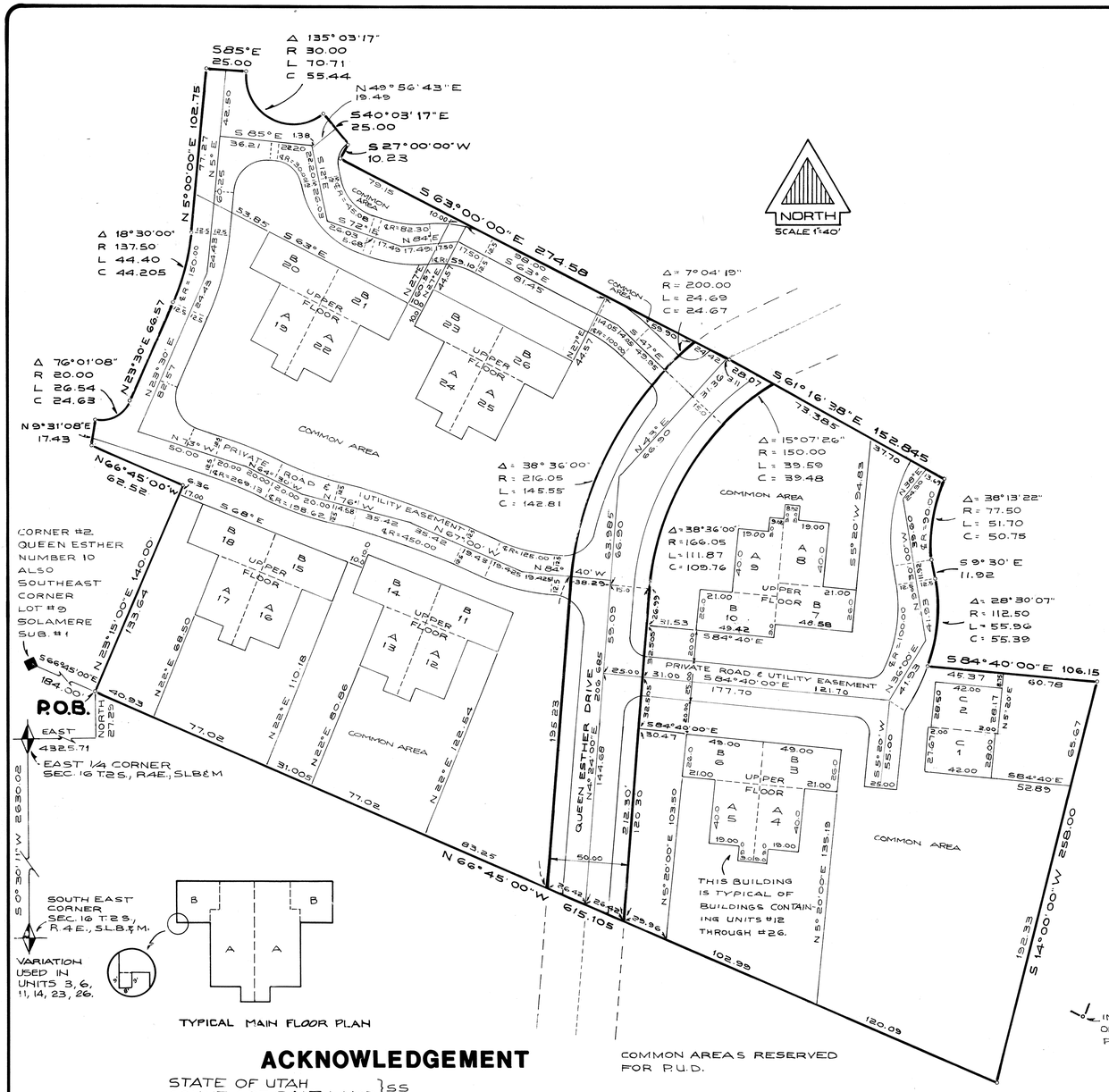
Commission No._____

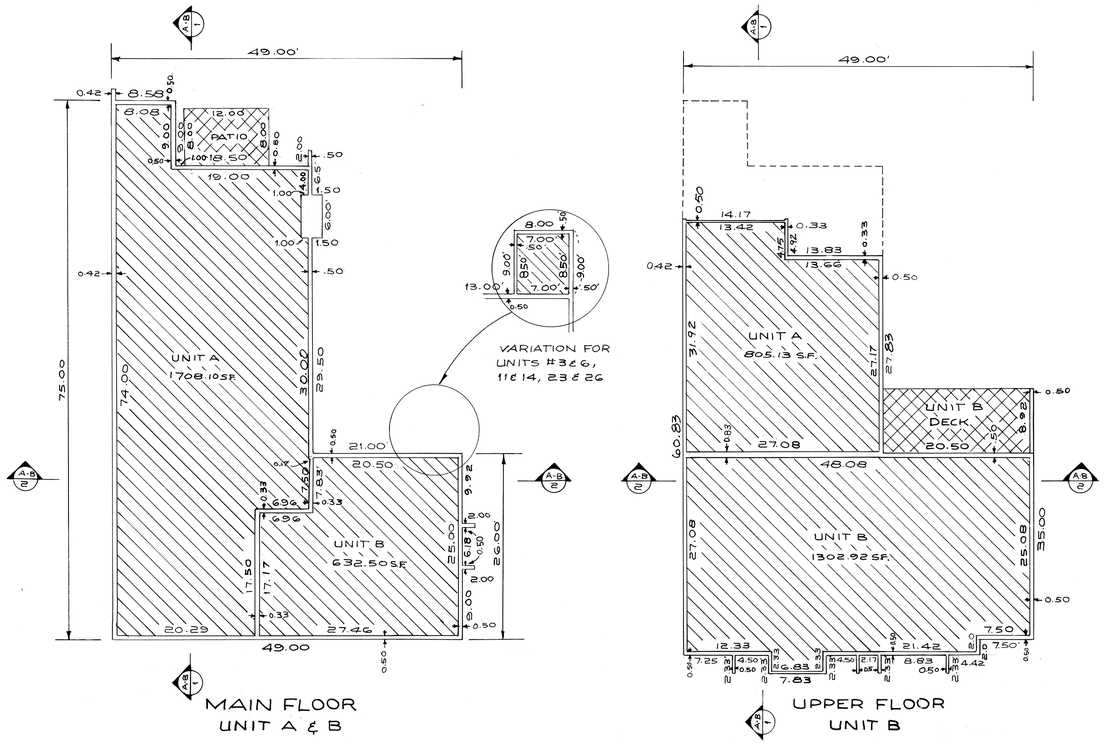
QUEEN ESTHER VILLAGE NO. 1
UNITS 11, 12, 14, 15, 18, 19, 20, 21, 22, 23 & 24 AMENDED

LOCATED IN THE NORTH EAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PROFESSIONAL LAND SURVEYING AND CONSULTING
ALLTERRA UTAH, LLC
435-640-4200
463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
____ _____
FEE RECORDER
TIME _____ DATE _____ ENTRY NO. _____


Δ 135°03'17"
R 30.00
L 70.71
C 55.44
S85°E
25.00
N49°56'43"E
19.49
S40°03'17"E
25.00
S 27°00'00"W
10.23
S 63°00'00"E 274.58
N 5°00'00"E 102.75
Δ 18°30'00"
R 137.50
L 44.40
C 44.205
Δ 76°01'08"
R 20.00
L 26.54
C 24.63
N 9°31'08"E
17.43
N23°30'E 66.57
N66°45'00"W
62.52
CORNER #2.
QUEEN ESTHER
NUMBER 10
ALSO
SOUTHEAST
CORNER
LOT #9
SOLAMERE
SUB. #1
N23°15'00"E 140.00
133.64
S66°25'00"E
184.00
P.O.B.
EAST
432.5.71
NORTH
27.29
EAST 1/4 CORNER
SEC. 16 T.2S., R.4E., SL B&M
S0°30'00"W 2630.02
SOUTH EAST
CORNER
SEC. 16 T.2S.,
R.4E., SL.B.&M.
VARIATION
USED IN
UNITS 3, 6,
11, 14, 23, 26.
B
A
TYPICAL MAIN FLOOR PLAN
NORTH
SCALE 1"=40'
COMMON AREA
PRIVATE ROAD & UTILITY EASEMENT
UPPER FLOOR
Δ = 38° 36' 00"
R = 216.05
L = 145.55
C = 142.81
Δ = 7° 04' 19"
R = 200.00
L = 24.69
C = 24.67
Δ = 15° 07' 26"
R = 150.00
L = 39.59
C = 39.48
Δ = 38° 36' 00"
R = 166.05
L = 111.87
C = 105.76
Δ = 38° 13' 22"
R = 77.50
L = 51.70
C = 50.75
S 9° 30' E
11.92
Δ = 28° 30' 07"
R = 112.50
L = 55.96
C = 55.39
S 84° 40' 00" E 106.15
S61°16'38"E 152.845
QUEEN ESTHER DRIVE
N 84° 40' 00" W 144.68
S 84° 40' 00" E 177.70
S 84° 40' 00" E 130.47
S 84° 40' 00" E 52.89
S 14° 00' 00" W 258.00
N 66° 45' 00" W 615.105
S 66° 45' 00" E 184.00
THIS BUILDING IS TYPICAL OF BUILDINGS CONTAINING UNITS 9 12 THROUGH #26.
195.23
77.02
83.25
102.99
120.09
192.33
65.67
60.78
45.37
52.85
121.70
117.50
55.00
212.30
120.30
50.00
31.005
20.93
63.885
66.50
55.05
38.25
31.70
34.83
49.42
48.58
81.53
79.15
53.85
53.10
65.30
68.50
68.50
68.50



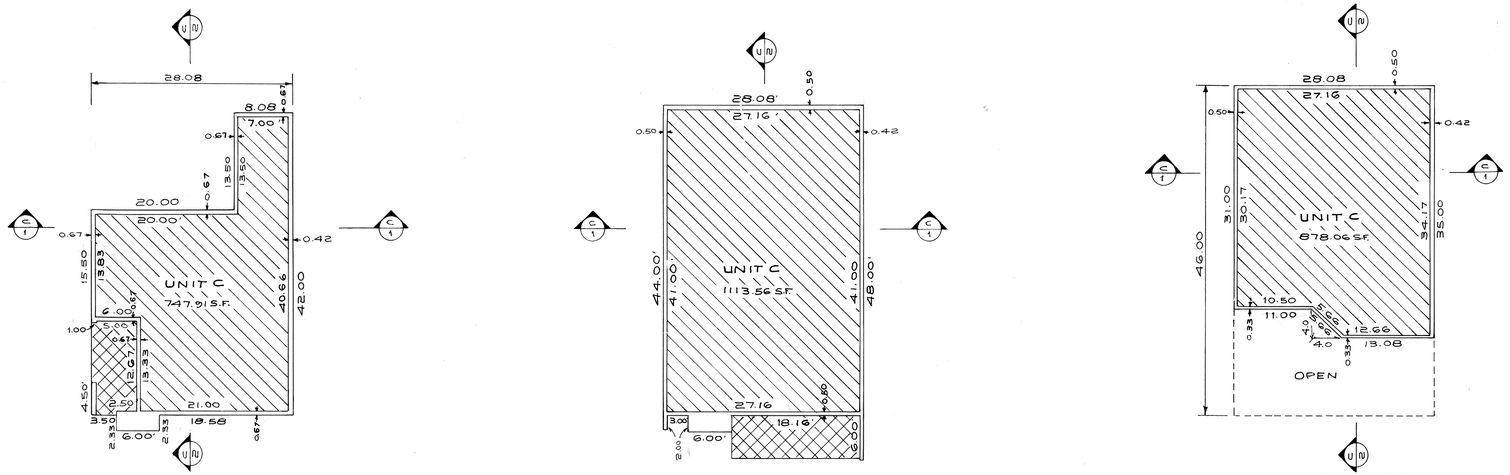
MAIN FLOOR
UNIT A & B

UPPER FLOOR
UNIT B

I JAMES G. WEST, DO HEREBY CERTIFY THAT THE BUILDING SPECIFICATIONS OF QUEEN ESTHER VILLAGE No. 1, A UTAH CONDOMINIUM PROJECT ARE AND WILL BE AS SHOWN ON THIS PLAT.

August 10, 1981
DATE

James G. West
JAMES G. WEST
REGISTERED UTAH LAND SURVEYOR
LICENCE No. 3082



GROUND LEVEL
UNIT C
747.91 S.F.

MAIN FLOOR
UNIT C
1113.56 S.F.

UPPER FLOOR
UNIT C
878.06 S.F.

PRIVATE OWNERSHIP
LIMITED COMMON OWNERSHIP
COMMON OWNERSHIP

SHEET 2 OF 3

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS 13th DAY OF August A.D. 1981, AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

M R Olson
CITY CLERK

John C. Green
MAYOR

CITY ENGINEER

APPROVED AND ACCEPTED BY THE PARK CITY CITY ENGINEERING DEPARTMENT ON THIS 12 DAY OF August A.D. 1981.

Max D. Williams
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE Park CITY PLANNINING COMMISSION ON THIS 12th DAY OF August A.D. 1981

H. Gregory Lawson
CHAIRMAN

APPROVAL AS TO FORM

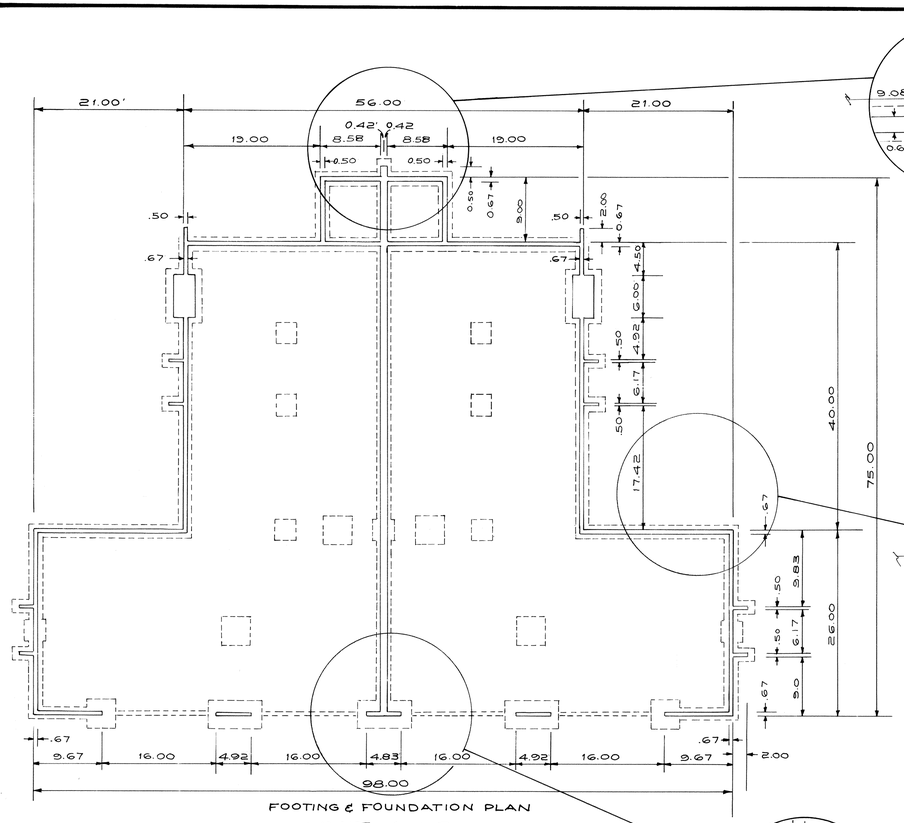
APPROVED AS TO FORM ON THIS 13 DAY OF AUGUST A.D. 1981.

Michael H. McG
CITY ATTORNEY

RECORDED

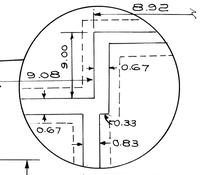
No 182974 date: 8-26-81 at: 1:30
STATE OF Utah.
COUNTY OF Summit.
RECORDED AND FILED AT THE REQUEST OF:
Park City Municipal Corporation
$ 43.00 FEES
Wanda H. Springs
COUNTY RECORDER

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

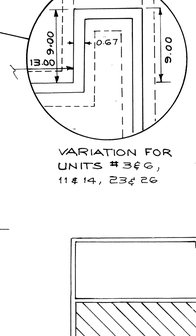


FOOTING & FOUNDATION PLAN

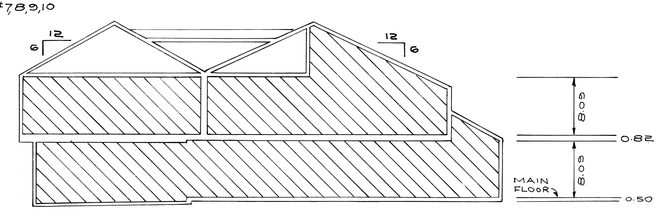
UNIT A & B



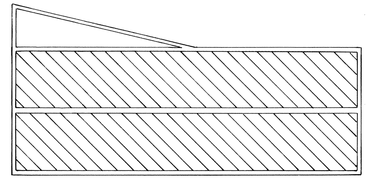
9' SETBACK
UNITS #7,8,9,10



VARIATION FOR
UNITS #3 & 6,
11 & 14, 23 & 26



UNIT A & B SECTION 1

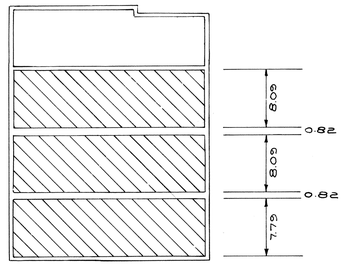


UNIT A & B SECTION 2

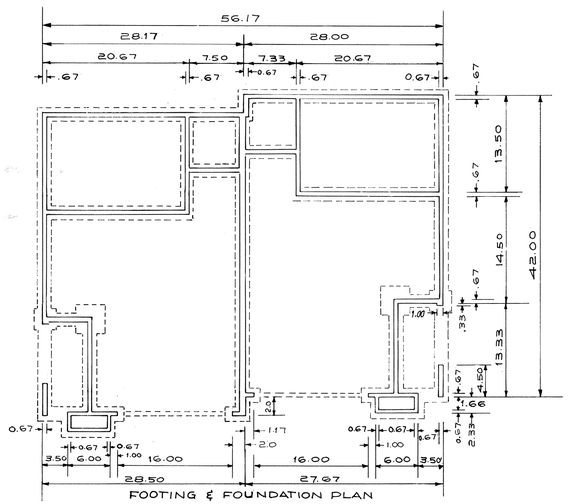
I, JAMES G. WEST, DO HEREBY CERTIFY THAT THE BUILDING SPECIFICATIONS OF QUEEN ESTHER VILLAGE NO. 1, A UTAH CONDOMINIUM PROJECT ARE AND WILL BE AS SHOWN ON THIS PLAT.

Aug 10, 1981
DATE

James G. West
JAMES G. WEST
REGISTERED UTAH LAND SURVEYOR
LICENCE NO. 3082

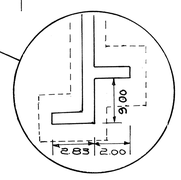


UNIT C SECTION 1

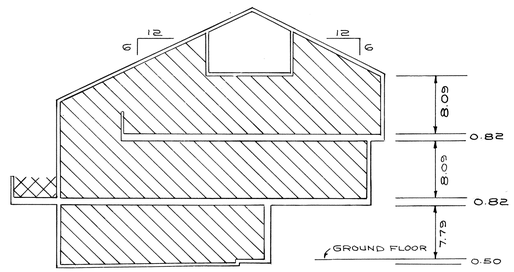


FOOTING & FOUNDATION PLAN

UNIT C



9' SETBACK
UNITS #7,8,9,10



UNIT C SECTION 2

CONDOMINIUM UNIT NUMBER	UNIT TYPE	FINISHED ELEVATION			
		GARAGE	1ST. FLOOR	2ND. FLOOR	3RD. FLOOR
1	C	7129.70	7130.20	7138.81	7148.02
2	C	7129.70	7130.20	7138.81	7148.02
3	B	7125.50	7126.00	7134.91	N/A
4	A	7125.50	7126.00	7134.91	"
5	A	7122.50	7123.00	7131.91	"
6	B	7122.50	7123.00	7131.91	"
7	B	7126.50	7127.00	7135.91	"
8	A	7126.50	7127.00	7135.91	"
9	A	7123.10	7123.60	7132.51	"
10	B	7123.10	7123.60	7132.51	"
11	B	7119.90	7120.40	7129.31	"
12	A	7119.90	7120.40	7129.31	"
13	A	7119.90	7120.40	7129.31	"
14	B	7119.90	7120.40	7129.31	"
15	B	7119.30	7119.80	7128.71	"
16	A	7119.30	7119.80	7128.71	"
17	A	7119.30	7116.80	7128.71	"
18	B	7119.30	7119.80	7128.71	"
19	A	7120.00	7120.50	7129.41	"
20	B	7120.00	7120.50	7129.41	"
21	B	7120.00	7120.50	7129.41	"
22	A	7120.00	7120.50	7129.41	"
23	B	7120.70	7121.20	7130.11	"
24	A	7120.70	7121.20	7130.11	"
25	A	7120.70	7121.20	7130.11	"
26	B	7120.70	7121.20	7130.11	"

PRIVATE OWNERSHIP

LIMITED COMMON OWNERSHIP

COMMON OWNERSHIP

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS 13th DAY OF August A.D. 19 81. AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

M K Olsen
CITY CLERK

John C. Green
MAYOR

CITY ENGINEER

APPROVED AND ACCEPTED BY THE Park City CITY ENGINEERING DEPARTMENT ON THIS 12 DAY OF August A.D. 19 81.

Max E. Williams
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE Park CITY PLANNINING COMMISSION ON THIS 12th DAY OF August A.D. 1981

H. Gregory Lawson
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 13 DAY OF AUG A.D. 1981.

Michael A. McGee
CITY ATTORNEY

RECORDED

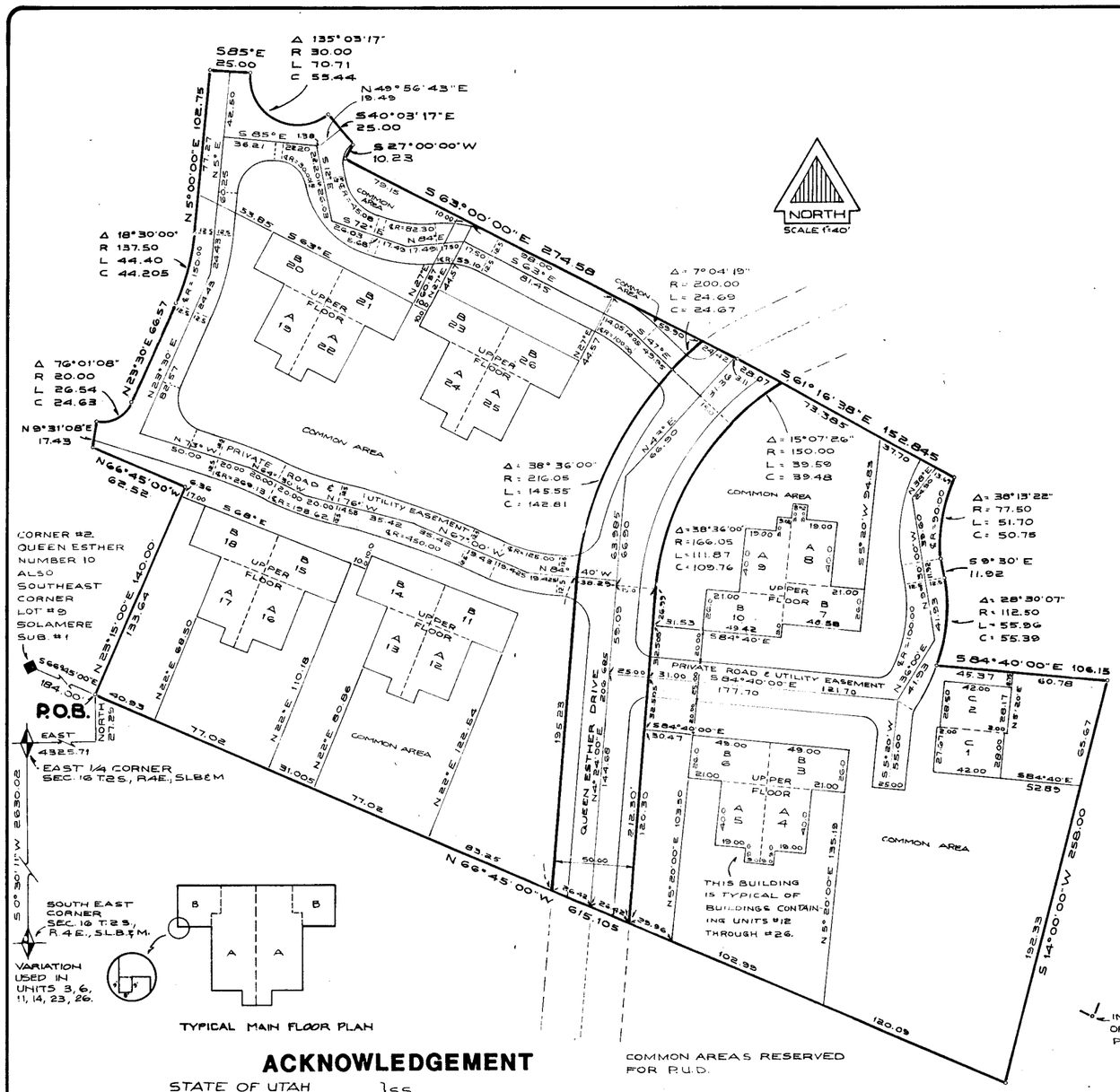
No 182974 date: 8-26-81 at: 1:30
STATE OF Utah.
COUNTY OF Summit.
RECORDED AND FILED AT THE REQUEST OF:
Park City Municipal Corporation
$ 13.00
FEES

Wanda Y. Spriggs
COUNTY RECORDER

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

SERIAL # QEC-UNIT#

See Plat # 1107926
Queen Esther Village
No. 1 Unit 6 Amended
(2019)



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 BELOW AND SUBDIVIDED SAID TRACT OF LAND INTO BUILDINGS AND STREETS, HEREAFTER TO BE KNOWN AS QUEEN ESTHER VILLAGE NO. 1, AND THAT SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

August 10, 1981
DATE

James G. West
JAMES G. WEST
REGISTERED LAND SURVEYOR
No. 3082, UTAH

BOUNDARY DESCRIPTION

BEGINNING AT A POINT WHICH IS SOUTH 66° 45' 00" EAST 184.00 FEET FROM CORNER NUMBER 2 OF THE QUEEN ESTHER NUMBER 10 MINING SURVEY 6979, SAID CORNER ALSO BEING THE MOST SOUTHEASTERLY CORNER OF LOT 9, SOLAMERE SUBDIVISION NUMBER 1, AND MORE SPECIFICALLY DESCRIBED AS BEING NORTH 27.29 FEET AND EAST 4325.71 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 23° 15' 00" EAST 140.00 FEET; THENCE NORTH 66° 45' 00" WEST 62.52 FEET; THENCE NORTH 9° 31' 08" EAST 17.43 FEET TO A POINT ON A 20.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 9° 31' 08" EAST 20.00 FEET OF WHICH THE CENTRAL ANGLE IS 76° 01' 08"); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 26.54 FEET TO A POINT OF TANGENCY; THENCE NORTH 23° 30' 00" EAST 66.57 FEET TO A POINT ON A 137.50 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 66° 30' 00" WEST 137.50 FEET OF WHICH THE CENTRAL ANGLE IS 18° 30' 00"); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 44.40 FEET TO A POINT OF TANGENCY; THENCE NORTH 5° 00' 00" EAST 102.75 FEET; THENCE SOUTH 85° 00' 00" EAST 25.00 FEET TO A POINT ON A 30.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS SOUTH 85° 00' 00" EAST 30.00 FEET OF WHICH THE CENTRAL ANGLE IS 135° 03' 17"); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 70.71 FEET THENCE SOUTH 40° 03' 17" EAST 25.00 FEET; THENCE SOUTH 27° 00' 00" WEST 10.23 FEET; THENCE SOUTH 63° 00' 00" EAST 274.58 FEET; THENCE SOUTH 61° 16' 38" EAST 152.845 FEET TO A POINT ON A 77.50 FOOT RADIUS CURVE TO THE LEFT, (CENTER BEARS SOUTH 61° 16' 38" EAST 77.50 FEET OF WHICH THE CENTRAL ANGLE IS 38° 13' 22"); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 51.70 FEET TO A POINT OF TANGENCY; THENCE SOUTH 9° 30' 00" EAST 11.92 FEET TO A POINT ON A 112.50 FOOT RADIUS CURVE TO THE RIGHT, (CENTER BEARS SOUTH 80° 30' 00" WEST 112.50 FEET OF WHICH THE CENTRAL ANGLE IS 28° 30' 07"); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 55.96 FEET TO A POINT OF TANGENCY; THENCE SOUTH 84° 40' 00" EAST 106.15 FEET; THENCE SOUTH 14° 00' 00" WEST 258.00 FEET TO THE SOUTHERLY LINE OF THE QUEEN ESTHER NO. 10 MINING SURVEY NO. 6979; THENCE NORTH 66° 45' 00" WEST ALONG SAID SOUTHERLY LINE 615.105 FEET TO THE POINT OF BEGINNING.

CONTAINS 4.7714 ACRES.

OWNER'S CERTIFICATE AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENT THAT UTAH TITLE & ABSTRACT CO., A UTAH CORPORATION, BY AND THROUGH ITS VICE PRESIDENT, ALFRED J. NEWMAN; THE OWNER OF THE TRACT OF LAND DESCRIBED HEREIN AS QUEEN ESTHER VILLAGE No. 1, A UTAH CONDOMINIUM PROJECT LOCATED ON THE ABOVE DESCRIBED LAND, DOES HEREBY MAKE THIS CERTIFICATE THAT THE OWNER HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY MAP CONSISTING OF 3 SHEETS TO BE PREPARED. THE OWNER HEREBY CONSENTS TO THE RECORDATION OF THIS RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT AND SUBMITS THE DESCRIBED PROPERTY TO THE UTAH CONDOMINIUM OWNERSHIP ACT. THE OWNER ALSO DEDICATES TO THE PUBLIC FOR THEIR USE, QUEEN ESTHER DRIVE AND THE PUBLIC UTILITY EASEMENTS AS SHOWN.

IN WITNESS WHEREOF, HE HAS SET HIS HAND THIS 11 DAY OF Aug. 1981.

BY Alfred J. Newman
ALFRED J. NEWMAN, VICE PRESIDENT
UTAH TITLE & ABSTRACT CO.

ACKNOWLEDGEMENT

STATE OF UTAH } SS
COUNTY OF SALT LAKE }

ON THIS 11th DAY OF AUG. A.D. 1981 PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC ALFRED J. NEWMAN WHO AFTER BEING DULY SWORN ACKNOWLEDGED TO ME THAT HE IS THE VICE PRESIDENT OF UTAH TITLE & ABSTRACT CO., A UTAH CORPORATION, THAT HE SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES MENTIONED AND SAID CORPORATION EXECUTED THE SAME.

MY COMMISSION EXPIRES 6/5/82

RESIDING IN SALT LAKE COUNTY, UTAH

Leatechan
NOTARY PUBLIC

COMMON AREAS RESERVED FOR P.U.D.

NOTES
1. ALL DIMENSIONS FROM BUILDINGS TO PROPERTY LINES ARE PERPENDICULAR TO PROPERTY LINES, IF NOT OTHERWISE QUALIFIED.
2. SHEET 2 SHOWS THE OUTSIDE WALLS OF THE UNITS
3. BUILDING LOCATIONS ARE FROM PROPERTY LINES TO OUTSIDE WALLS.
4. ———— DENOTES BOUNDARY OF PROJECT No. 1
5. ———— DENOTES UNIT BOUNDARIES.
6. DIMENSIONS TAKE PREFERENCE OVER SCALE
7. NUMBERS 1 THROUGH 26 ARE UNIT NUMBERS
8. PARTY WALL DIMENSIONS ARE TO THE MIDDLE OF THE WALL.
9. THE ABOVE NOTES APPLY TO ALL SHEETS.

ALL COMMON AREAS ARE HEREBY DEDICATED AS PUBLIC UTILITY EASEMENTS.

QUEEN ESTHER VILLAGE

NO. 1

LOCATED IN THE N.E. 1/4 OF SEC. 15, T.2S., R.4E., S.L.B.&M.

A UTAH CONDOMINIUM PROJECT

SHEET 1 OF 3

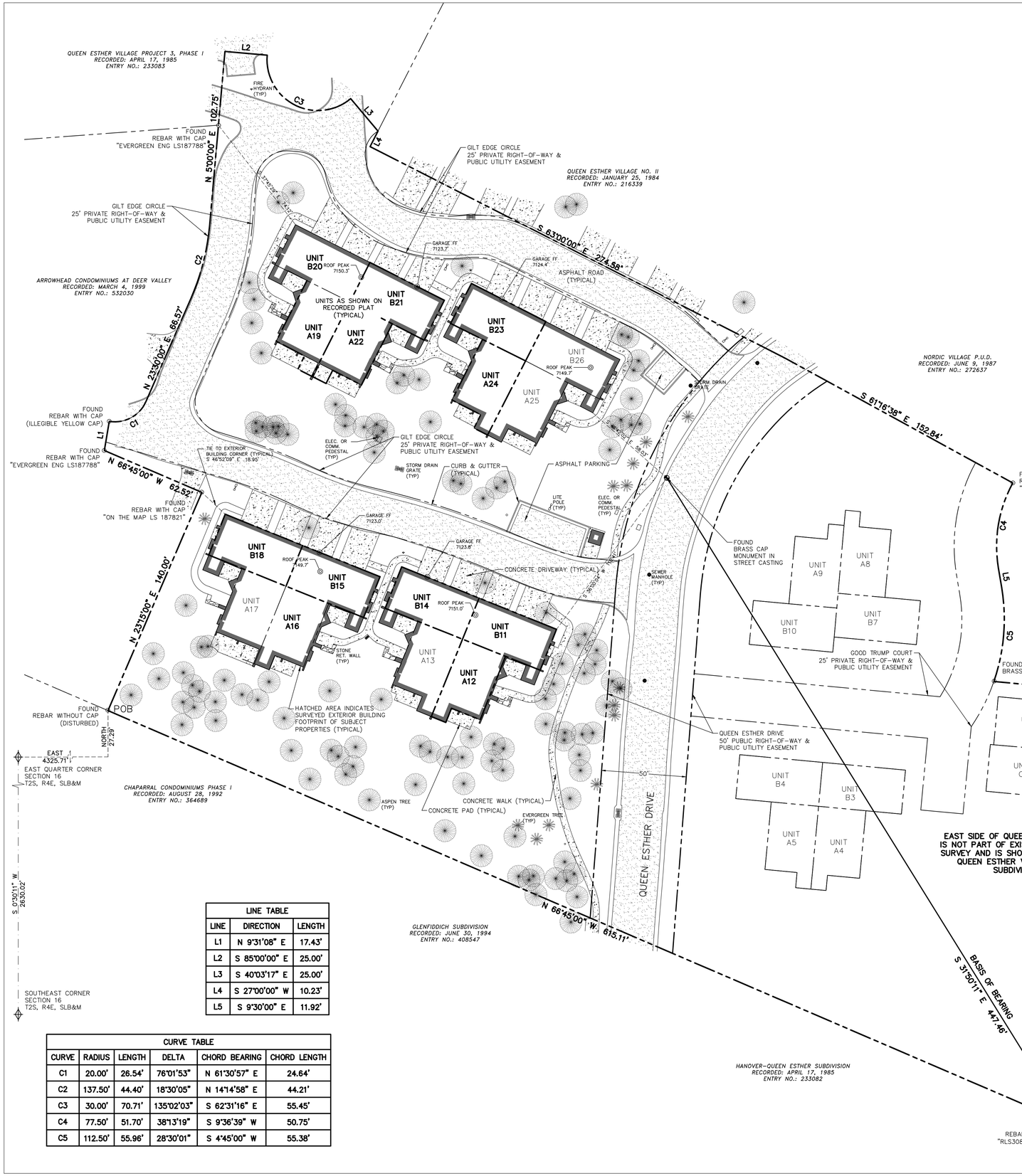
CITY COUNCIL APPROVAL	CITY ENGINEER	CITY PLANNING COMMISSION	APPROVAL AS TO FORM	RECORDED
PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS 13th DAY OF August A.D. 1981 AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED	APPROVED AND ACCEPTED BY THE Park City CITY ENGINEERING DEPARTMENT ON THIS 12 DAY OF August A.D. 19 81.	APPROVED AND ACCEPTED BY THE Park City PLANNINING COMMISSION ON THIS 12th DAY OF August A.D. 1981	APPROVED AS TO FORM ON THIS 13 DAY OF AUGUST A.D. 19 81	No 182974 date: 8-26-81 at: 1:30 STATE OF Utah COUNTY OF Summit RECORDED AND FILED AT THE REQUEST OF: Park City Municipal Corporation
CITY CLERK Molson MAYOR John C. Brown	CITY ENGINEER Max E. Williams	CHAIRMAN H. Gregory Lawson	CITY ATTORNEY Mac R. Harding	$ 43.00 FEES Wanda Y. Spriggs COUNTY RECORDER

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

QUEEN ESTHER VILLAGE 1

QUEEN ESTHER VILLAGE NO. 1
UNITS 11, 12, 14, 15, 16 18, 19, 20, 21, 22, 23 & 24
AND ASSOCIATED COMMON & LIMITED COMMON SPACE

LOCATED IN THE NORTH EAST QUARTER OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
RECORD OF SURVEY
SUMMIT COUNTY, UTAH



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 9°31'08" E	17.43'
L2	S 85°00'00" E	25.00'
L3	S 40°03'17" E	25.00'
L4	S 27°00'00" W	10.23'
L5	S 9°30'00" E	11.92'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	20.00'	26.54'	76°01'53"	N 61°30'57" E	24.64'
C2	137.50'	44.40'	18°30'05"	N 14°14'58" E	44.21'
C3	30.00'	70.71'	135°02'03"	S 62°31'16" E	55.45'
C4	77.50'	51.70'	38°13'19"	S 9°36'39" W	50.75'
C5	112.50'	55.96'	28°30'01"	S 14°45'00" W	55.38'

SURVEYOR'S CERTIFICATE

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold License No. 7248891, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

PROFESSIONAL LAND SURVEYOR
No.7248891
CHARLES GALATI
7/24/24
State of Utah

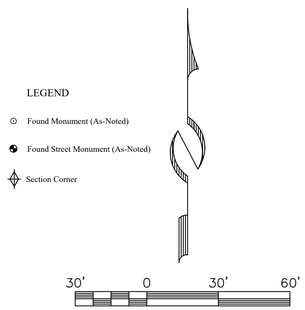
OVERALL SUBDIVISION BOUNDARY DESCRIPTION

BEGINNING AT A POINT WHICH IS SOUTH 66°45'00" EAST 184.00 FEET FROM CORNER NUMBER 2 OF THE QUEEN ESTHER NUMBER 10 MINING SURVEY 6979, SAID CORNER ALSO BEING THE MOST SOUTHEASTERLY CORNER OF LOT 9, SOLAMERE SUBDIVISION NUMBER 1, AND MORE SPECIFICALLY DESCRIBED AS BEING NORTH 27.29 FEET AND EAST 4325.71 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 23°15'00" EAST 140.00 FEET; THENCE NORTH 66°45'00" WEST 62.52 FEET; THENCE NORTH 9°31'08" EAST 17.43 FEET TO A POINT ON A 20.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 9°31'08" EAST 20.00 FEET OF WHICH THE CENTRAL ANGLE IS 76° 01' 08"); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 26.54 FEET TO A POINT OF TANGENCY; THENCE NORTH 23°30'00" EAST 66.57 FEET TO A POINT ON A 137.50 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 66°30'00" WEST 137.50 FEET OF WHICH THE CENTRAL ANGLE IS 18°30'00"); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 44.40 FEET TO A POINT OF TANGENCY; THENCE NORTH 5°00'00" EAST 102.75 FEET; THENCE SOUTH 85°00'00" EAST 25.00 FEET TO A POINT ON A 30.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS SOUTH 85°00'00" EAST 30.00 FEET OF WHICH THE CENTRAL ANGLE IS 135°03'17"); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 70.71 FEET THENCE SOUTH 40°03'17" EAST 25.00 FEET; THENCE SOUTH 27°00'00" WEST 10.23 FEET; THENCE SOUTH 63°00'00" EAST 274.58 FEET; THENCE SOUTH 61°16'38" EAST 152.845 FEET TO A POINT ON A 77.50 FOOT RADIUS CURVE TO THE LEFT, (CENTER BEARS SOUTH 61°16'38" EAST 77.50 FEET OF WHICH THE CENTRAL ANGLE IS 38°13'22"); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 51.70 FEET TO A POINT OF TANGENCY; THENCE SOUTH 9°30'00" EAST 11.92 FEET TO A POINT ON A 112.50 FOOT RADIUS CURVE TO THE RIGHT, (CENTER BEARS SOUTH 80°30'00" WEST 112.50 FEET OF WHICH THE CENTRAL ANGLE IS 28°30'07"); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 55.96 FEET TO A POINT OF TANGENCY; THENCE SOUTH 84°40'00" EAST 106.15 FEET; THENCE SOUTH 14°00'00" WEST 258.00 FEET TO THE SOUTHERLY LINE OF THE QUEEN ESTHER NO.10 MINING SURVEY NO. 6979; THENCE NORTH 66°45'00" WEST ALONG SAID SOUTHERLY LINE 615.108 FEET TO THE POINT OF BEGINNING.

CONTAINS 4.7714 ACRES.

NARRATIVE/NOTES

1. Basis of Bearing for this survey is between the found brass cap street monument and original property corner monument as shown hereon.
2. Field work for this survey was completed April 15, 2024 and is in compliance with generally accepted industry standards for accuracy.
3. The purpose of this survey was to perform a Boundary and Existing Conditions survey as part of the submittal package per Park City Municipal Corporation State of Utah statutory requirements.
4. A Title Report was not provided to the surveyor and only easements and setbacks per subdivision plat were located as part of this survey. The owner of the property should be aware of any items affecting the property that may appear in a title insurance report. The surveyor found no obvious evidence of easements, encroachments or encumbrances on the property surveyed except as shown hereon.
5. County tax maps, recorded deeds, Queen Esther Village NO. I Entry No. 182974 (all aforementioned documents on file and of record in the Summit County Recorder's Office), and physical evidence found in the field were all considered when determining the boundary as shown on this plat.
6. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
7. Buildings containing Units 1-10 were not measured as part of this survey and are shown per the recorded plat.
8. Property corner monuments were found as shown.



PROFESSIONAL LAND SURVEYING AND CONSULTING
ALLTERRA UTAH, LLC
435-640-4200
463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

STAFF: CHARLES GALATI, JASON WYNNE, DUSTIN CARRISH

DATE: 7/24/24

BOUNDARY AND EXISTING CONDITIONS SURVEY
QUEEN ESTHER VILLAGE NO. 1

CLIENT: STEFANIE WILSON
PROJECT.: 24015
C:\Users\Charlie\Desktop\ALLTERRA\AU JOBS\24015 - Queen Esther plat\24015-ros.dwg

SHEET 1 OF 1

ALTITUDE ENGINEERING
CIVIL – UTILITIES – STORMWATER (307) 679-8620 blayde.mcintire@gmail.com

September 16, 2024

To: Park City Planning Department
Subject: Condominium Plat Amendment
Project: Queen Esther Village No. 1 Second Amendment

To Whomever it May Concern:

This letter is intended to accompany the application for a condominium plat amendment for the Queen Esther Village No. 1 Subdivision. I, Blayde McIntire of Altitude Engineering, have rendered my services to the HOA for making this submittal. Below is an explanation of the proposed project.

The original Queen Esther Village No. 1 Plat created common area underneath the decks on 'B' units and around the patios on 'A' units. The owners of units B11, B14, B15, B18, B20, B21, and B23 wish to purchase those common areas from the HOA. Type 'B' units propose to create new 9.00'x13.00' Private Ownership under the decks. Type 'A' units propose to create new 9.00'x19.00' Limited Common Ownership at the back patios. Only the units whose owners have chosen to participate are included on this plat amendment.


Figure 1. Patio areas on 'A' units

ALTITUDE ENGINEERING
CIVIL – UTILITIES – STORMWATER (307) 679-8620 blayde.mcintire@gmail.com



Figure 2. Area under decks on ‘B’ units

Please let me know if you have any questions.

Sincerely,
Blayde McIntire
ALTITUDE ENGINEERING

Blayde McIntire, PE



Figure 1. View from East



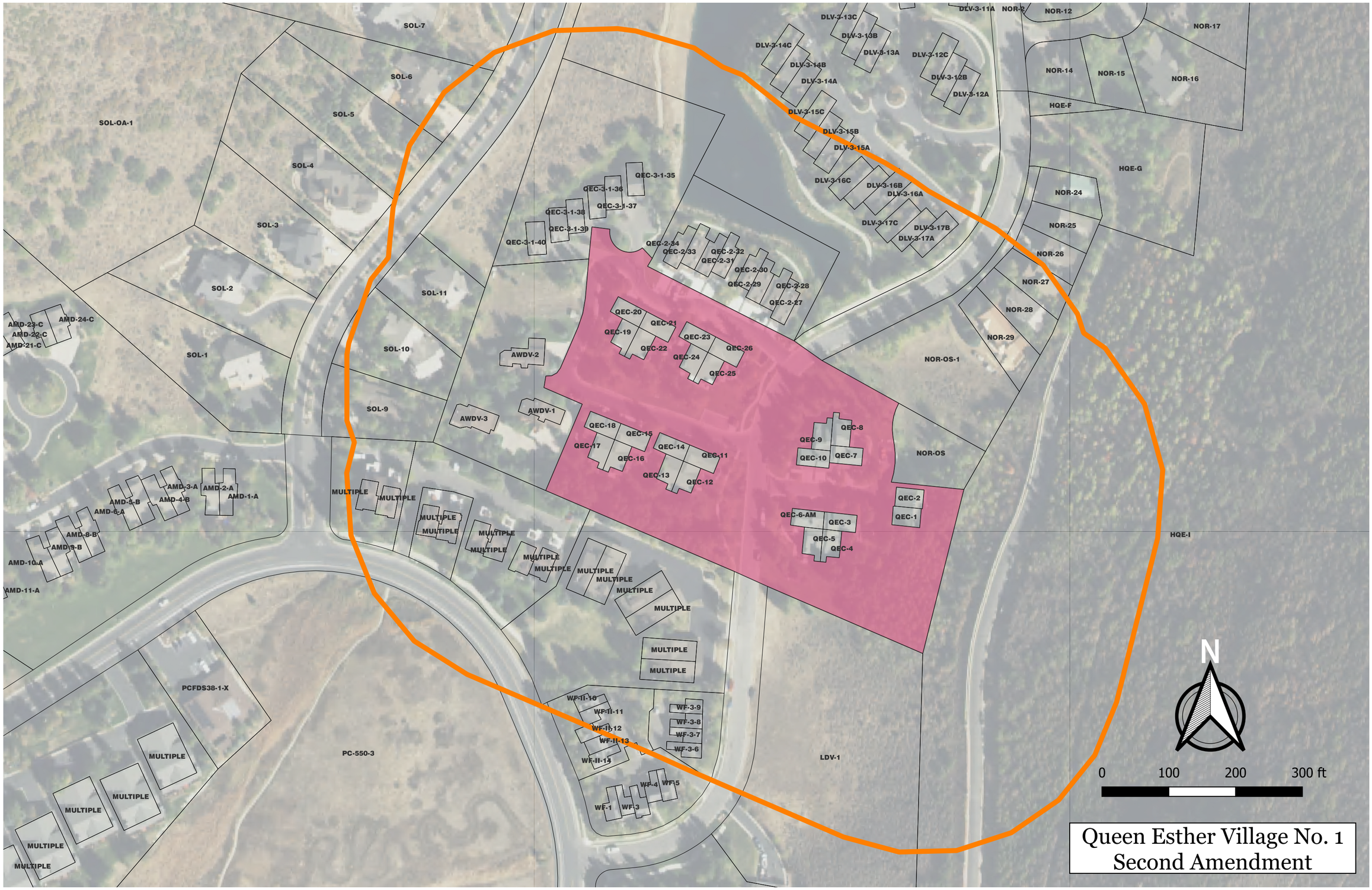
Figure 2. View from South



Figure 3. View from West



Figure 4. View from North


SOL-7
SOL-6
SOL-5
SOL-4
SOL-3
SOL-2
SOL-1
SOL-OA-1
SOL-11
SOL-10
SOL-9
AMD-23-C
AMD-24-C
AMD-22-C
AMD-21-C
AMD-3-A
AMD-2-A
AMD-1-A
AMD-5-B
AMD-4-B
AMD-6-A
AMD-8-B
AMD-9-B
AMD-10-A
AMD-11-A
DLV-3-13C
DLV-3-13B
DLV-3-13A
DLV-3-14C
DLV-3-14B
DLV-3-14A
DLV-3-15C
DLV-3-15B
DLV-3-15A
DLV-3-16C
DLV-3-16B
DLV-3-16A
DLV-3-17C
DLV-3-17B
DLV-3-17A
DLV-3-12C
DLV-3-12B
DLV-3-12A
DLV-3-11A
NOR-2
NOR-12
NOR-17
NOR-14
NOR-15
NOR-16
HQE-F
HQE-G
NOR-24
NOR-25
NOR-26
NOR-27
NOR-28
NOR-29
NOR-OS-1
NOR-OS
HQE-I
QEC-3-1-35
QEC-3-1-36
QEC-3-1-37
QEC-3-1-38
QEC-3-1-39
QEC-3-1-40
QEC-2-34
QEC-2-33
QEC-2-32
QEC-2-31
QEC-2-30
QEC-2-29
QEC-2-28
QEC-2-27
QEC-20
QEC-21
QEC-19
QEC-22
QEC-23
QEC-26
QEC-24
QEC-25
QEC-18
QEC-15
QEC-17
QEC-16
QEC-14
QEC-11
QEC-13
QEC-12
QEC-8
QEC-9
QEC-10
QEC-7
QEC-2
QEC-1
QEC-6-AM
QEC-3
QEC-5
QEC-4
AWDV-2
AWDV-1
AWDV-3
MULTIPLE
PCFDS38-1-X
PC-550-3
LDV-1
WF-II-10
WF-II-11
WF-II-12
WF-II-13
WF-II-14
WF-3-9
WF-3-8
WF-3-7
WF-3-6
WF-4
WF-5
WF-1
WF-3
N
0
100
200
300 ft
Queen Esther Village No. 1
Second Amendment

Gilt Edge

Address	Owner	Listed SF	Votes	Yes = 1	Yes Votes	Expansion Agreement	Comments
[redacted]	Stef & Hugh Wilson	1,548	34	1	34	Y	PAID
[redacted]	Peter & Linda Ingram	2,021	44	1	44	Y	QB payment received
[redacted]	Greg & Jen Shufro	2,021	44	1	44	N	Not doing
[redacted]	Charlie & Jill Sanders	1,548	34	1	34	Y	Received $3k check
[redacted]	Gael Lonergan	1,403	30	1	30	Y	QB payment received
[redacted]	Anne Barley	2,021	44	1	44	N	Not doing
[redacted]	Kelly Jensen & Jeff Dell	2,021	44	-	-	N	Not doing
[redacted]	David & Chris Otto	1,403	30	1	30	Y	QB payment received
[redacted]	Steve & Ceci Watts	2,021	44	1	44	Y	PAID
[redacted]	Donna & Keith Golan	1,403	30	-	-	N	Not doing
[redacted]	Trish & Scott Harbers	1,403	30	1	30	Y	QB payment received
[redacted]	Nan Galina	2,021	44	1	44	Y	PAID
[redacted]	April Wolf & Scott Bowerman	1,548	34	1	34	Y	QB payment received
[redacted]	Tony Todd	2,021	44	1	44	Y	PAID
[redacted]	Jerry & Caroline Chizever	2,021	44	1	44	N	PAID
[redacted]	Ken Wynn	1,548	34	1	34	N	Not doing
Totals		**27,972**	**608**	**14**	**534**	**10**	**87.8%**

Good Trump

Address		Listed SF	Votes	Yes = 1	Yes Votes		Comments
[redacted]		2,085	45	-	-		
[redacted]		2,085	45	-	-		
[redacted]	Bill Given	1,548	34	-	-		Indicated support
[redacted]	Cliff Wolf	2,021	44	1	44		
[redacted]	Dennis	2,021	44	1	44		
[redacted]	Steve & Jami Guttenberg	1,548	34	1	34		
[redacted]		1,403	30	-	-		
[redacted]	Brian Tegt	2,021	44	1	44		
[redacted]		2,021	44	1	44		
[redacted]	Forbes	1,403	30	1	30		
			394	**6**	**240**		**60.9%**
		Total	**1,002**	**Total**	**774**		**77.2%**

PARK CITY PLANNING COMMISSION

MINUTES OF MEETING

Wednesday, May 22, 1985, 7:00 p.m.

PARK CITY MUNICIPAL CORPORATION
COUNCIL CHAMBERS
MARSAC OFFICES
PARK CITY, UTAH

COMMISSIONERS IN ATTENDANCE:

Chairman Brad Olch, Paul Bickmore, Ruth Gezelius, Ray Robinson, Cal Cowher, Randy Rogers

COMMISSIONERS ABSENT

Ron Whaley (excused), Steve Deckert (excused)

EX OFFICIO:

John Eskelin, Current Planning Administrator, Dave Boesch, Senior Planner, Nora Seltenrich, Planner, Joel Paterson, Planner, Erna Wilson, Planning Secretary

---

I. Roll Call

The regular meeting was called to order at 7:00 p.m.

II. Public Input

Dave Boesch said the planning department had directly received some input. With regard to the Oak Saloon application, Alan Fransden had called expressing his concern about more bars on Main Street and the related noise problems. Also, a letter had been received from Nancy Schmidt, basically expressing the same concerns. Commissioner Ruth Gezelius also had communications with Mr. Fransden and said that he was the adjacent property owner on the Main St. side and not just a neighbor. She said his main concerns in particular were the loud noise and trash create by beer drinking.

Also, Mrs. Ribas called in interest of what the actual approval on the Queen Esther project would accomplish.

PCM2375

III. Minutes of May 8, 1985

Discussion

Cal Cowher requested that on page 4 (last paragraph), last sentence, replaced with "regardless of the election of formula, that as units or unit equivalents, the services should be equivalent.

Also, on page 6 (second paragraph), the fourth sentence, strike "where unit equivalents don't fit".

Motion

Ruth Gezelius moved to approve the minutes of May 8, 1985 as amended. Paul Bickmore seconded the motion and the vote was unanimous.

IV. Consent Agenda

1. Main Street Entrance Building Parking Condominiums Condominium plat approval to legally separate the city's public parking spaces from those for the project specifically; for the building located at 136 Heber Avenue.

2. City Park Recreation Building - Conditional use approval for a multi-purpose building to be constructed at City Park.

3. Oak Saloon - Conditional use approval for a beer bar to be located at 419 Main Street.

Motion:

Cal Cowher moved to approved the Consent Agenda items 1 through 3. Ruth Gezelius seconded the motion and the vote was unanimous.

VI. New Business

1. Queen Esther Village MPD - Decision of proposed modification to the approved phasing and development plan for the Queen Esther Village MPD project.

On May 8, 1985 a work session had been conducted on this item giving a brief view of the project's history and the current revisions proposed.

Planner Dave Boesch explained the request was two-fold. The current MPD approval requires the developer to construct a certain number of units in accordance with a specific

PCM2376

phasing plan. A number of site improvements are also delineated for certain phases. The approval of the subdivision, however, accomplished what the phasing program was intended to do. With the construction of Queen Esther Drive slated for this season each development site within the project will have access. Therefore, concerns previously identified with respect to the build-out are no longer germane.

Dave Boesch showed the Commissioners where the 3 units from Phase I are proposed to be transferred to Parcel "C".

Brad Olch asked if there would be a total build out of the project before employee housing units were built. Mr. Boesch said to his understanding this was not the developer's intent. As individual projects are reviewed and the Housing Authority develops specific guidelines, this issue will be periodically re-reviewed. Any modification to the approved MPD will not serve to alter this requirement, other than its timing.

Randell Silcox, representing the applicant, said that Parcel "H" will be seeded this year. He asked for clarification of the condition to build out the parcel by Queen Esther Mining. Commissioner Cowher said the condition required that the parcel be seeded and stabilized only.

Motion:

Cal Cowher: "I move to approve the modification of the Large Scale MPD of Queen Esther with regard to phasing and development of the plan as per staff recommendations":

1. That a final plan in accordance with Section 10.10 of the Land Management Code be provided.

2. That Parcel "H" be stabilized and seeded if not submitted for review and approval with actual construction then commencing this building season.

3. That the original conditions of approval for the Queen Esther Village MPD, of which both Hanover Lantrust and Queen Esther Mining Company are bound, remain fully intact unless specifically altered or revised by subsequent approvals of the Planning Commission.

Second and Vote

Ruth Gezelius seconded the motion and the vote was unanimous.

PCM2377

2. Ivory Car Wash - Appeal of staff's decision to deny an unenclosed vacuum/trash receptacle island to be built in conjunction with a car wash at 1705 Bonanza Drive.

Planner Dave Boesch said technically an appeal of a staff denial is to decide at what point it would be best to bring it before the Commission to receive their feedback. Staff has met with the applicant to discuss alternatives to the design of the proposed vacuum and trash receptacle island. An open canopy approach was encouraged that would relate to the overall design of the building. Because of functional problems the applicant requested that the Commission review his request.

Applicant, Mr. Ivory, said the car wash will not be "typical". Proposed is a two-story structure with lots of glass, brick and wood, and the building will also be Mr. Ivory's home. Mr. Ivory showed examples of the vacuum and trash receptacle islands he is now using in Salt Lake City. However, the proposed receptacles will be stainless steel (not painted), and shielded with landscaping. Mr. Ivory said he feels if this is done well enough it will blend in with the overall design concept.

Mr. Ivory then drew a sketch of the proposed car wash to indicate the layout of the building and where the proposed island would be. Some discussion was held as to what could or could not be done with regard to the receptacle island. Also discussed was the proposed landscaping.

Motion:

Cal Cowher: "I move to deny staff's recommendation, and to approve the location and style of the vacuum stations, with the condition that the vacuum station be styled with minor landscaping".

Paul Bickmore seconded the motion and the vote was unanimous.

The meeting was adjourned into work session at 7:25 p.m.

During the intermission it was brought to the attention of the Commission that Alan Fransden, an opponent of the Oak Saloon had arrived late for the meeting. An incorrect time was posted on the public notice causing Mr. Fransden to be late.

The meeting was reopened at 7:40 p.m.

Motion:

Ray Robinson: "I move that we suspend the rules and reconsider the Oak Saloon application, placing this

PCM2378

item into New Business for discussion". Ruth Gezelius seconded the motion.

Vote:

Ayes: Rogers, Gezelius, Robinson
Noes: Cowher, Bickmore

1. Oak Saloon - Conditional use approval for a beer bar to be located at 419 Main Street.

Earlier this evening is was noted by staff and Commissioner Ruth Gezelius that there had been communications with Alan Fransden, opponent of this application.

Mr. Fransden expressed his concerns to the Commission about another beer bar being located on Main Street. He gave a long list of complaints including; noise, trash, late hours of operation and parking. He said the proposed bar does not fit the surrounding use and asked for "anything but a beer bar".

Commission Ruth Gezelius agreed that the bar would not be good for the neighborhood and Ray Robinson was sympathetic to Mr. Fransden's situation (living and owning the building next door).

Since the applicant, Steve Fisher, had already left for home, it was decided to table and renotice this item.

Motion:

Paul Bickmore: "I move that we table and renotice this item to allow the applicant the opportunity to attend". Ruth Gezelius seconded the motion and the vote was unanimous.

The meeting was adjourned at 8:50 p.m.

Items on the Work Session agenda:

1. Depot Area Rezone - General discussion regarding the area between Park Avenue and Deer Valley Drive (U.224), from Heber Avenue north to approximately Tenth Street.

2. Comprehensive Plan - General discussion and setting priorities for implementation.

3. Butko Chevron Rezone - General discussion regarding the rezoning of the property located at the southwest corner of Park Avenue and Silver King Drive.

PCM2379

4. Adolph's Lodge Rezone - General discussion regarding the rezoning of the property located at the northwest corner of Park Avenue and Empire Avenue.

Bradley A. Olch, Chairman
Park City Planning Commission

Date

PCM2380

Planning Commission
Staff Report

Subject: **7815 Royal Street**
The Chateaux Deer Valley
Application: **PL-24-06349**
Authors: **Jaron Ehlers, Planner I**
Alec Barton, Senior Planner
Date: **March 26, 2025**
Type of Item: **Master Planned Development Modification**

Recommendation

(I) Review the proposed Modification to The Chateaux Deer Valley Master Planned Development to construct a porte cochere, (II) conduct a public hearing, and (III) consider approving the modification based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Chimso Onwuegbu
Location:	7815 Royal Street The Chateaux Deer Valley
Zoning District:	Residential Development, Sensitive Land Overlay
Adjacent Land Uses:	Hotel, Residential
Reason for Review:	The Planning Commission reviews and takes Final Action on Master Planned Development Modifications.[1]

CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development
RD	Residential Development
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 modification to the 1997 approval of The Chateaux Master Planned Development (MPD) and Conditional Use Permit (CUP) to allow for a porte cochere[2] with a drive aisle, van parking, and associated landscaping improvements.

[1] LMC § 15-6-4(K)
[2] A roofed structure extending from the entrance of a building over an adjacent driveway and sheltering those getting in or out of vehicles (Merriam-Webster's Collegiate Dictionary, 11th ed., p. 967).

According to the Applicant, the porte cochere is proposed to improve circulation. “The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate” (Exhibit M). The Applicant will also install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street Transit Stop with the approval of the City Engineering Department (Condition of Approval 14).



Figure 1: Renderings of proposed porte cochere, provided by Applicant.

The Chateaux Deer Valley is in the Residential Development (RD) Zoning District and Sensitive Land Overlay (SLO). The property is part of The Chateaux at Silver Lakes Condominium Amended Plat (Summit County Recorder Entry No. 552115, Exhibit C) and is subject to the Deer Valley MPD.

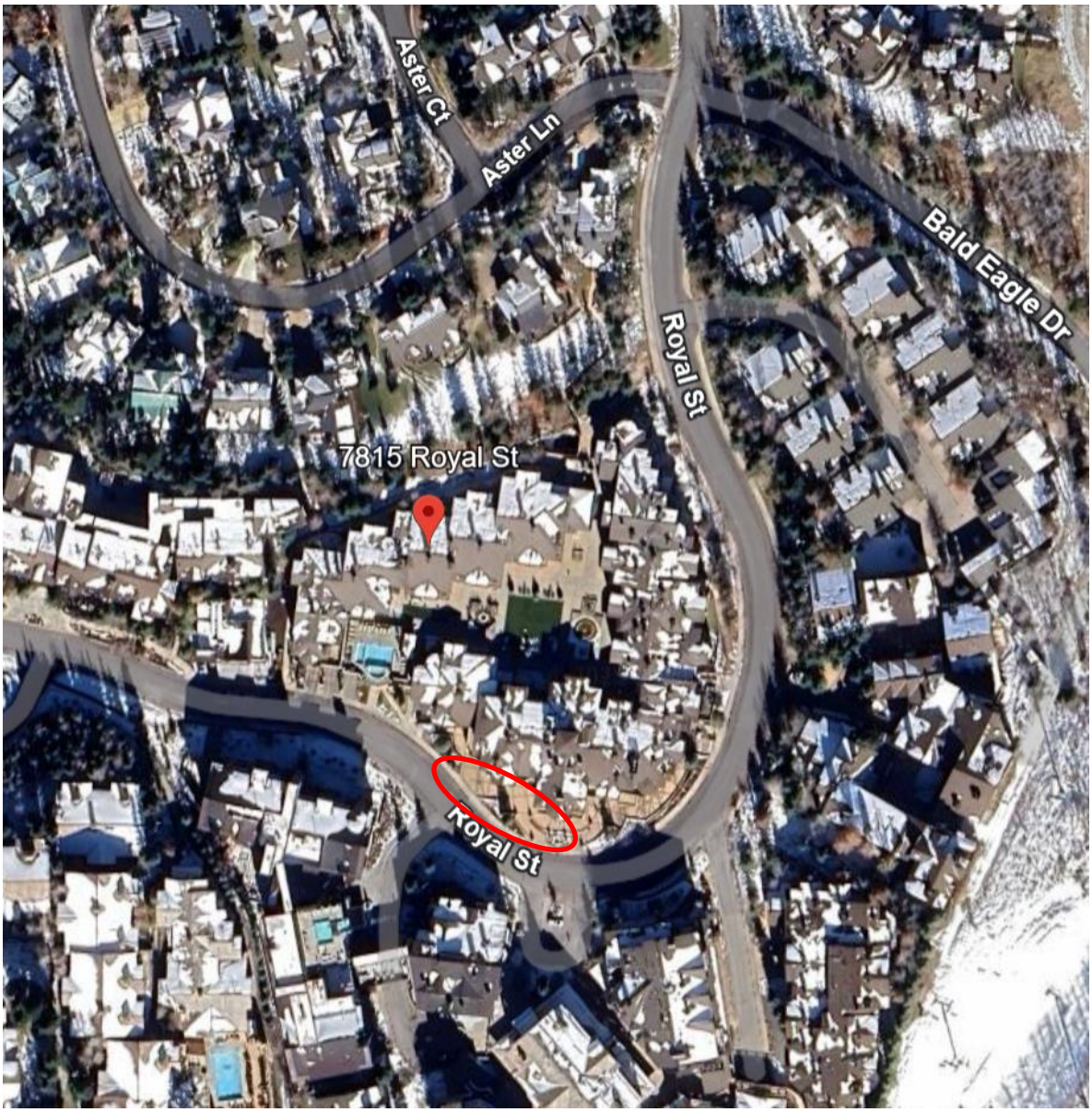


Figure 2: Location of the property taken from Google images. The front of the Chateaux where the porte cochere is proposed, outlined in red.

The front entrance of The Chateaux is currently for pedestrians only:



Figure 3: Front of The Chateaux; area for pedestrians closed to through traffic.

The Applicant proposes to modify the front entrance, shifting the pedestrian access to the east, and creating a pull-through under a new porte cochere for vehicle drop-off and pickup. The Applicant also proposes a spot for a van to park, and a small pull-off for valet service to the parking structure (see Figure 4).

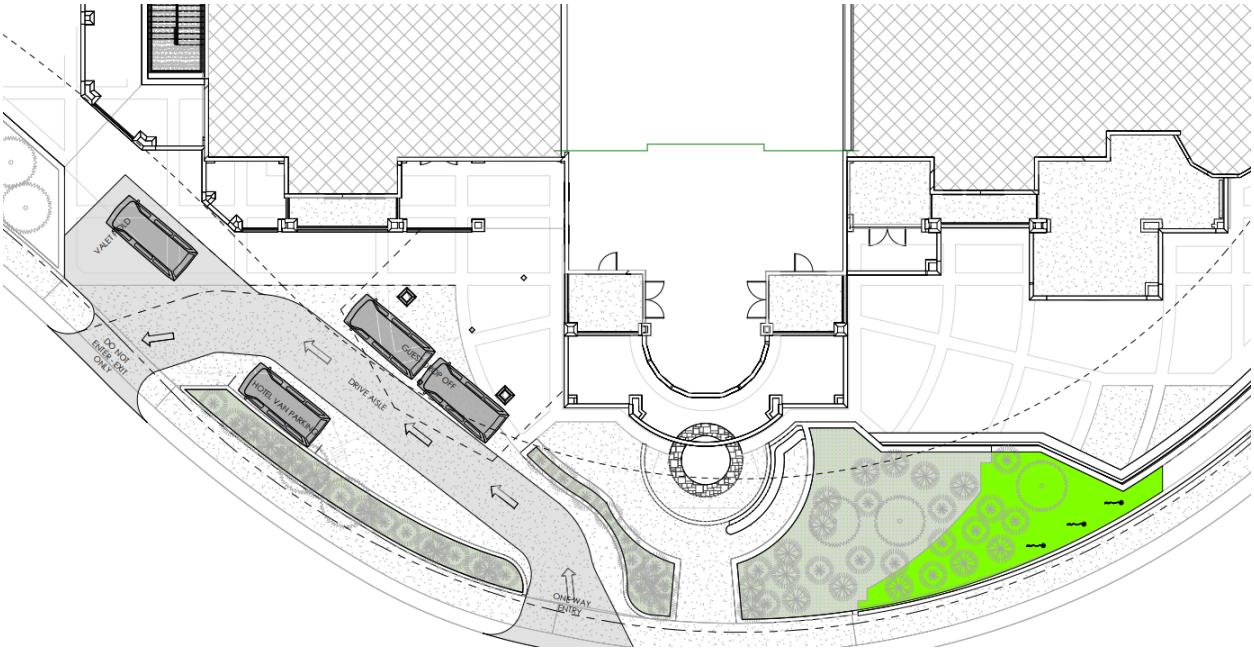


Figure 4: Applicant's proposed vehicle circulation with the porte cochere, drive aisle, and van parking areas.

Background

On August 21, 1996, the Planning Department received an application for an MPD and CUP for a Condominium Hotel, The Chateaux at 7815 Royal Street. The Planning Commission held public hearings for the proposed project:

- December 4, 1996, (Staff Report, Exhibit D; Minutes, Exhibit E)[3]
- January 22, 1997, (Staff Report, Exhibit F; Minutes, Exhibit G)
- February 12, 1997, (Staff Report, Exhibit H; Minutes, Exhibit I)
- March 12, 1997, (Staff Report, Exhibit J; Minutes, Exhibit K)

The original submittal for The Chateaux included a porte cochere at the front of the building for short term drop-off and pickup. No surface parking was proposed; all parking was to be contained in the underground parking structure.

In the December 4, 1996, Staff Report (Exhibit D), Planning Staff outlined concerns with the vehicle circulation proposed for the project. In particular, the report noted the project did not do enough to encourage pedestrian circulation in the Silver Lake community:

> **Staff has additional concerns about pedestrian circulation through this site. The opportunity to draw pedestrians into this site and to the proposed commercial uses, is poorly expressed. Staff believes that there should be more inviting passage ways to the interior plaza from the north and east, if it is the intent to draw pedestrians in. The general pedestrian circulation around the drop-off, lobby, and front plaza also doesn't work as well as it could. Pedestrians on Royal Street should be enticed into the retail area, connections to the path on Royal Street need to be emphasized. A fresh look at how pedestrian circulation works in this area (Silver Lake Community) is important. This project needs to integrate and improve pedestrian circulation in this area, which will be a challenge given the orientation and access to the existing buildings and retail stores already in place.**

Although the porte cochere was not discussed during the December 4, 1996, meeting, the Commission encouraged the Applicant to make the development more pedestrian friendly (Exhibit E, p. 5).

The January 22, 1997, Staff Report stated that, among the changes that had been made since the last meeting, the Applicant had "revised the entrance by removing the Porte Cochere" (Exhibit F). Minutes from the January 22, 1997, Commission meeting state "[t]he most notable change was the elimination of the porte cochere in front so that routing for vehicles would be into the underground parking garage," (Exhibit G, p. 2).

The reasons for the removal of the porte cochere and the routing of all vehicular circulation to the parking structure were once again stated in the February 12, 1997, Staff Report and Minutes.

[3] Staff Reports and Minutes have been highlighted by Planning Staff to call out relevant details.

On March 12, 1997, the Planning Commission approved The Chateaux MPD, including Finding of Fact 6:

> 6. Off-street parking and the internal circulation system are adequate for the project and meet the requirements of the Land Management Code, Section 13. All vehicular circulation occurs within the parking structure on site.
>
> 7. The size of the structures as revised ranges from two

In the 28 years since The Chateaux MPD was approved, the surrounding Silver Lake area has been built out. Although most of the neighboring structures predate The Chateaux, several have been redeveloped or expanded since The Chateaux, including the Stein Eriksen Lodge in 1999 and 2010, Royal Plaza in 2002, and Goldener Hirsch in 2017.

Although many properties in the Silver Lake community feature amenities designed to enhance the pedestrian experience, including plazas, seating areas, and landscaped buffers, conditions on Royal Street are less desirable, with no designated crossing areas and no landscaping between the sidewalk and street. The proliferation of ridesharing companies beginning in the 2010s has changed the way many visitors arrive at Silver Lake, increasing the number of drop-offs and pickups on Royal Street and further degrading the pedestrian experience.

On November 19, 2024, the Applicant applied to modify The Chateaux MPD to amend Finding of Fact 6 to allow for the construction of a porte cochere on the front façade of The Chateaux along with a drive aisle, van parking, and associated landscaping improvements. Analysis Section IV.G outlines the Applicant's stated purpose for the proposed project, which is to improve pedestrian safety by shifting rideshare drop-offs and pickups from Royal Street to the Site.

LMC § 15-6-4(K)(2) states "Substantive modifications include but are not limited to a change to a Finding of Fact or Condition of Approval…" among other things (emphasis added). The Applicant agreed that the modification is substantive and requires Planning Commission review and Final Action.

On February 5, 2025, the Planning Department issued a complete application notice to the Applicant.

Analysis

(I) The proposal to amend The Chateaux Master Planned Development complies with the Residential Development Zoning District regulations outlined in Land Management Code Chapter 15-2.13.

Land Management Code (LMC) § 15-2.13-2(B)(2) and § 15-2.13-2(B)(14) establish that Multi-Unit Dwellings and Major Hotels are Conditional Uses within the RD Zoning District, subject to an MPD. These uses were approved as part of the 1997 MPD.

While LMC § 15-2.13-3(B) establishes a Front Setback of 20 feet for the RD Zoning District, The Chateaux MPD establishes a 25-foot perimeter Setback and supersedes the RD Zoning District (Exhibit D, December 4, 1996, Staff Report). See Analysis Section IV.C for additional analysis of Setbacks.

The porte cochere is a maximum of 16 feet 11 inches in height above Existing Grade, which is below the range of 28-45 feet in height allowed for The Chateaux by the Deer Valley MPD (Exhibit D, December 4, 1996, Staff Report).

(II) The proposal to amend The Chateaux Master Planned Development complies with the Sensitive Land Overlay regulations outlined in Land Management Code Chapter 15-2.21.

The Chateaux is in the SLO Zoning Overlay. Exterior changes to the existing building are limited to the ground level of the already disturbed site. 7815 Royal Street is not visible from any of the Vantage Points codified in LMC § 15-2.21-3(A)(6).

(III) The proposal does not increase off-Street Parking requirements and complies with the parking regulations outlined in Land Management Code Chapter 15-3.

No increases in density are proposed. Rather, the proposed porte cochere is an Accessory Use intended to aid in the circulation of vehicles through the project site and does not increase parking demand for the site.

The Applicant proposes to use a portion of the Front Setback adjacent to the drive aisle for van and shuttle parking. LMC § 15-3-3(D)(5) states “unenclosed Parking Areas shall generally include landscaping on all perimeter Property Lines…Landscaped Areas shall generally not be less than five feet (5’) wide.” The Applicant proposes a landscaped buffer adjacent to the van parking area that is approximately five feet wide (see Applicant’s Partial Landscape Plan, Attachment 1 to Exhibit A).

(IV) The proposal to amend The Chateaux Master Planned Development complies with the Master Planned Development regulations outlined in Land Management Code Chapter 15-6.

Relevant criteria outlined in LMC § 15-6-5 are provided below:

(A) The project does not increase the Density of the MPD Site.

The project involves the construction of a porte cochere and associated infrastructure at the front of the MPD Site. The Density of the Site will not change.

(B) The Planning Commission may reduce the required 25-foot perimeter Setback to provide desired architectural interest and variation.

For parcels greater than two acres, the minimum Setback around the exterior boundary

of a project is 25 feet. A portion of the porte cochere roof extends up to three feet into the 25-foot MPD Perimeter Setback (see Figure 6).

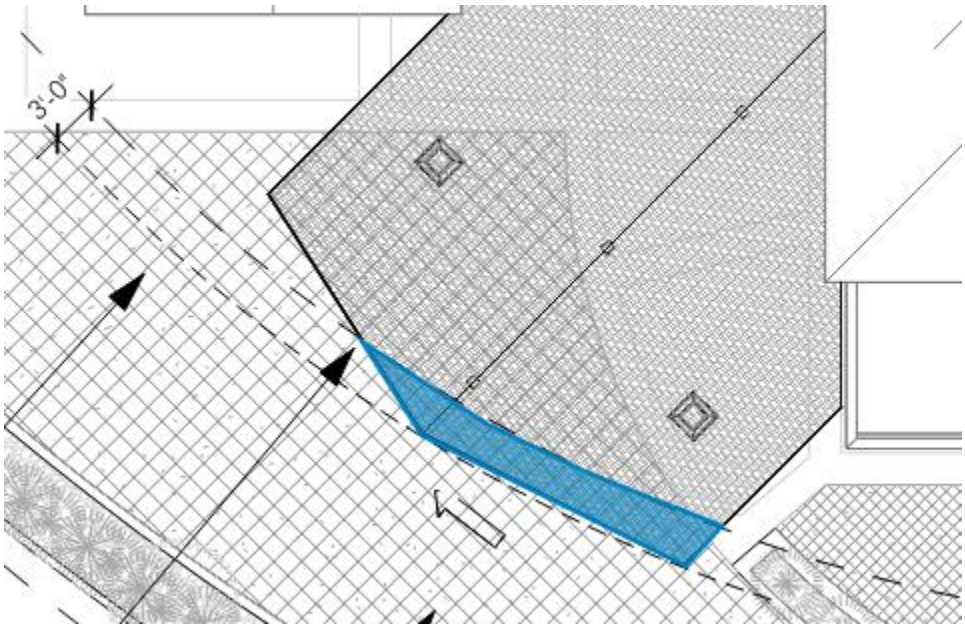


Figure 6: Blue area shows the roof encroachment into the Front Perimeter Setback. Plans provided by Applicant, highlighting by Staff.

LMC § 15-6-5(C)(1) states the Planning Commission may decrease the required perimeter Setback from 25 feet to the zone-required Setback if it is necessary to provide desired architectural interest and variation. The zone-required Front Setback in the RD Zoning District is 20 feet. The porte cochere extends to within 22 feet of the front property line, meaning it meets the RD Zoning District Front Setback.

Does the Planning Commission find reducing the zone-required Setback is necessary to provide desired architectural interest and variation?

If not, the Commission may condition the approval on compliance with the 25-foot Setback requirement.

(C) The project increases the amount of landscaped Open Space at the Site.

The project includes reconfiguration of landscaped Open Space, primarily within the Front Setback (see Figure 7). The addition of new landscaped areas more than replaces what will be lost through construction of the drive aisle and porte cochere. Landscaped Open Space will increase to 1,604 square feet from 1,435 square feet, an increase of 12 percent.

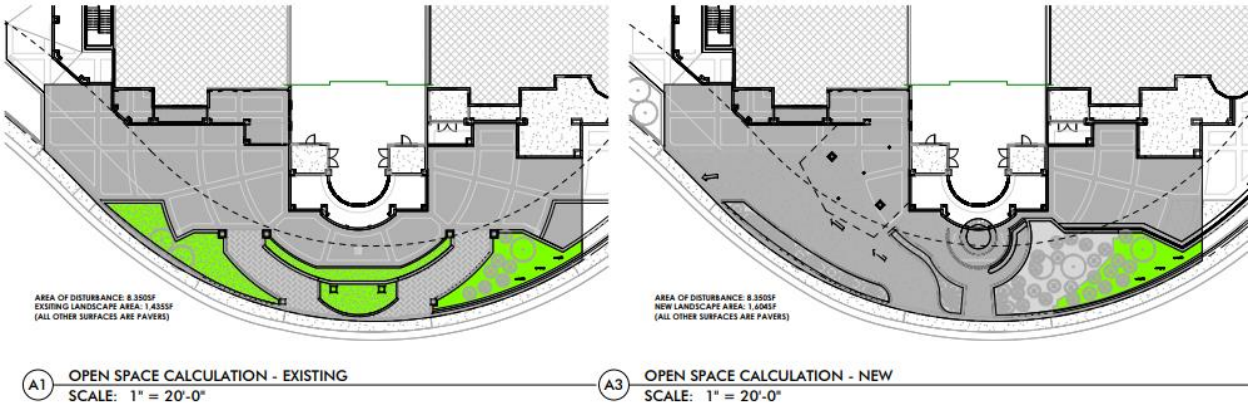


Figure 7: Applicant's Open Space calculations.

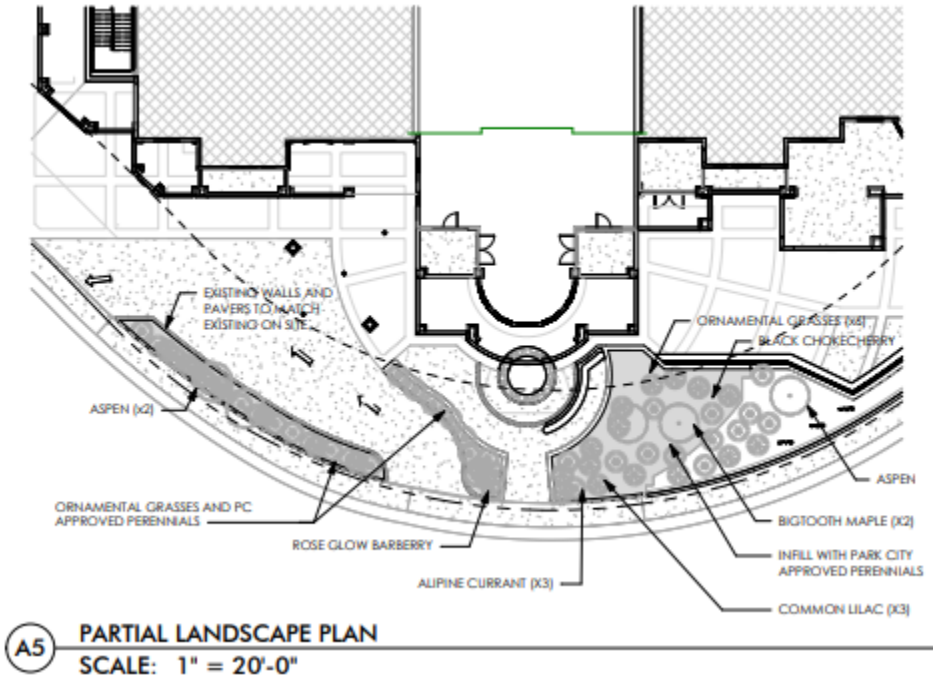


Figure 8: Applicant's partial landscape plan.

The Applicant's Partial Landscape Plan (Figure 8) indicates landscaped Open Space areas will be planted with a variety of trees (alpine currant, aspen, bigtooth maple), shrubs (black chokecherry, common lilac, rose glow barberry), ornamental grasses, and perennials from the approved list in MCPC Section 14-1-5(D). The project includes the removal of an evergreen tree in the front landscaped area. Condition of Approval 3 requires the Applicant to replace the removed Significant Vegetation according to the submitted Partial Landscape Plan.

(D) The project does not involve changes to the location, amount, or configuration of off-Street parking.

No parking is permitted on either side of Royal Street adjacent to The Chateaux. The

amount, location, and configuration of off-Street parking will not change with this project. Refer to Section III for analysis of off-Street parking requirements.

(E) The project does not exceed the maximum Building Height permitted in the Deer Valley Twelfth Amended MPD.

The Deer Valley MPD permits maximum heights of 28 to 45 feet from Existing Grade for The Chateaux. The porte cochere reaches a maximum height of 16 feet 11 inches from Existing Grade. The project complies with the Building Height standards for the Deer Valley MPD.

(F) The Planning Commission should determine if the project has been designed to fit the Site, not the Site modified to fit the project.

LMC § 15-6-5(G)(5) states "Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way."

The Applicant's Narrative (Exhibit M) notes that existing conditions with drop-offs on Royal Street create "an unsafe environment" for pedestrians. The proposal is intended to isolate pedestrian traffic from vehicles and improve wayfinding for pedestrians crossing the street. Within the project area, staff recommends Condition of Approval 7 requiring the use of different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.

LMC § 15-6-5(G)(8) states an MPD "shall include transportation amenities including drop-off Areas for van and shuttle service."

The parking garage is intended to serve as the drop-off Area for guests of The Chateaux. However, as noted in the Applicant's Narrative (Exhibit M), the original approvals for The Chateaux predate rideshare services, which have increased the number of drop-offs on Royal Street. According to the Applicant, "The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate."

While shuttles operated by The Chateaux will continue to use the garage for drop-offs and pickups, the proposal includes a van parking area in front of The Chateaux for oversized vehicles used by other operators that cannot fit in the garage.

(G) The project does not require any changes to the Site's Housing Mitigation Plan.

The Small Scale MPD for The Chateaux permitted 78 condominium units totaling 65

unit equivalents. Density for The Chateaux is informed by the Deer Valley MPD. No changes in density are proposed. Therefore, the project does not require changes to the Housing Mitigation Plan.

(H) No known Physical Mine Hazards exist on the Property.

The porte cochere is proposed to be installed over an already disturbed area.

(I) The property is not within the Park City Soils Ordinance Boundary.

(J) The project was analyzed for consistency with the General Plan.

The General Plan states that future improvements in the Upper Deer Valley area "should focus on a comfortable visitor experience and support the resort economy" (General Plan, p. 251). The project supports this goal by improving the drop-off and pickup experience for guests and increasing pedestrian safety.

(K) The property does not include any Historic Sites or Structures.

No structures at 7815 Royal Street are included on Park City's Historic Sites Inventory.

(L) The project complies with relevant sections of the Land Management Code.

Refer to Section I for analysis of the project's compliance with RD Zoning District regulations.

Refer to Section II for analysis of the project's compliance with SLO regulations.

Refer to Section III for analysis of the project's compliance with off-Street Parking requirements.

(M) The project proposes design elements that match or are compatible with existing materials.

The Applicant indicates the porte cochere will be constructed with stone and timber to match the existing façade of The Chateaux (see Condition of Approval 4).

(V) The proposal to amend The Chateaux Master Planned Development, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Section 15-1-10(E).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC § 15-1-10.

1. **Size and location of the Site:** *No unmitigated impacts*

7815 Royal Street is a 3.27-acre Lot in the RD Zoning District and Silver Lake Neighborhood within the Deer Valley MPD. The proposed porte cochere is to relieve Royal Street congestion in the area, shifting the drop-off and pick-up area for those arriving by rideshares from Royal Street to the site, to improve Royal Street circulation for adjacent properties.

2. **Traffic considerations including capacity of the existing Streets in the Area:** *No unmitigated impacts*

No increases in traffic are proposed by the project. Rather, the project shifts drop-offs and pickups from Royal Street onto the property. The Applicant stated the purpose of the project is to relieve congestion created by rideshare drop-offs and pickups, the majority of which occur on Royal Street in front of The Chateaux. The Applicant's statement continues, "The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate."

According to the Applicant, on-site circulation will occur as shown in the table below:

Users of the Parking Garage	Users of the Drive Aisle and Porte Cochere
Hotel/condo unit owners	Rideshare vehicles
Hotel vehicles	Hotel guests with rental cars (valet)
Employees	Shuttle vehicles too large for the garage

The project does not involve changes to the internal circulation of the parking structure nor the addition of parking spaces in the parking structure.

The Applicant indicated the drive aisle, van parking area, and porte cochere could accommodate seven to nine vehicles at a time, reducing the number of vehicles on Royal Street. The Applicant also indicated that queuing onto Royal Street may be reduced by the project because vehicles using the ticket machine to access the parking garage would use the drive aisle and porte cochere instead, freeing up space for residents who access the garage more quickly.

According to the Applicant, vehicles exiting the drive aisle will only be permitted to make a right turn onto Royal Street. Staff reviewed proposed traffic movements with the

Engineering Team, who confirmed the proposed right turn-only exit is appropriate for this segment of Royal Street. Condition of Approval 10 requires the Applicant to install signage at the exit of the drive aisle indicating that left turns are prohibited.

The Applicant shall install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street transit stop with the approval of the City Engineering Department (Condition of Approval 14). This will allow for addressing an existing issue in the area, the lack of a nearby crosswalk to carry patrons of the Chateaux to the transit stop and Silver Lake Lodge. It will also serve as an enhancement to the existing Pedestrian experience by providing a crosswalk for Chateaux patrons helping keep the Chateaux in general within the original pedestrian-oriented vision for the project despite the replacement of the original pedestrian plaza by the Porte Cochere and drive aisle.

3. **Utility capacity, including Storm Water run-off:** *Condition of approval recommended*

The Applicant proposes a heated drive aisle. Condition of Approval 5 requires the Applicant to retain Storm Water on site.

4. **Emergency vehicle Access:** *Condition of approval recommended*

Emergency vehicles will have access to the drive aisle via Royal Street. Park City Fire District requires the porte cochere to include a clearance sign noting the vertical distance between the ground and the bottom of the lowest portion of the porte cochere (Condition of Approval 6).

5. **Location and amount of off-Street parking:** *No unmitigated impacts*

No parking is permitted on either side of Royal Street adjacent to The Chateaux. The amount, location, and configuration of off-Street parking will not change with this project. See Section III for additional analysis of off-Street parking requirements.

6. **Internal vehicular and pedestrian circulation system:** *Condition of approval recommended*

The porte cochere, drive aisle, and van parking area will replace a plaza space primarily used for pedestrian circulation. Because this area receives a high volume of pedestrian crossings, staff recommends Condition of Approval 7 requiring the use of different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses:** *Condition of approval recommended*

The drive aisle and porte cochere are screened by a landscaped buffer approximately 5 feet wide. The Applicant's Partial Landscape Plan (Attachment 1 to Exhibit A) indicates

this landscaped area will be planted with ornamental grasses, approved perennials, and two aspen trees.

8. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:** *No unmitigated impacts*

The project does not involve expansion of the Building footprint, and the orientation and location of the Buildings on site will not change. The addition of a porte cochere will result in a minor change in appearance to the front façade.

9. **Usable Open Space:** *Condition of approval recommended*

Refer to analysis in Section IV.C.

10. **Signs and lighting:** *Condition of approval recommended.*

The project does not include signs. The Applicant proposes to install recessed downlights under the porte cochere and relocate some existing bollard lights in the reconfigured planters. Condition of Approval 8 requires all exterior lighting to comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:** *Condition of approval recommended*

The Applicant indicates the porte cochere will be constructed with stone and timber to match the existing façade of The Chateaux (see Condition of Approval 4).

12. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:** *No unmitigated impacts*

The porte cochere will not produce noise, vibration, odors, steam, or other mechanical factors that could affect people and Property off-site. According to Municipal Code of Park City (MCPC) Chapter 9-10, vehicle engines are not permitted to idle for more than one minute (Condition of Approval 11). During construction and operation of the project, the Applicant is required to abide by the City's idling regulations, as well as noise regulations in MCPC Chapter 6-3.

13. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:** *No unmitigated impacts*

The project does not involve the relocation or addition of trash and recycling pickup Areas, which are already screened. The drive aisle and porte cochere are not intended for loading and unloading involving delivery and service vehicles. Deliveries will continue to occur in the designated delivery area on the east end of the building.

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:** *No unmitigated impacts*

The property is common area maintained by The Chateaux at Silver Lake Condominium Association. The project does not change ownership or management of the 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:** *No unmitigated impacts*

The property is not within the Park City Soils Ordinance Boundary and does not include Steep Slopes, historic mine waste, or Physical Mine Hazards. The property is within the SLO Boundary. Refer to Section II for analysis of environmentally sensitive lands.

16. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding:** *No unmitigated impacts*

The General Plan states that future improvements in the Upper Deer Valley area "should focus on a comfortable visitor experience and support the resort economy" (General Plan, p. 251). The project supports this goal by improving the drop-off and pickup experience for guests and increasing pedestrian safety.

(VI) The Development Review Committee reviewed the proposal on December 3, 2024, and requires Conditions of Approval.[4]

The Engineering Team requires storm water to be retained on site (Condition of Approval 5) and an updated site plan showing an existing storm drain on Royal Street (Condition of Approval 9).

The Park City Fire District requires the installation of a clearance sign noting the vertical distance between the ground and the lowest portion of the porte cochere (Condition of Approval 6).

Department Review

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

[4] 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).

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The *Park Record* published courtesy notice on March 12, 2025.[5]

Public Input

Public input is attached as Exhibit B.

Alternatives

The Planning Commission may:

- Approve the Modification to the MPD;
- Deny the Modification to the MPD and direct staff to make findings of denial; or
- Request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Attachment 1: Proposed Plans
Exhibit B: Public Comment
Exhibit C: Current Plat
Exhibit D: December 4, 1996, Staff Report
Exhibit E: December 4, 1996, Minutes
Exhibit F: January 22, 1997, Staff Report
Exhibit G: January 22, 1997, Minutes
Exhibit H: February 12, 1997, Staff Report
Exhibit I: February 12, 1997, Minutes
Exhibit J: March 12, 1997, Staff Report
Exhibit K: March 12, 1997, Minutes
Exhibit L: Chateaux MPD Final Action Letter
Exhibit M: Applicant's Narrative

[5] LMC § 15-1-21

Planning Department

March 26, 2025

Chimso Onwuegbu

CC: Chateaux at Silver Lake Condominium Association

NOTICE OF PLANNING COMMMISSION ACTION

Description

Address:	7815 Royal Street East
Zoning District:	Residential Development, Sensitive Land Overlay
Application:	Modification to Master Planned Development and Conditional Use Permit
Project Number:	PL-24-06349
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 26, 2025
Project Summary:	The Applicant Proposes to Construct a Porte Cochere on the Front Façade of The Chateaux Along with a Drive Aisle, Hotel Van Parking, and Associated Landscaping Improvements.

Action Taken

On March 26, 2025, the Planning Commission conducted a public hearing and approved the modification to a Master Planned Development and Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The property is in the Residential Development (RD) Zoning District, Sensitive Land Overlay (SLO), and Deer Valley Master Planned Development (MPD).
2. The property is subject to The Chateaux MPD.
3. The property is part of The Chateaux at Silver Lakes Condominium Amended Plat (Summit County Recorder Entry No. 552115).
4. The Applicant proposes a modification to the 1997 approval of The Chateaux Master Planned Development (MPD) and Conditional Use Permit (CUP) to allow

DRAFT

for a porte cochere with a drive aisle, van parking, and associated landscaping improvements.

5. According to the Applicant, the porte cochere is proposed to improve circulation, “The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate”.
6. The Applicant will also install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street Transit Stop with the approval of the City Engineering Department (Condition of Approval 14).
7. The front entrance of The Chateaux is currently for pedestrians only.
8. The Applicant proposes to modify the front entrance, shifting the pedestrian access to the east, and creating a pull-through under a new porte cochere for vehicle drop-off and pickup. The Applicant also proposes a spot for a van to park, and a small pull-off for valet service to the parking structure.
9. On August 21, 1996, the Planning Department received an application for an MPD and Conditional Use Permit (CUP) for a Condominium Hotel, The Chateaux, at 7815 Royal Street.
10. The Planning Commission held public hearings for the MPD and CUP on December 4, 1996; January 22, 1997; February 12, 1997; and March 12, 1997.
11. The original submittal for The Chateaux included a porte cochere at the front of the building for short term drop-off and pickup. No surface parking was proposed; all parking was to be contained in the underground parking structure.
12. In the December 4, 1996, Staff Report, Planning Staff outlined concerns with the vehicle circulation proposed for the project. In particular, the report noted the project did not do enough to encourage pedestrian circulation in the Silver Lake community.
13. Although the porte cochere was not discussed during the December 4, 1996, meeting, the Commission encouraged the Applicant to make the development more pedestrian friendly.
14. The January 22, 1997, Staff Report stated that, among the changes that had been made since the last meeting, the Applicant had “revised the entrance by removing the Porte Cochere.” Minutes from the January 22, 1997, Commission meeting state “[t]he most notable change was the elimination of the porte cochere in front so that routing for vehicles would be into the underground parking garage.”

DRAFT

15. The reasons for the removal of the porte cochere and the routing of all vehicular circulation to the parking structure were once again stated in the February 12, 1997, Staff Report and Minutes.
16. On March 12, 1997, the Planning Commission approved The Chateaux MPD, including Finding of Fact 6: “Off-street parking and the internal circulation system are adequate for the project and meet the requirements of the Land Management Code, Section 13. All vehicular circulation occurs within the parking structure on site.”
17. In the 28 years since The Chateaux MPD was approved, the surrounding Silver Lake area has been built out. Although most of the neighboring structures predate The Chateaux, several have been redeveloped or expanded since The Chateaux, including the Stein Eriksen Lodge in 1999 and 2010, Royal Plaza in 2002, and Goldener Hirsch in 2017.
18. Although many properties in the Silver Lake community feature amenities designed to enhance the pedestrian experience, including plazas, seating areas, and landscaped buffers, conditions on Royal Street are less desirable, with no designated crossing areas and no landscaping between the sidewalk and street. The proliferation of ridesharing companies beginning in the 2010s has changed the way many visitors arrive at Silver Lake, increasing the number of drop-offs and pickups on Royal Street and further degrading the pedestrian experience.
19. On November 19, 2024, the Applicant applied to modify The Chateaux MPD to amend Finding of Fact 6 to allow for the construction of a porte cochere on the front façade of The Chateaux along with a drive aisle, van parking, and associated landscaping improvements. Finding of Fact 26.f.ii outlines the Applicant’s stated purpose for the proposed project, which is to improve pedestrian safety by shifting rideshare drop-offs and pickups from Royal Street to the Site.
20. LMC § 15-6-4(K)(2) states “Substantive modifications include but are not limited to a change to a Finding of Fact or Condition of Approval…” among other things. The Applicant agreed that the modification is substantive and requires Planning Commission review and Final Action.
21. On February 5, 2025, the Planning Department issued a complete application notice to the Applicant.
22. Land Management Code (LMC) § 15-2.13-2(B)(2) and § 15-2.13-2(B)(14) establish that Multi-Unit Dwellings and Major Hotels are Conditional Uses within

DRAFT

the RD Zoning District, subject to an MPD. These uses were approved as part of the 1997 MPD.

a. While LMC § 15-2.13-3(B) establishes a Front Setback of 20 feet for the RD Zoning District, The Chateaux MPD establishes a 25-foot perimeter Setback and supersedes the RD Zoning District. See Finding of Fact 26.b for additional analysis of Setbacks.
b. The porte cochere is a maximum of 16 feet 11 inches in height above Existing Grade, which is below the range of 28-45 feet in height allowed for The Chateaux by the Deer Valley MPD.

23. The Chateaux is in the SLO Zoning Overlay. Exterior changes to the existing building are limited to the ground level of the already disturbed site. 7815 Royal Street is not visible from any of the Vantage Points codified in LMC § 15-2.21-3(A)(6).
24. No increases in density are proposed. Rather, the proposed porte cohcere is an Accessory Use intended to aid in the circulation of vehicles through the project site and does not increase parking demand for the site.
25. The Applicant proposes to use a portion of the Front Setback adjacent to the drive aisle for van and shuttle parking. LMC § 15-3-3(D)(5) states “unenclosed Parking Areas shall generally include landscaping on all perimeter Property Lines…Landscaped Areas shall generally not be less than five feet (5’) wide.” The Applicant proposes a landscaped buffer adjacent to the van parking area that is approximately five feet wide.
26. The proposal to amend The Chateaux Master Planned Development complies with the Master Planned Development regulations outlined in Land Management Code Chapter 15-6. Relevant criteria are provided below:
    a. The project does not increase the Density of the MPD Site.
        i. The project involves the construction of a porte cochere and associated infrastructure at the front of the MPD Site. The Density of the Site will not change.
    b. The Planning Commission may reduce the required 25-foot perimeter Setback to provide desired architectural interest and variation.
        i. For parcels greater than two acres, the minimum Setback around the exterior boundary of a project is 25 feet. A portion of the porte cochere roof extends up to three feet into the 25-foot MPD Perimeter Setback.

DRAFT

ii. LMC § 15-6-5(C)(1) states the Planning Commission may decrease the required perimeter Setback from 25 feet to the zone-required Setback if it is necessary to provide desired architectural interest and variation. The zone-required Front Setback in the RD Zoning District is 20 feet. The porte cochere extends to within 22 feet of the front property line, meaning it meets the RD Zoning District Front Setback.

c. The project increases the amount of landscaped Open Space at the Site.
   i. The project includes reconfiguration of landscaped Open Space, primarily within the Front Setback. The addition of new landscaped areas more than replaces what will be lost through construction of the drive aisle and porte cochere. Landscaped Open Space will increase to 1,604 square feet from 1,435 square feet, an increase of 12 percent.
   ii. The Applicant's Partial Landscape Plan indicates landscaped Open Space areas will be planted with a variety of trees (alpine currant, aspen, bigtooth maple), shrubs (black chokecherry, common lilac, rose glow barberry), ornamental grasses, and perennials from the approved list in MCPC Section 14-1-5(D). The project includes the removal of an evergreen tree in the front landscaped area. Condition of Approval 3 requires the Applicant to replace the removed Significant Vegetation according to the submitted Partial Landscape Plan.
d. The project does not involve changes to the location, amount, or configuration of off-Street parking.
   i. No parking is permitted on either side of Royal Street adjacent to The Chateaux. The amount, location, and configuration of off-Street parking will not change with this project. Refer to Findings of Fact 24 and 25 for analysis of off-Street parking requirements.
e. The project does not exceed the maximum Building Height permitted in the Deer Valley Twelfth Amended MPD.
   i. The Deer Valley MPD permits maximum heights of 28 to 45 feet from Existing Grade for The Chateaux. The porte cochere reaches a maximum height of 16 feet 11 inches from Existing Grade. The project complies with the Building Height standards for the Deer Valley MPD.

DRAFT

f. The Planning Commission determined the project has been designed to fit the Site, not the Site modified to fit the project.
    i. LMC § 15-6-5(G)(5) states “Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.”
    ii. The Applicant’s Narrative notes that existing conditions with drop-offs on Royal Street create “an unsafe environment” for pedestrians. The proposal is intended to isolate pedestrian traffic from vehicles and improve wayfinding for pedestrians crossing the street. Within the project area, staff recommends Condition of Approval 7 requiring the use of different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.
    iii. LMC § 15-6-5(G)(8) states an MPD “shall include transportation amenities including drop-off Areas for van and shuttle service.”
    iv. The parking garage is intended to serve as the drop-off Area for guests of The Chateaux. However, as noted in the Applicant’s Narrative, the original approvals for The Chateaux predate rideshare services, which have increased the number of drop-offs on Royal Street. According to the Applicant, “The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate.”
    v. While shuttles operated by The Chateaux will continue to use the garage for drop-offs and pickups, the proposal includes a van parking area in front of The Chateaux for oversized vehicles used by other operators that cannot fit in the garage.
g. The project does not require any changes to the Site’s Housing Mitigation Plan.
    i. The Small Scale MPD for The Chateaux permitted 78 condominium units totaling 65 unit equivalents. Density for The Chateaux is informed by the Deer Valley MPD. No changes in density are

DRAFT

proposed. Therefore, the project does not require changes to the Housing Mitigation Plan.

h. No known Physical Mine Hazards exist on the Property.
    i. The porte cochere is proposed to be installed over an already disturbed area.
i. The property is not within the Park City Soils Ordinance Boundary.
j. The project was analyzed for consistency with the General Plan.
    i. The General Plan states that future improvements in the Upper Deer Valley area “should focus on a comfortable visitor experience and support the resort economy” (General Plan, p. 251). The project supports this goal by improving the drop-off and pickup experience for guests and increasing pedestrian safety.
k. The property does not include any Historic Sites or Structures.
    i. No structures at 7815 Royal Street are included on Park City’s Historic Sites Inventory.
l. The project complies with relevant sections of the Land Management Code.
    i. Refer to Finding of Fact 22 for analysis of the project’s compliance with RD Zoning District regulations.
    ii. Refer to Finding of Fact 23 for analysis of the project's compliance with SLO regulations.
    iii. Refer to Findings of Fact 24 and 25 for analysis of the project’s compliance with off-Street Parking requirements.
m. The project proposes design elements that match or are compatible with existing materials.
    i. The Applicant indicates the porte cochere will be constructed with stone and timber to match the existing façade of The Chateaux (see Condition of Approval 4).

27. The proposal to amend The Chateaux Master Planned Development, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Section 15-1-10(E).
    a. Size and location of the Site
        i. 7815 Royal Street is a 3.27-acre Lot in the RD Zoning District and Silver Lake Neighborhood within the Deer Valley MPD. The proposed porte cochere is to relieve Royal Street congestion in the area, shifting the drop-off and pickup area for those arriving by

DRAFT

rideshares from Royal Street to the site, to improve Royal Street circulation for adjacent properties.

b. Traffic considerations including capacity of the existing Streets in the Area
   i. No increases in traffic are proposed by the project. Rather, the project shifts drop-offs and pickups from Royal Street onto the property. The Applicant stated the purpose of the project is to relieve congestion created by rideshare drop-offs and pickups, the majority of which occur on Royal Street in front of The Chateaux. The Applicant's statement continues, "The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate."
   ii. According to the Applicant, on-site circulation will occur as shown in the table below

Users of the Parking Garage	Users of the Drive Aisle and Porte Cochere
Hotel/condo unit owners	Rideshare vehicles
Hotel vehicles	Hotel guests with rental cars (valet)
Employees	Shuttle vehicles too large for the garage

   iii. The project does not involve changes to the internal circulation of the parking structure nor the addition of parking spaces in the parking structure.
   iv. The Applicant indicated the drive aisle, van parking area, and porte cochere could accommodate seven to nine vehicles at a time, reducing the number of vehicles on Royal Street. The Applicant also indicated that queuing onto Royal Street may be reduced by the project because vehicles using the ticket machine to access the parking garage would use the drive aisle and porte cochere instead, freeing up space for residents who access the garage more quickly.
   v. According to the Applicant, vehicles exiting the drive aisle will only be permitted to make a right turn onto Royal Street. Staff reviewed proposed traffic movements with the Engineering Team, who confirmed the proposed right turn-only exit is appropriate for this segment of Royal Street. Condition of Approval 10 requires the

DRAFT

Applicant to install signage at the exit of the drive aisle indicating that left turns are prohibited.

vi. The Applicant shall install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street transit stop with the approval of the City Engineering Department (Condition of Approval 14). This will allow for addressing an existing issue in the area, the lack of a nearby crosswalk to carry patrons of the Chateaux to the transit stop and Silver Lake Lodge.

vii. It will also serve as an enhancement to the existing Pedestrian experience by providing a crosswalk for Chateaux patrons helping keep the Chateaux in general within the original pedestrian-oriented vision for the project despite the replacement of the original pedestrian plaza by the Porte Cochere and drive aisle.

c. Utility capacity, including Storm Water run-off
   i. The Applicant proposes a heated drive aisle. Condition of Approval 5 requires the Applicant to retain Storm Water on site.

d. Emergency vehicle Access
   i. Emergency vehicles will have access to the drive aisle via Royal Street. Park City Fire District requires the porte cochere to include a clearance sign noting the vertical distance between the ground and the bottom of the lowest portion of the porte cochere (Condition of Approval 6).

e. Location and amount of off-Street parking
   i. No parking is permitted on either side of Royal Street adjacent to The Chateaux. The amount, location, and configuration of off-Street parking will not change with this project. See Finding of Fact 24 & 25 for additional analysis of off-Street parking requirements.

f. Internal vehicular and pedestrian circulation system
   i. The porte cochere, drive aisle, and van parking area will replace a plaza space primarily used for pedestrian circulation. Because this area receives a high volume of pedestrian crossings, staff recommends Condition of Approval 7 requiring the use of different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.

g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses

DRAFT

i. The drive aisle and porte cochere are screened by a landscaped buffer approximately 5 feet wide. The Applicant's Partial Landscape Plan (Attachment 1) indicates this landscaped area will be planted with ornamental grasses, approved perennials, and two aspen trees.

h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots
   i. The project does not involve expansion of the Building footprint, and the orientation and location of the Buildings on site will not change. The addition of a porte cochere will result in a minor change in appearance to the front façade.

i. Usable Open Space
   i. Refer to Finding of Fact 26.c.

j. Signs and lighting
   i. The project does not include signs. The Applicant proposes to install recessed downlights under the porte cochere and relocate some existing bollard lights in the reconfigured planters. Condition of Approval 8 requires all exterior lighting to comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).

k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing
   i. The Applicant indicates the porte cochere will be constructed with stone and timber to match the existing façade of The Chateaux (see Condition of Approval 4).

l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site
   i. The porte cochere will not produce noise, vibration, odors, steam, or other mechanical factors that could affect people and Property off-site. According to Municipal Code of Park City (MCPC) Chapter 9-10, vehicle engines are not permitted to idle for more than one minute (Condition of Approval 11). During construction and operation of the project, the Applicant is required to abide by the City's idling regulations, as well as noise regulations in MCPC Chapter 6-3.

m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas

DRAFT

i. The project does not involve the relocation or addition of trash and recycling pickup Areas, which are already screened. The drive aisle and porte cochere are not intended for loading and unloading involving delivery and service vehicles. Deliveries will continue to occur in the designated delivery area on the east end of the building.

n. 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
   i. The property is common area maintained by The Chateaux at Silver Lake Condominium Association. The project does not change ownership or management of the property.

o. 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
   i. The property is not within the Park City Soils Ordinance Boundary and does not include Steep Slopes, historic mine waste or Physical Mine Hazards. The property is within the SLO Boundary. Refer to Finding of Fact 23 for analysis of environmentally sensitive lands.

p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding
   i. Refer to Finding of Fact 26.j.

28. The Development Review Committee (DRC) reviewed the proposal on December 3, 2024, and requires Conditions of Approval.
   a. The Engineering Team requires storm water to be retained on site (Condition of Approval 5) and an updated site plan showing an existing storm drain on Royal Street (Condition of Approval 9).
   b. The Park City Fire District requires the installation of a clearance sign noting the vertical distance between the ground and the lowest portion of the porte cochere (Condition of Approval 6).
29. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 12, 2025.
30. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025.

DRAFT

31. The *Park Record* published courtesy notice on March 12, 2025.

Conclusions of Law

1. The proposed Modification to the MPD and CUP, as conditioned, complies with the requirements of the Land Management Code.
2. The proposed Modification to the MPD and CUP is compatible with surrounding structures in use, scale, mass, and circulation.
3. The proposed Modification to the CUP is compatible with the Deer Valley and The Chateaux MPDs.
4. The differences in use or scale of the Modification to the MPD and CUP to allow a porte cochere on the front façade of The Chateaux along with a drive aisle, hotel van parking, and associated landscaping improvements have been mitigated through careful planning and Conditions of Approval.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed February 26, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1, except as conditioned herein.
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 appliable standards by the Planning Director prior to construction.
3. The project includes the removal of an evergreen tree in the front landscaped area. The Applicant shall replace the removed Significant Vegetation according to the submitted Partial Landscape Plan.
4. The porte cochere shall be constructed with materials to match the existing façade of The Chateaux.
5. The Applicant shall obtain Engineering Department approval for drainage and storm water management plans prior to issuance of a building permit. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, *Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities*.
6. The porte cochere shall include a clearance sign noting the vertical distance between the ground and the bottom of the lowest portion of the porte cochere, including any lights or decorative fixtures.

DRAFT

7. The Applicant shall use different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.
8. All exterior lighting shall comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).
9. Prior to submittal for a Building Permit, the Applicant shall update the Site Plan to show the existing storm drain in front of The Chateaux on Royal Street.
10. The Applicant shall install signage at the exit of the drive aisle indicating that left turns onto Royal Street are prohibited.
11. Within the porte cochere, drive aisle, and van parking area, vehicles engines shall not idle for more than one minute (see Municipal Code of Park City Chapter 9-10).
12. The Applicant shall obtain a Building Permit prior to commencement of any work for the approved project.
13. The Applicant shall obtain a Building Permit within one year of project approval, or the approval is void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.
14. The Applicant shall install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street transit stop with the approval of the City Engineering Department.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

_____

Sarah Hall, Planning Commission Chair

CC: Alec Barton & Jaron Ehlers, Project Planners

Attachment 1: Approved Plans

DRAFT

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. do not scale drawings. all conditions shall be verified on site. discrepancies shall be brought to the attention of the architect before proceeding.

plot date: 11/18/2024 4:53:28 PM

A

DEER VALLEY

CHATEAUX LOBBY & ARRIVAL

7815 Royal St, Park City, UT 84060

SCHEMATIC DESIGN REVIEW SET

2024.11.18



PROJECT CONTACT INFORMATION

OWNER

ARCHITECT

WOW ATELIER, LLC.
73 EAST 400 SOUTH
SALT LAKE CITY, UTAH 84111
TELEPHONE: 801.971.4227
CONTACT: NICK LORENZO
EMAIL: NICK@BE-WOW.COM

CIVIL ENGINEER

STRUCTURAL ENGINEER

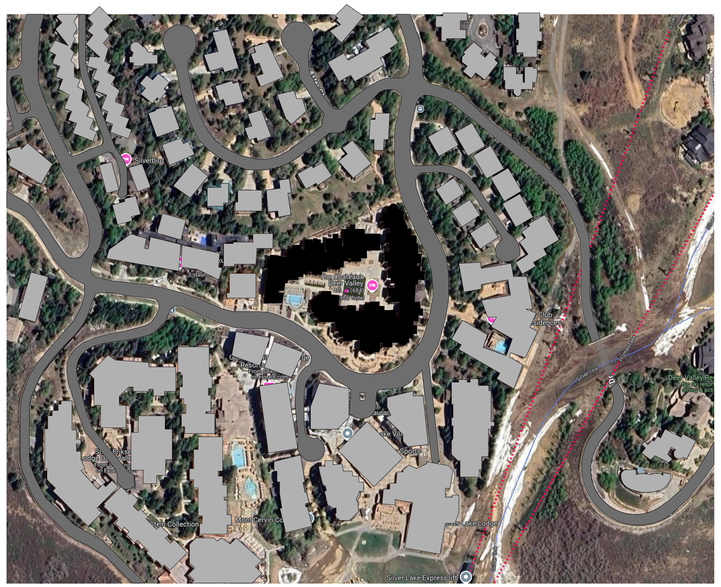
MECHANICAL ENGINEER

ELECTRICAL ENGINEER

LANDSCAPE ARCHITECT

INTERIOR DESIGNER

CONTRACTOR



N

DRAWING INDEX

02 - ARCHITECTURAL SITE

AS-000	EXISITING SITE PLAN - WITH ROOF
AS-001	PROPOSED SITE PLAN - WITH ROOF

03 - ARCHITECTURAL DRAWINGS

AE-201	EXTERIOR ELEVATIONS

WOW

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

CHATEAUX LOBBY & ARRIVAL
7815 Royal St, Park City, UT 84060

PROJECT #: 240015
ISSUE DATE: 2024.11.18
ISSUE: SCHEMATIC DESIGN
REVISIONS

COVER SHEET

GI-001

COPYRIGHT: WOW atelier, LLC. 2023



A1 EXISTING SITE PLAN
SCALE: 1" = 20'-0"

GENERAL DEMOLITION NOTES

1. PRIOR TO DEMOLITION OF ANY BUILDINGS/STRUCTURES, CONTRACTOR SHALL PERFORM A PRE-DEMOLITION SURVEY IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS GOVERNING THE DISPOSAL OF SOLID WASTE. CONTRACTOR TO OBTAIN AII NECESSARY PERMITS AND APPROVALS BY THE AUTHORITY HAVING JURISDICTION.
2. LOCATE AND IDENTIFY ALL EXISTING UTILITIES WITHIN THE CONSTRUCTION AREA, DISCONNECT AND SEAL/CAP UTILITY SERVICES THAT WILL BE AFFECTED BY THIS PROJECT. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS. VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED AND SEALED/CAPPED.
3. CONDUCT OPERATIONS WITH MINIMUM INTERFERENCE TO PUBLIC OR PRIVATE ACCESSES.
4. MAINTAIN EGRESS AND ACCESS AT AII. TIMES. DO NOT CLOSE OR OBSTRUCT ROADWAYS, OR SIDEWALKS WITHOUT PERMITS. COORDINATE W/ AUTHORITY HAVING JURISDICTION.
5. CONFORM TO APPLICABLE CODE FOR DEMOLITION OF STRUCTURES, SAFETY OF ADJACENT STRUCTURES, DUST CONTROL, RUNOFF CONTROL, AND HAULING, DISPOSAL AND STORAGE OF DEBRIS.
6. NOTIFY ADJACENT OWNERS OF WORK THAT MAY AFFECT THEIR PROPERTY, POTENTIAL NOISE, UTILITY OUTAGE, OR DISRUPTION. COORDINATE WITH OWNER.
7. PROTECT IN PLACE ALL EXISTING BUILDING AND SITE ELEMENTS NOT TO BE DEMOLISHED. DAMAGES INFERED BY THE DEMOLITON PROCESS TO EXISTING ELEMENTS ARE TO BE REPAIRED OR REPLACED TO MATCH EXISTING UNDER THE RESPONSIBLITY OF THE CONTRACTOR INCLUDING BUT NOT LIMETED TO ELECTRICAL, MECHANICAL, FINISHES, AND SITEWORK.
8. CONTRACTOR TO INQUIRE A LIST AND INFORM THE OWNER OF ALL SALVAGABLE CONSTRUCTIONS/MATERIALS. CONTRACTOR TO REMOVE ALL EXISTING CONSTRUCTIONS AND FINISHES NECESSARY FOR THE COMPLETION OF THE WORK AS DEPICTED ON THE DRAWINGS.

DEMOLITION SYMBOLS

DASHED LINE INDICATES DEMOLITION

HATCH INDICATES EXISTING TO BE PROTECTED IN PLACE

N

0' 8' 16' 32' 64'

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. do not scale drawings. all conditions shall be verified on site. discrepancies shall be brought to the attention of the architect before proceeding.
plot date: 11/18/2024 4:49:12 PM
Autodesk Docs://Chateaux/Chateaux Entry and Lobby.rvt

WOW

PRELIMINARY NOT FOR PERMIT OR CONSTRUCTION

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

CHATEAUX LOBBY & ARRIVAL

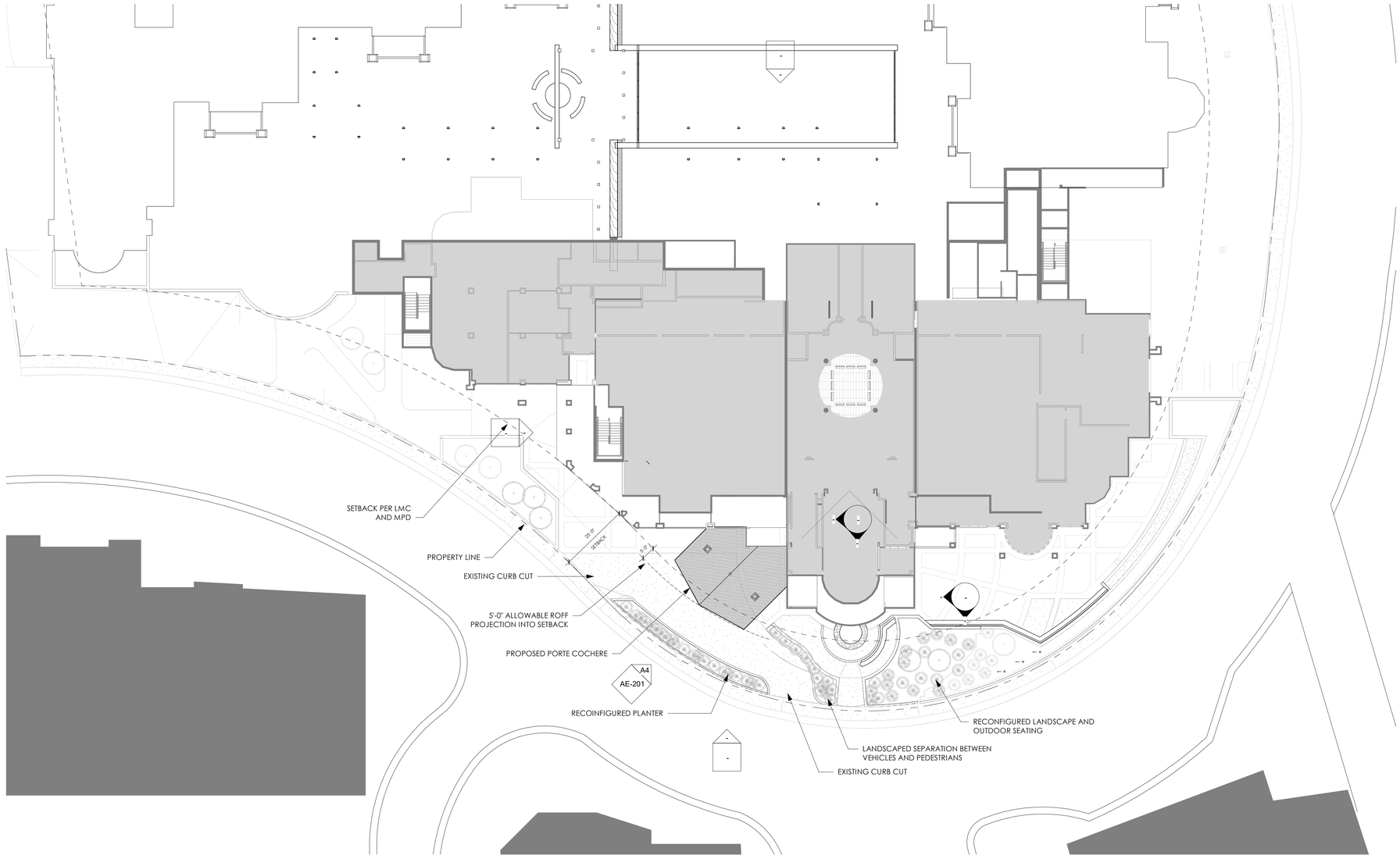
7815 Royal St. Park City, UT 84060

PROJECT #: 240015
ISSUE DATE: 2024.10.11
ISSUE: SCHEMATIC DESIGN
REVISIONS

EXISITING SITE PLAN - WITH ROOF

AS-000

COPYRIGHT: WOW atelier, LLC, 2023



A1 NEW SITE PLAN
SCALE: 1" = 20'-0"

0' 8' 16' 32' 64'

N

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. do not scale drawings. all conditions shall be verified on site. discrepancies shall be brought to the attention of the architect before proceeding.
plot date: 11/18/2024 4:49:13 PM Autodesk Docs://Chateaux/Chateaux Entry and Lobby.rvt

WOW

PRELIMINARY
NOT FOR
PERMIT OR
CONSTRUCTION

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

CHATEAUX LOBBY & ARRIVAL

7815 Royal St, Park City, UT 84060

PROJECT #: 240015
ISSUE DATE: 2024.10.11
ISSUE: SCHEMATIC DESIGN
REVISIONS

PROPOSED SITE PLAN - WITH ROOF

AS-001

COPYRIGHT: WOW atelier, LLC, 2023

A4 **PORTE COCHERE ELEVATION**
SCALE: 1/4" = 1'-0"

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. do not scale drawings. all conditions shall be verified on site, discrepancies shall be brought to the attention of the architect before proceeding.

plot date: 11/18/2024 4:50:06 PM Autodesk Docs://Chateaux/Chateaux Entry and Lobby.rvt

WOW

PRELIMINARY NOT FOR PERMIT OR CONSTRUCTION

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

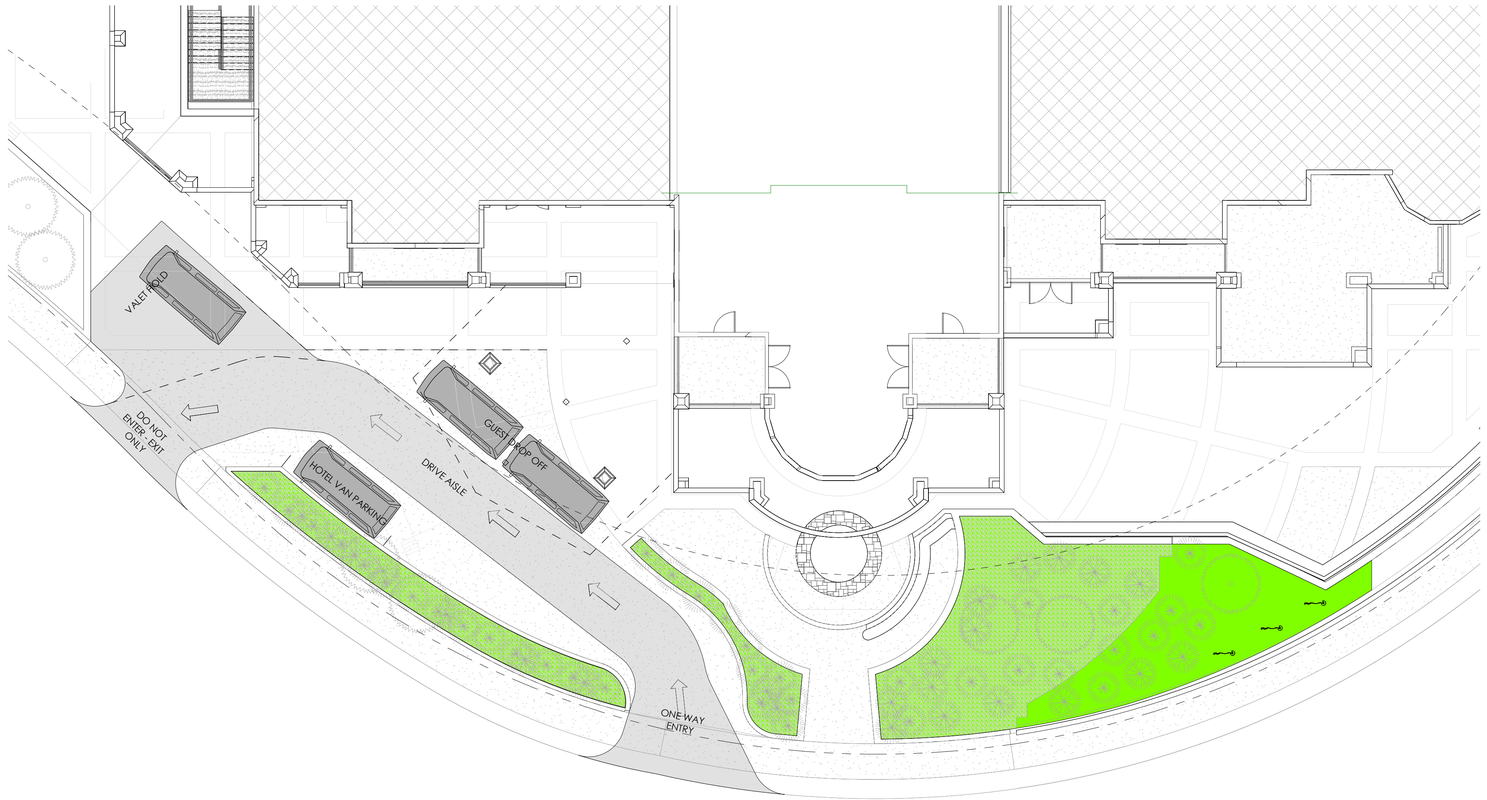
CHATEAUX LOBBY & ARRIVAL
7815 Royal St, Park City, UT 84060

PROJECT #: 24001S
ISSUE DATE: 2024.10.11
ISSUE: SCHEMATIC DESIGN
REVISIONS

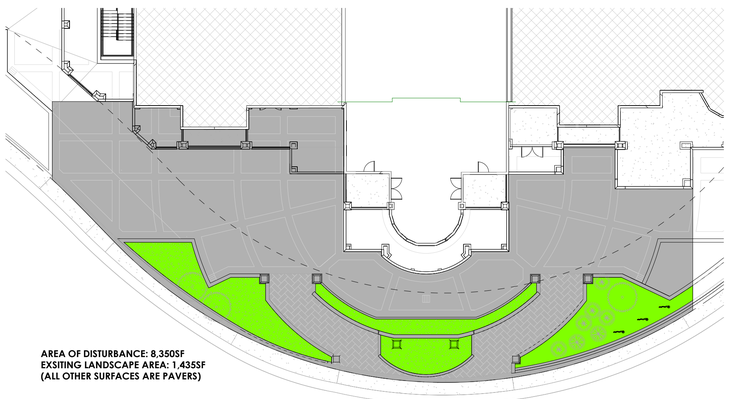
EXTERIOR ELEVATIONS

AE-201

COPYRIGHT: WOW atelier, LLC, 2023

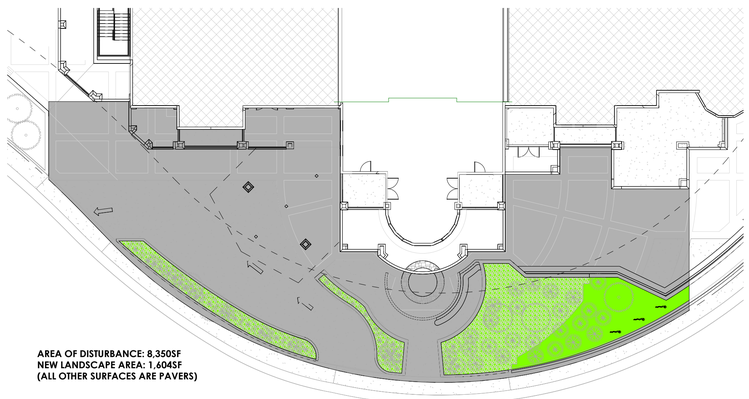


B1 SITE CIRCULATION
SCALE: 1" = 10'-0"



AREA OF DISTURBANCE: 8,350SF
EXSITING LANDSCAPE AREA: 1,435SF
(ALL OTHER SURFACES ARE PAVERS)

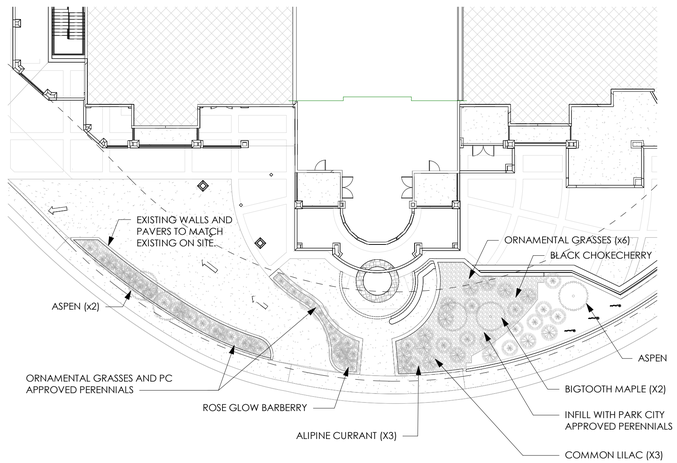
A1 OPEN SPACE CALCULATION - EXISTING
SCALE: 1" = 20'-0"



AREA OF DISTURBANCE: 8,350SF
NEW LANDSCAPE AREA: 1,604SF
(ALL OTHER SURFACES ARE PAVERS)

A3 OPEN SPACE CALCULATION - NEW
SCALE: 1" = 20'-0"

2	BIGTOOTH MAPLE	ACER GRANDIDENTATUM
3	QUAKING ASPEN	POPULUS TREMULOIDES
4	BLACK CHOKEBERRY	ARONIA MELANOCARPA
3	ROSE GLOW BARBERRY	BERBERIS THUNBERGII
3	APLINE CURRANT	RIBES ALPINUM
3	COMMON LILAC (WHITE/ PURPLE)	SYRINGA VULGARIS



A5 PARTIAL LANDSCAPE PLAN
SCALE: 1" = 20'-0"

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work, do not scale drawings, all conditions shall be verified on site, discrepancies shall be brought to the attention of the architect before proceeding.
plot date: 1/10/2025 9:30:29 AM Autodesk Docs://Chateaux/Chateaux Entry and Lobby.rvt

PRELIMINARY NOT FOR PERMIT OR CONSTRUCTION

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

CHATEAUX LOBBY & ARRIVAL

7815 Royal St,
Park City, UT 84060

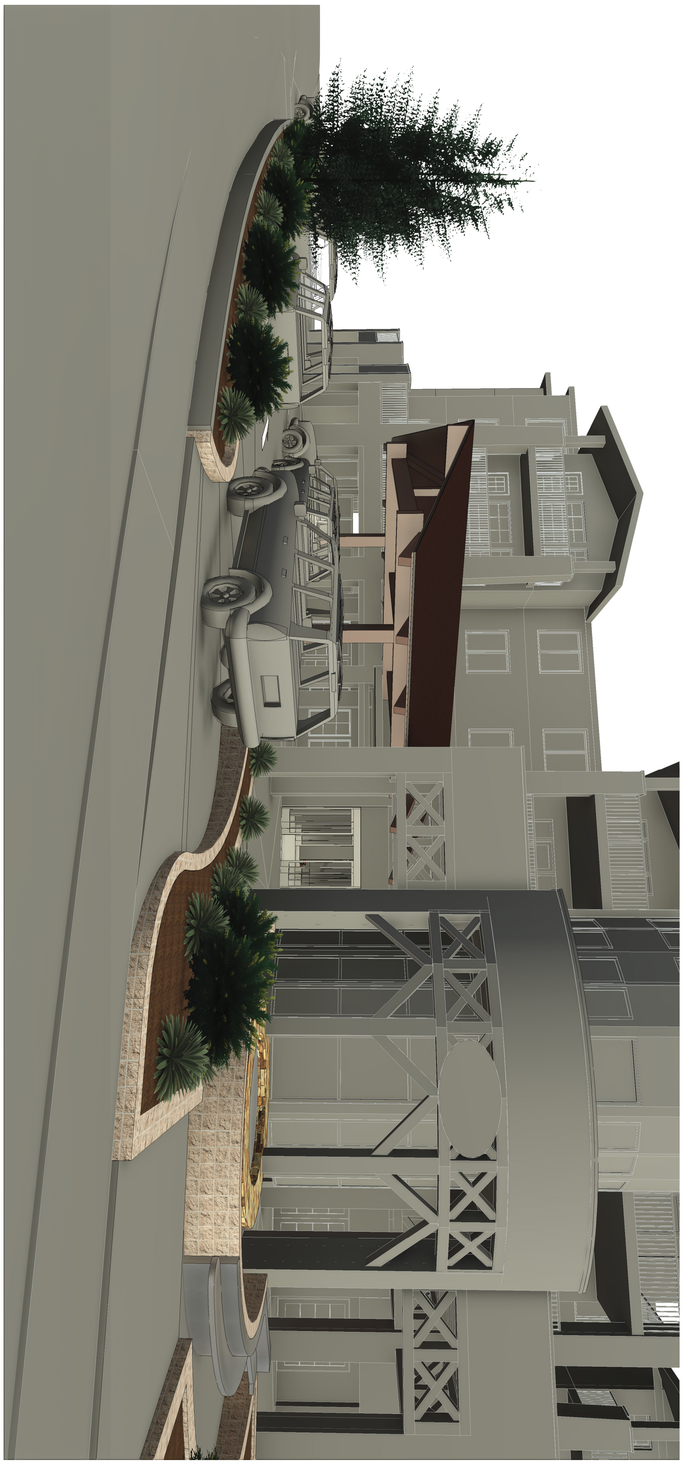
PROJECT #: 240015
ISSUE DATE: 01.08.2025
ISSUE: MPD UPDATES
REVISIONS

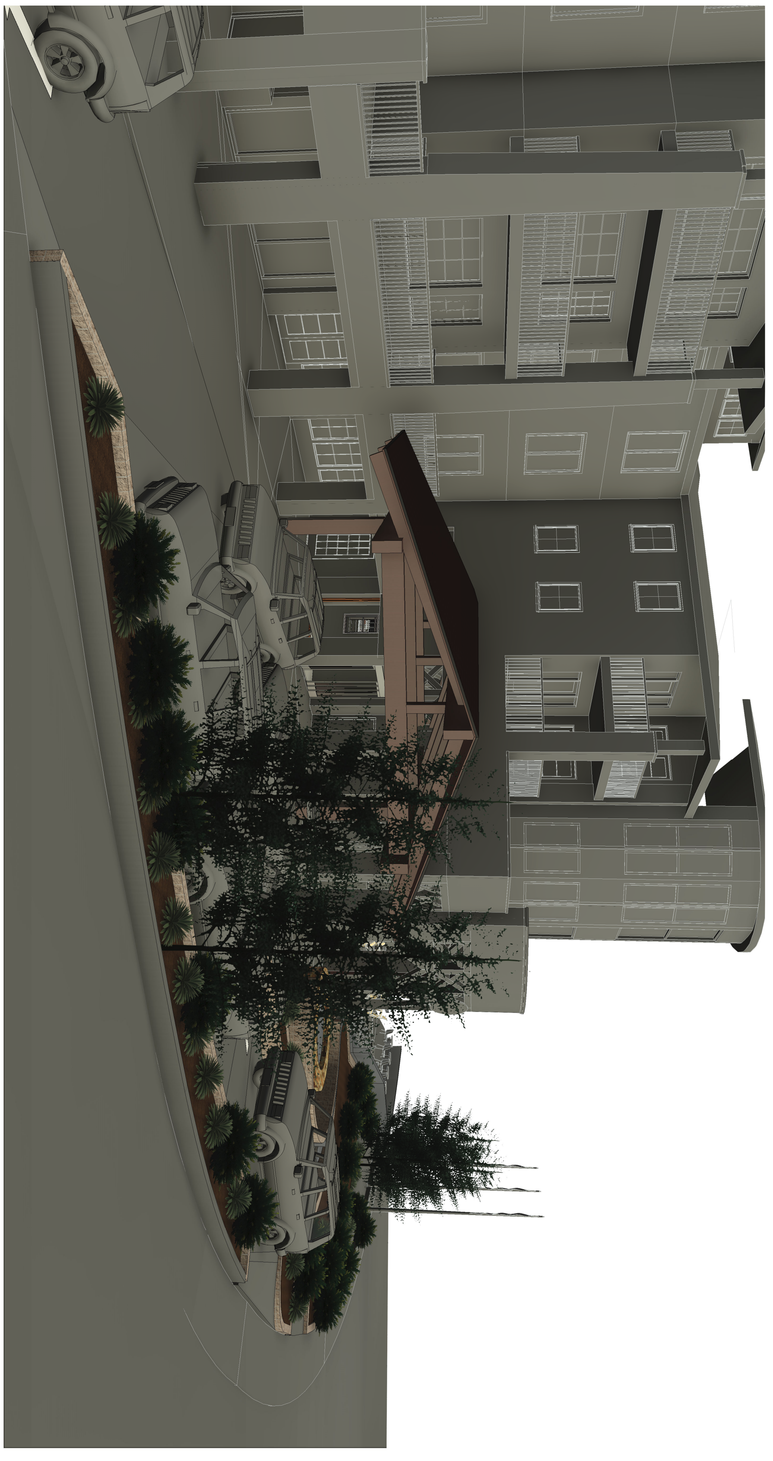
PLANNING DEPT INFORMATION

GI-003

COPYRIGHT: WOW atelier, LLC, 2025

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. do not scale drawings. all conditions shall be verified on site. discrepancies shall be brought to the attention of the architect before proceeding.





PLANNING DEPT INFORMATION

GI-004

PROJECT #: 240015
ISSUE DATE: 01.08.2025
ISSUE: MPD UPDATES
REVISIONS

CHATEAUX LOBBY & ARRIVAL

7815 Royal St,
Park City, UT 84060

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

PRELIMINARY NOT FOR PERMIT OR CONSTRUCTION

WOW

COPYRIGHT: WOW atelier, LLC 2025

KEYNOTE	
NUMBER	DESCRIPTION
SI-01	SETBACK PER LMC AND MPD
SI-02	5'-0" ALLOWABLE ROOF PROJECTION INTO SETBACK
SI-03	NEW PORTE COCHERE
SI-04	NEW PAVER TILES
SI-05	NEW PLANTER/CURB WALL AND LANDSCAPING
SI-06	NEW FOUNTAIN
SI-07	NEW BUILT IN BENCH/SEATING
SI-08	PROPERTY LINE

A1 NEW SITE PLAN
SCALE: 1" = 20'-0"

0' 8' 16' 32' 64'

N

PRELIMINARY NOT FOR PERMIT OR CONSTRUCTION

CIVIL:
STRUCTURAL:
MECHANICAL:
ELECTRICAL:
LANDSCAPE:
INTERIOR:

CHATEAUX LOBBY & ARRIVAL

7815 Royal St,
Park City, UT 84060

PROJECT #: 240015
ISSUE DATE: 01.08.2025
ISSUE: MPD UPDATES
REVISIONS

PROPOSED SITE PLAN - WITH ROOF

AS-001

COPYRIGHT: WOW atelier, LLC, 2025

the concepts, ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. do not scale drawings. all conditions shall be verified on site. discrepancies shall be brought to the attention of the architect before proceeding.
plot date: 2/20/2025 9:43:56 AM Autodesk Docs://Chateaux/Chateaux Entry and Lobby.rvt

DEER VALLEY CLUB

A PRIVATE RESIDENCE CLUB

To: Park City Planning Department

From: Jeff Bennett
General Manager
Deer Valley Club

Date: 2/6/25
Re: Chateaux – Arrival Circle

Dear Planning Department,

As one of the oldest properties in the Silver Lake area of Deer Valley, and as a direct abutting neighbor to The Chateaux at Silver Lake, please accept this letter as full support of their plans to create an arrival circle and Porte Cochere area for their property.

The Chateaux has shared their detailed plans with our Association and were kind enough to welcome us for a site tour to see in person.

We believe this arrival circle will have a positive impact on the Silver Lake area by offering a safe place for vehicles to pull off the street and / or sidewalk, which has increased significantly over the years with the evolution of ride share programs such Uber and Lyft.

Additionally, larger 3rd party shared transportation vehicles such as Sprinter Vans are too tall to fit into The Chateaux garage so the new arrival circle will allow those vehicles to safely pull off the street and sidewalk as well.

In summary, we believe the proposed arrival circle at The Chateaux will provide a health and safety improvement for the Silver Lake area and hope you will join us in approving their proposal.

Respectfully,

Jeff Bennett
Deer Valley Club
General Manager
7720 Royal Street East
Park City, UT 84060
[redacted]

Goldener Hirsch

AUBERGE RESORTS COLLECTION

DEER VALLEY

February 27, 2025

To Whom It May Concern,

On behalf of the Goldener Hirsch Homeowners Association, I am writing to express our strong support for the proposed front entrance project at the Chateaux in Silverlake Village, Deer Valley. As this project is located directly across Royal Street from our property, we believe it will significantly improve ***safety*** and overall ***experience*** for pedestrians in our area.

Currently, taxi and car services use Royal Street as a staging area, which creates unnecessary congestion and potential safety hazards for both pedestrians and drivers. The installation of a dedicated front entrance at the Chateaux will help alleviate this problem by providing designated space for vehicles to drop off guests, thereby reducing the number of cars that idle or park along Royal Street. This will lead to a smoother flow of traffic and a safer environment for residents and visitors.

The Goldener Hirsch Homeowners Association fully supports the installation of the front entrance at the Chateaux and encourages the Planning Department to approve this important project. We believe that it will be a valuable addition to the Silverlake Village area and contribute to the continued success and charm of Deer Valley.

Thank you for considering our support for this initiative. Should you need any further information, please do not hesitate to contact us at [redacted]

Sincerely,

C. Hope Eccles
President, Goldener Hirsch Homeowners Association

cc: Jamie Miller, General Manager, Goldener Hirsch Auberge Resort

Silver Lake
Accommodations

January 31, 2025

Park City Planning Staff

Dear Planning Staff:

I am writing this letter in support of the the arrival circle that the Chateaux at Deer Valley is proposing at the front of their property. I manage the Mont Cervin Condominiums at 7550 Royal Street E and I believe this would be a worthwhile addition and provide a much needed space for vehicles that would be dropping off or picking up guests from that property. It would help eliminate street parking and I believe create a much safer traffic and pedestrian area.

Please feel free to contact me if I can provide any additional information.

Sincerely,

Ron Krieger

Ron Krieger
President
Silver Lake Accommodations
[redacted]

SILVER LAKE VILLAGE PLAZA OWNER'S ASSOCIATION

PO Box 889 *Park City, UT 84060* [redacted]

March 1, 2025

Park City Planning Department
445 Marsac Avenue
Park City, UT 84060

Dear Members of the Park City Planning Commission,

We are writing to express our strong support for the long-planned installation of the entry at the Chateaux on Royal Street in Deer Valley. The Silver Lake Village Plaza Association is comprised of The Deer Valley Silverlake Lodge. The Mt Cervin, The Mt Cervin commercial plaza and condominiums, the Inn at Silver Lake, The Goldenr Hirsch Inn and the Goldener Hirsch Residences. Our HOA represents resident and frequent visitor to the area. I have seen firsthand the positive impact that thoughtful improvements like this can have on both the local community and the overall guest experience in this beloved destination.

The addition of the proposed entry at the Chateaux will significantly improve the safety and convenience for visitors, allowing for smoother guest arrivals and departures. It will also help reduce traffic congestion in front of the property, especially during busy seasons, and enhance the overall flow of vehicles and pedestrians in the area. This is particularly important in a place like Deer Valley, where guests often expect a high level of service and accessibility.

We believe that this addition will be a positive step forward for Deer Valley and Park City as a whole, improving accessibility, safety, and the guest experience. We wholeheartedly support the project and encourage the Planning Department to approve the project at the Chateaux.

Thank you for your attention to this matter. Should you need any further information or input from me, please feel free to contact me [redacted]

Respectfullly,

Christopher M. Conabee
Vice President
Silver Lake Village Plaza Association

cc: Jeff Bennett, President & Amos Madanes, Secretary

STEIN ERIKSEN LODGE
DEER VALLEY

Dear Park City Planning Department,

As chief executive officer of Stein Eriksen Lodge, I am writing to offer Stein's and my full support of our neighbor, The Chateaux Deer Valley, for their request before the Planning Department, to create an arrival circle and Porta Cochere for their property located at 7815 Royal Street in the Silver Lake village of Deer Valley. I have reviewed their conceptual design and feel this would not only be an enhancement for their operations but improve the traffic flow, eliminate congestion, and address safety concerns for the Silver Lake village.

Currently, especially during peak travel hours, there is a bottleneck of congestion with traffic, city buses, and pedestrians along Royal Street in the Silver Lake village. Throughout the day, traffic is attempting to turn into the single lane access to the 450+ stall Chateaux parking garage. This includes skier, employees of Deer Valley (Deer Valley has 125 employee's cars parked in the garage on any given day) and Chateaux, hotel guests and skiers. City buses, delivery vehicles, ride share, snowplows, shuttles and even emergency vehicles from the fire station fight the backup caused by his bottleneck. Hundreds of employees, guests and skiers cross from the Chateaux to Silver Lake every day with no crosswalk adding to the congestion and creating a serious safety issue. Shuttles and ride shares are constantly picking up and dropping guests off, stopping on Royal Street in front of the Chateaux, adding to the congestion.

Creating an alternative, especially for guests' arrival and pickup and drop off will reduce this congestion and create a better and safer experience for the entire village while also greatly reducing the congestion during peak traffic periods. I also think that allowing for a Porta Cochere is essential for a luxury Four Star hotel like Chateaux as guests will be exposed to the elements, including hanging ice and roof avalanches without a covering afforded many other hotels in Deer Valley.

I do note that other properties, including Black Bear in the Silver Lake village, were granted an arrival circle which dramatically improved traffic flow and congestion for Stein Eriksen Lodge.

Again, I offer our full support of The Chateaux's efforts to receive approval for and build an arrival circle and Porta Cochere. Should you have any questions or if I can provide any additional information, please don't hesitate to contact me.

Thank you for your consideration

Russ Olsen, CEO

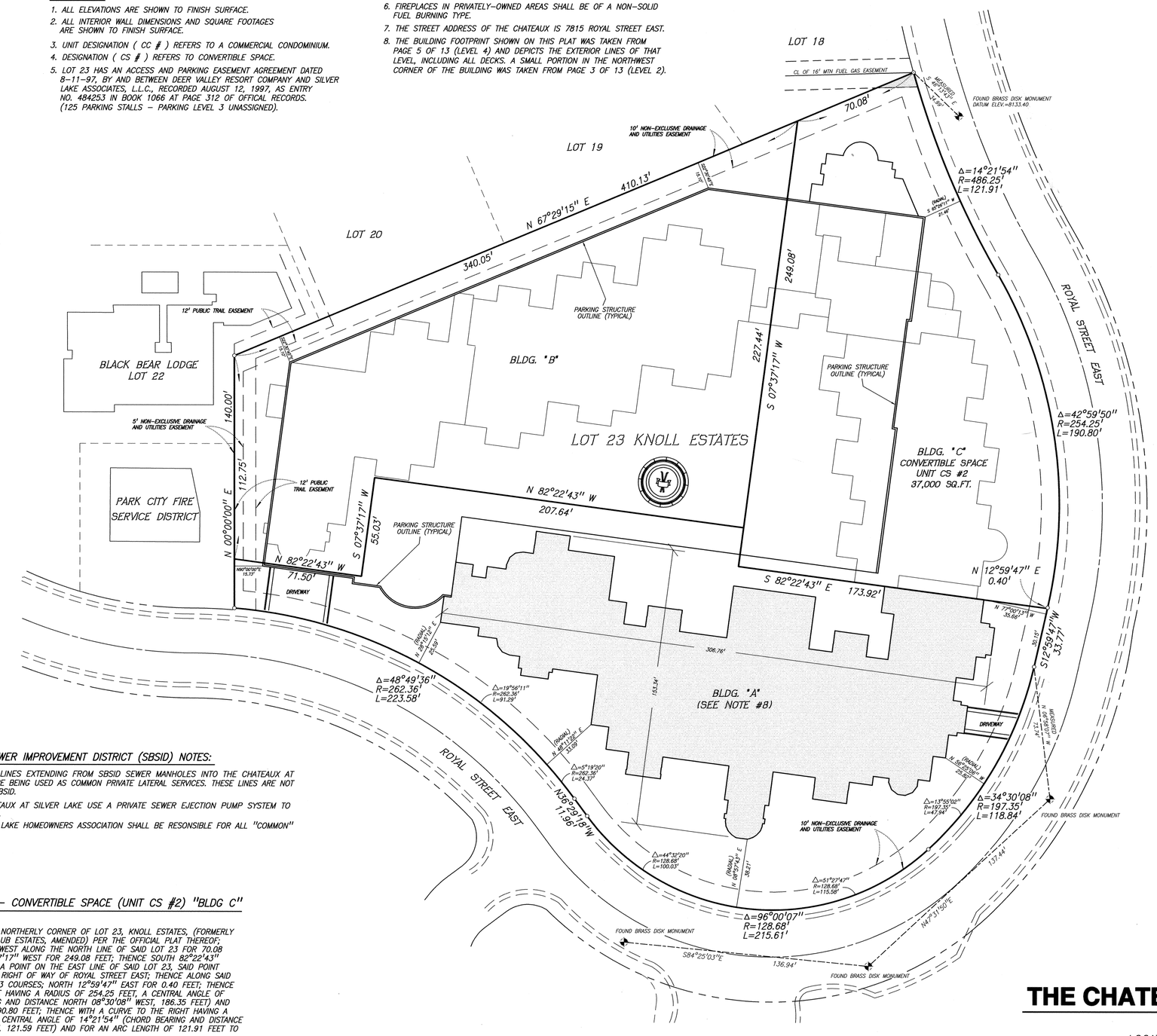
POST OFFICE BOX 3177 • 7700 STEIN WAY • PARK CITY, UTAH 84060
[redacted]

K:\209100\SURVEY\A_bnd_1.dwg Tue Oct 26 06:55:29 1999

NOTES:

1. ALL ELEVATIONS ARE SHOWN TO FINISH SURFACE.
2. ALL INTERIOR WALL DIMENSIONS AND SQUARE FOOTAGES ARE SHOWN TO FINISH SURFACE.
3. UNIT DESIGNATION (CC #) REFERS TO A COMMERCIAL CONDOMINIUM.
4. DESIGNATION (CS #) REFERS TO CONVERTIBLE SPACE.
5. LOT 23 HAS AN ACCESS AND PARKING EASEMENT AGREEMENT DATED 8-11-97, BY AND BETWEEN DEER VALLEY RESORT COMPANY AND SILVER LAKE ASSOCIATES, L.L.C., RECORDED AUGUST 12, 1997, AS ENTRY NO. 484253 IN BOOK 1066 AT PAGE 312 OF OFFICAL RECORDS. (125 PARKING STALLS – PARKING LEVEL 3 UNASSIGNED).
6. FIREPLACES IN PRIVATELY-OWNED AREAS SHALL BE OF A NON-SOLID FUEL BURNING TYPE.
7. THE STREET ADDRESS OF THE CHATEAUX IS 7815 ROYAL STREET EAST.
8. THE BUILDING FOOTPRINT SHOWN ON THIS PLAT WAS TAKEN FROM PAGE 5 OF 13 (LEVEL 4) AND DEPICTS THE EXTERIOR LINES OF THAT LEVEL, INCLUDING ALL DECKS. A SMALL PORTION IN THE NORTHWEST CORNER OF THE BUILDING WAS TAKEN FROM PAGE 3 OF 13 (LEVEL 2).

SCALE 1" = 30'



SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT (SBSID) NOTES:

1. THE EIGHT INCH SEWER LINES EXTENDING FROM SBSID SEWER MANHOLES INTO THE CHATEAUX AT SILVER LAKE PROPERTY ARE BEING USED AS COMMON PRIVATE LATERAL SERVICES. THESE LINES ARE NOT THE RESPONSIBILITY OF SBSID.
2. PORTIONS OF THE CHATEAUX AT SILVER LAKE USE A PRIVATE SEWER EJECTION PUMP SYSTEM TO PROVIDE SEWER SERVICE.
3. THE CHATEAUX AT SILVER LAKE HOMEOWNERS ASSOCIATION SHALL BE RESONSIBLE FOR ALL "COMMON" SEWER LATERALS.

LEGAL DESCRIPTION – CONVERTIBLE SPACE (UNIT CS #2) "BLDG C"

COMMENCING AT THE MOST NORTHERLY CORNER OF LOT 23, KNOLL ESTATES, (FORMERLY KNOWN AS DEER VALLEY CLUB ESTATES, AMENDED) PER THE OFFICIAL PLAT THEREOF; THENCE SOUTH 67°29'15" WEST ALONG THE NORTH LINE OF SAID LOT 23 FOR 70.08 FEET; THENCE SOUTH 07°37'17" WEST FOR 249.08 FEET; THENCE SOUTH 82°22'43" EAST FOR 173.92 FEET TO A POINT ON THE EAST LINE OF SAID LOT 23, SAID POINT ALSO BEING THE WESTERLY RIGHT OF WAY OF ROYAL STREET EAST; THENCE ALONG SAID EAST LINE THE FOLLOWING 3 COURSES; NORTH 12°59'47" EAST FOR 0.40 FEET; THENCE WITH A CURVE TO THE LEFT HAVING A RADIUS OF 254.25 FEET, A CENTRAL ANGLE OF 42°59'50" (CHORD BEARING AND DISTANCE NORTH 08°30'08" WEST, 186.35 FEET) AND FOR AN ARC LENGTH OF 190.80 FEET; THENCE WITH A CURVE TO THE RIGHT HAVING A RADIUS OF 486.25 FEET, A CENTRAL ANGLE OF 14°21'54" (CHORD BEARING AND DISTANCE OF NORTH 22°49'06" WEST, 121.59 FEET) AND FOR AN ARC LENGTH OF 121.91 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.8494 ACRES – 37,000 SQ.FT.

SURVEYOR'S CERTIFICATE

I, JAMES M. BAGWELL, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 358275 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE MADE A RECORD OF SURVEY MAP OF THE CHATEAUX AT SILVER LAKE-AMENDED, A UTAH CONDOMINIUM PROJECT. IN ACCORDANCE WITH THE PROVISIONS OF SECTION 57-8-13 (1) OF THE UTAH CONDOMINIUM ACT.

10-26-99
DATE

James M. Bagwell
JAMES M. BAGWELL
UTAH LICENSE NO. 358275

LICENSED LAND SURVEYOR No. 358275 JAMES M. BAGWELL STATE OF UTAH

LEGAL DESCRIPTION

ALL OF LOT 23 KNOLL ESTATES (FORMERLY KNOWN AS DEER VALLEY CLUB ESTATES, AMENDED) ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

CONTAINS 3.24 ACRES.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOWN ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED IS THE OWNER OF THE HEREIN DESCRIBED TRACT OF LAND, AND HEREBY CAUSES THE SAME TO BE DIVIDED INTO PRIVATE UNITS, LIMITED COMMON AREAS, AND COMMON AREAS, AS SET FORTH, IN THE PLAT AND IN THE DECLARATION, HEREAFTER TO BE KNOWN AS THE CHATEAUX AT SILVER LAKE, A UTAH CONDOMINIUM PROJECT SUBMITTING THE PROPERTY TO THE PROVISIONS OF THE UTAH CONDOMINIUM OWNERSHIP ACT AND THE UNDERSIGNED, DO HEREBY DEDICATE FOR THE PERPETUAL USE OF OWNERS OF CONDOMINIUMS IN THE CHATEAUX AT SILVER LAKE ALL COMMON AREAS AND DUE FURTHER DEDICATE FOR THE USE BY EMERGENCY AND UTILITY SERVICE VEHICLES AN INGRESS AND EGRESS EASEMENT OVER THE COMMON AREAS. THE OWNER AND IT'S REPRESENTATIVES, HEREBY IRREVOCABLY OFFER FOR DEDICATION TO THE CITY OF PARK CITY ALL LAND FOR LOCAL GOVERNMENT USES, EASEMENTS AND REQUIRED UTILITIES AS SHOWN ON THE SUBDIVISION PLAT AND CONSTRUCTION PLANS IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION. THE OWNER FURTHER CERTIFIES THAT BUILDING "A" WILL BE BUILT AS SHOWN HEREON.

EXECUTED THIS 26th DAY OF October, 1999.

SILVER LAKE ASSOCIATES, L.L.C., A UTAH LIMITED LIABILITY COMPANY

F. Lynn Padan

F. LYNN PADAN, MANAGER

ACKNOWLEDGEMENT

STATE OF UTAH)
: SS.
COUNTY OF SUMMIT)

ON THIS 26th DAY OF October, 1999, PERSONALLY APPEARED BEFORE ME, F. LYNN PADAN WHO BEING BY ME DULY SWORN, DID SAY THAT HE IS MANAGER OF SILVER LAKE ASSOCIATES, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND THAT THE WITHIN AND FOREGOING OWNER'S DEDICATION AND CONSENT TO RECORD WAS SIGNED ON BEHALF OF SAID COMPANY, AND SAID F. LYNN PADAN DULY ACKNOWLEDGED TO ME THAT SAID COMPANY EXECUTED THE SAME.

NOTARY PUBLIC Katharine H. Kinsman
MY COMMISSION EXPIRES May 1, 2002
RESIDING AT Summit County

NOTARY PUBLIC Katharine H. Kinsman 136 Heber Ave. • PO Box 1627 Park City, Utah 84060 My Commission Expires May 1, 2002 STATE OF UTAH

CONSENT TO RECORD

THE UNDERSIGNED ZIONS FIRST NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, HOLDER OF A DEED OF TRUST ON THE PROPERTY SUBJECT HERETO, DOES HEREBY CONSENT TO THE RECORDATION OF THIS CONDOMINIUM DECLARATION AND TO THE RECORDATION OF THE RECORD OF SURVEY MAP RECORDED CONCURRENTLY HEREWITH AND CONSENTS TO THE SUBMISSION OF THE PROPERTY TO THE UTAH CONDOMINIUM OWNERSHIP ACT.

ZIONS FIRST NATIONAL BANK
BY: Dave Jackman
ITS Asst. Vice Pres.

STATE OF UTAH)
: SS.
COUNTY OF Salt Lake)

ON THIS 28th DAY OF October, 1999, PERSONALLY APPEARED BEFORE ME Dave Jackman, SIGNER OF THE ABOVE CONSENT TO RECORD, WHO BEING DULY SWORN, DID SAY THAT HE IS THE Asst. Vice President OF ZIONS NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, AND THAT THE CONSENT TO RECORD WAS SIGNED IN BEHALF OF SAID BANK UNDER UNDER AUTHORITY GRANTED BY ITS BOARD OF TRUSTEES, AND SAID Dave Jackman DULY ACKNOWLEDGED TO ME THAT SAID BANK EXECUTED THE SAME.

Krista Oicles
NOTARY PUBLIC
RESIDING AT :

MY COMMISSION EXPIRES :
11-30-2000

NOTARY PUBLIC KRISTA OICLES One South Main Suite 1450 Salt Lake City, Utah 84111 My Commission Expires November 30, 2000 STATE OF UTAH

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

K:\209100\SURVEY\A_BND_1.DWG

THOMPSON-HYSELL ENGINEERS
2496 WEST 4700 SOUTH, TAYLORSVILLE, UT 84118 (801) 964-0696

SEWER DISTRICT APPROVAL
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 29th DAY OF OCTOBER 1999 A.D.
S.B.S.I.D.

CITY COUNCIL APPROVAL
PRESENTED TO THE BOARD OF PARK CITY CITY COUNCIL THIS 26th DAY OF AUGUST 1999 A.D. AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.
MAYOR

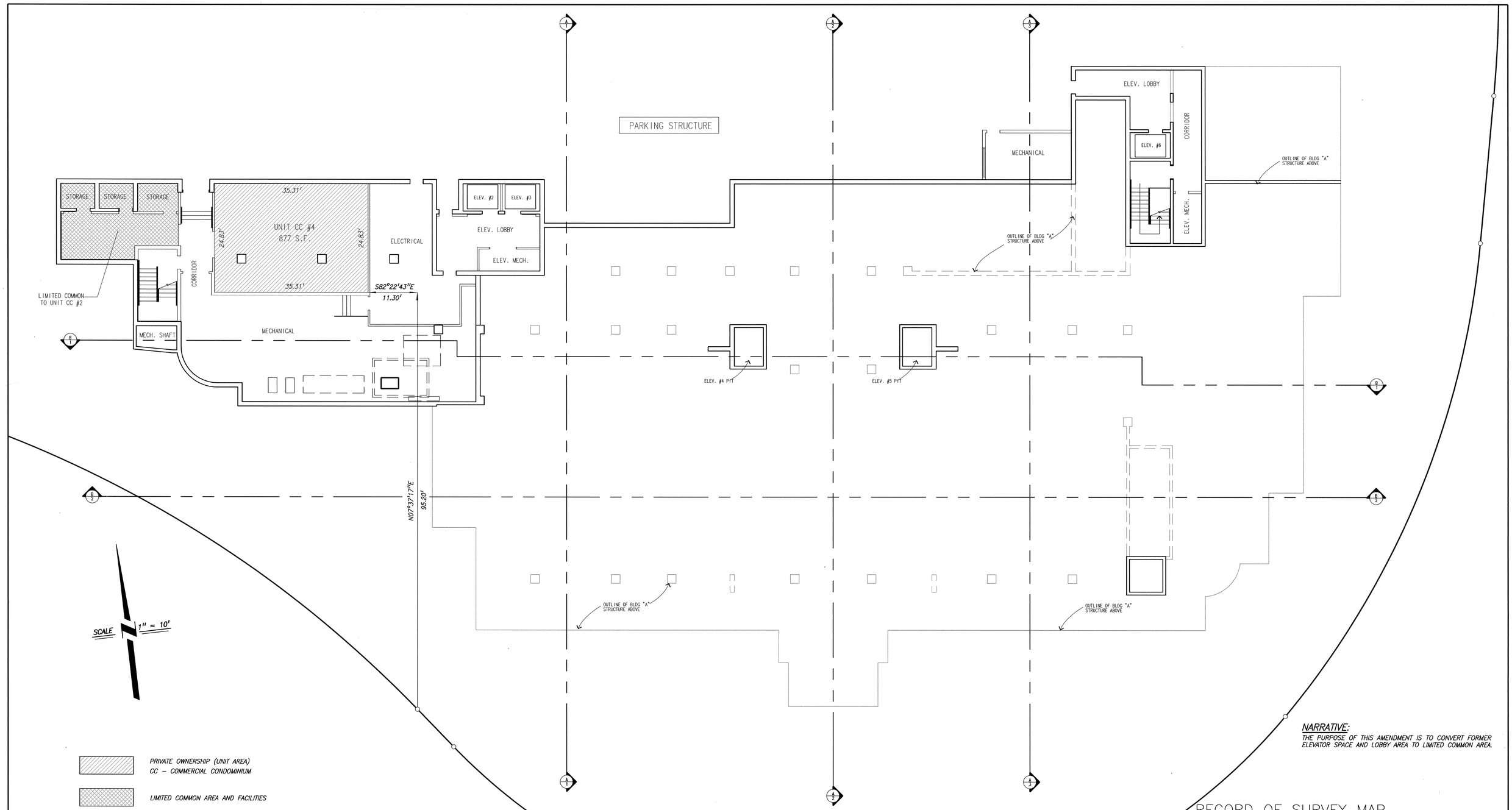
CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 26 DAY OF AUGUST 1999 A.D.
PARK CITY RECORDER

CITY ENGINEER
REVIEWED BY THE PARK CITY CITY ENGINEERING DEPARTMENT ON THIS 29TH DAY OF OCTOBER 1999 A.D.
CITY ENGINEER

CITY PLANNING COMMISSION
APPROVED AND ACCEPTED BY THE Park City CITY PLANNING COMMISSION ON THIS 1ST DAY OF NOVEMBER 1999 A.D.
CHAIRMAN

APPROVAL AS TO FORM
APPROVED AS TO FORM ON THIS 2nd DAY OF November 1999 A.D.
CITY ATTORNEY

RECORDED
#552115
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF Coalition Title
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEES
RECORDER



PRIVATE OWNERSHIP (UNIT AREA)
CC – COMMERCIAL CONDOMINIUM

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NOTES:

1. INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
2. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
4. SOME INTERIOR STRUCTURAL FEATURES SHOWN AS COMMON AREAS ARE INCLUDED IN THE UNIT SQUARE FOOTAGE CALCULATIONS.

MECHANICAL LEVEL 1 (BLDG "A")
PARKING LEVEL 3

NARRATIVE:
THE PURPOSE OF THIS AMENDMENT IS TO CONVERT FORMER ELEVATOR SPACE AND LOBBY AREA TO LIMITED COMMON AREA.

RECORD OF SURVEY MAP

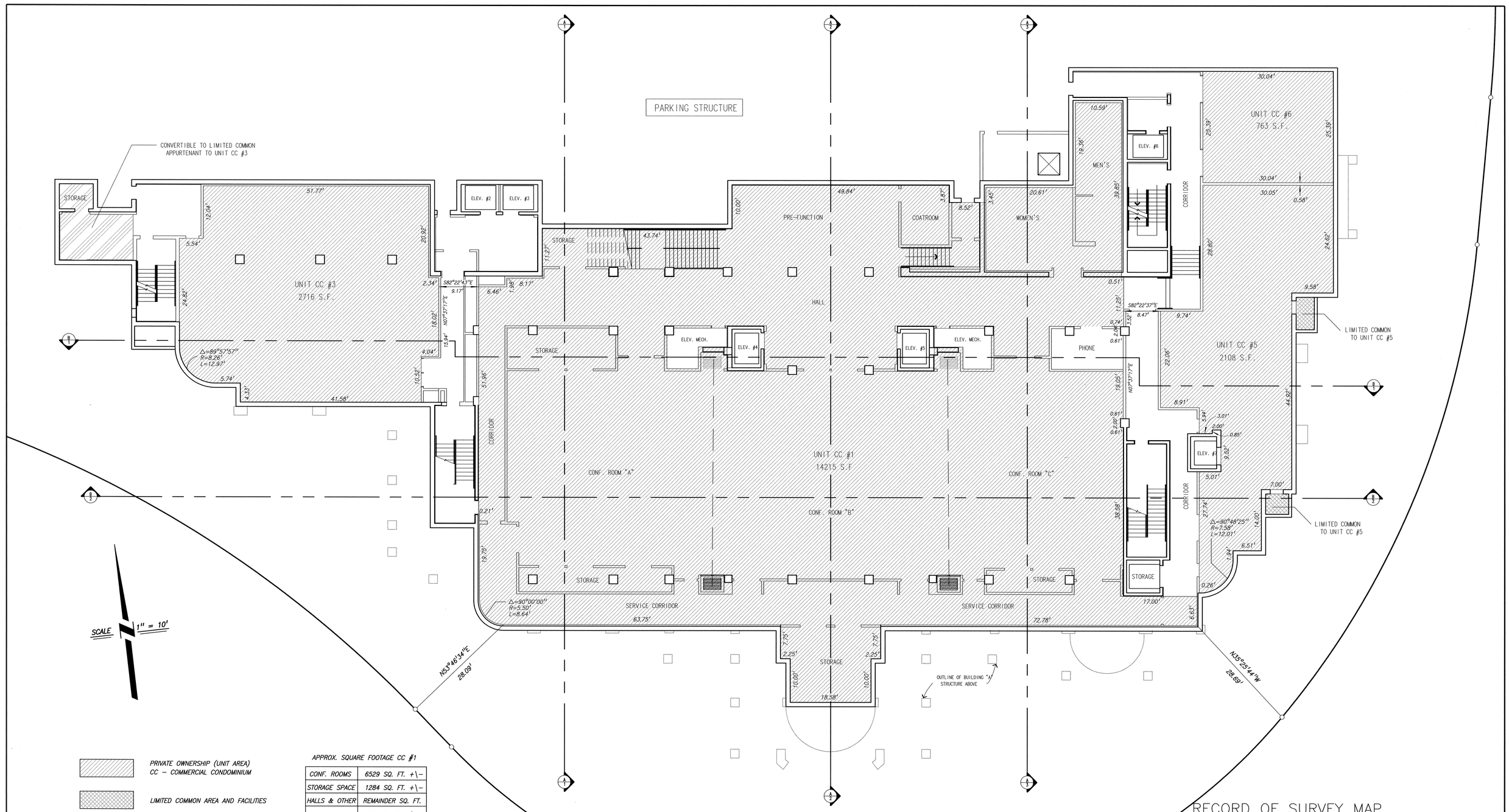
THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

K:\209100\SURVEY\A_PARK_2.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF Coalition Title
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$ 485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_conf_3.dwg Tue Sep 28 07:36:16 1999



PRIVATE OWNERSHIP (UNIT AREA)
CC – COMMERCIAL CONDOMINIUM

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

APPROX. SQUARE FOOTAGE CC #1

CONF. ROOMS	6529 SQ. FT. +\–
STORAGE SPACE	1284 SQ. FT. +\–
HALLS & OTHER	REMAINDER SQ. FT.
ELEV. & MECH.	362 SQ. FT. +\– (COMMON AREA)

NOTES:

1. INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
2. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
4. SOME INTERIOR STRUCTURAL FEATURES SHOWN AS COMMON AREAS ARE INCLUDED IN THE UNIT SQUARE FOOTAGE CALCULATIONS.

CONFERENCE LEVEL 2
PARKING LEVEL 2

RECORD OF SURVEY MAP

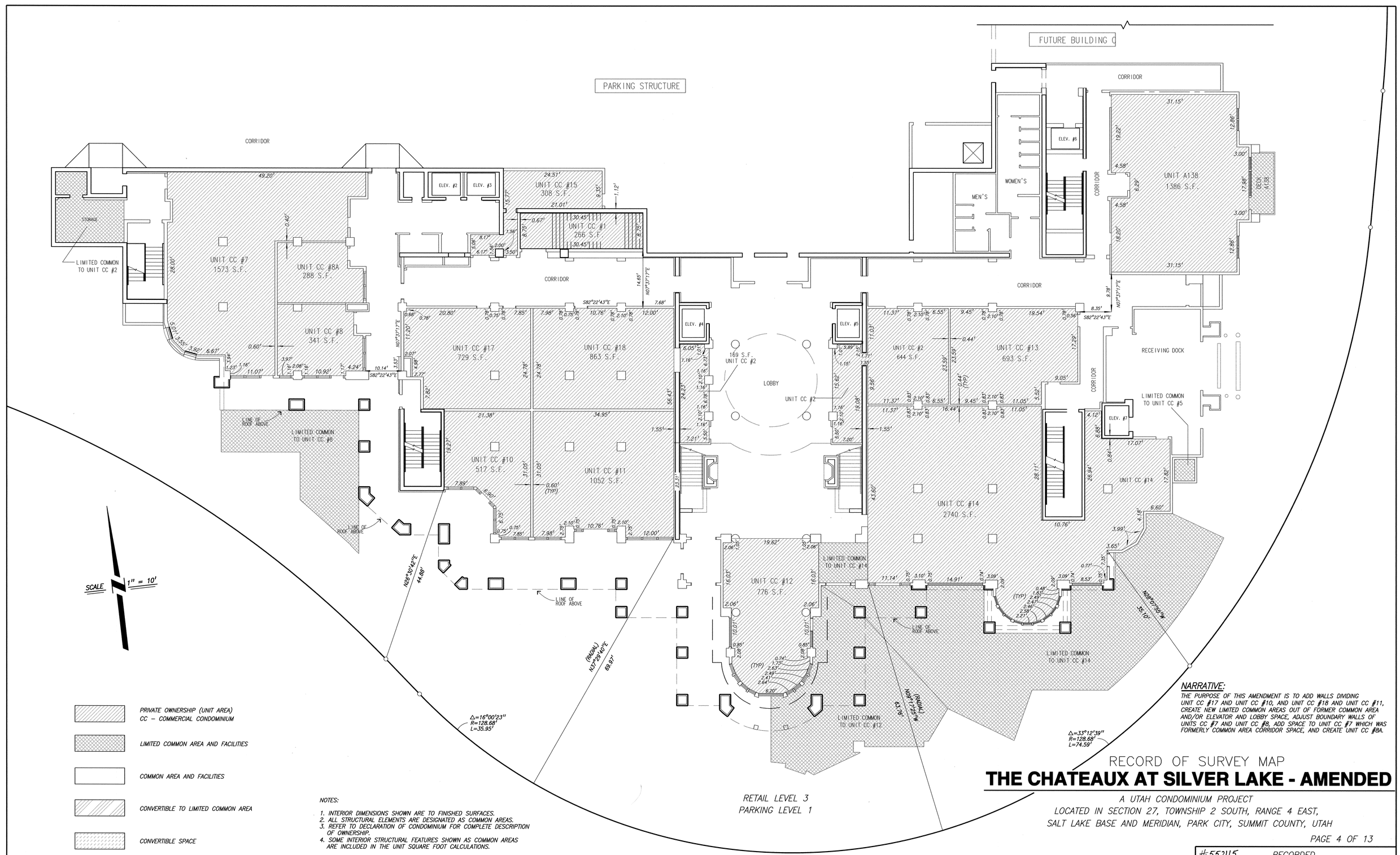
THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

K:\209100\SURVEY\A_CONF_3.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_ret_4.dwg Tue Sep 28 07:37:02 1999



PRIVATE OWNERSHIP (UNIT AREA)
CC – COMMERCIAL CONDOMINIUM

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NOTES:

1. INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
2. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
4. SOME INTERIOR STRUCTURAL FEATURES SHOWN AS COMMON AREAS ARE INCLUDED IN THE UNIT SQUARE FOOT CALCULATIONS.

RETAIL LEVEL 3
PARKING LEVEL 1

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO ADD WALLS DIVIDING UNIT CC #17 AND UNIT CC #10, AND UNIT CC #18 AND UNIT CC #11, CREATE NEW LIMITED COMMON AREAS OUT OF FORMER COMMON AREA AND/OR ELEVATOR AND LOBBY SPACE, ADJUST BOUNDARY WALLS OF UNITS CC #7 AND UNIT CC #8, ADD SPACE TO UNIT CC #7 WHICH WAS FORMERLY COMMON AREA CORRIDOR SPACE, AND CREATE UNIT CC #8A.

RECORD OF SURVEY MAP

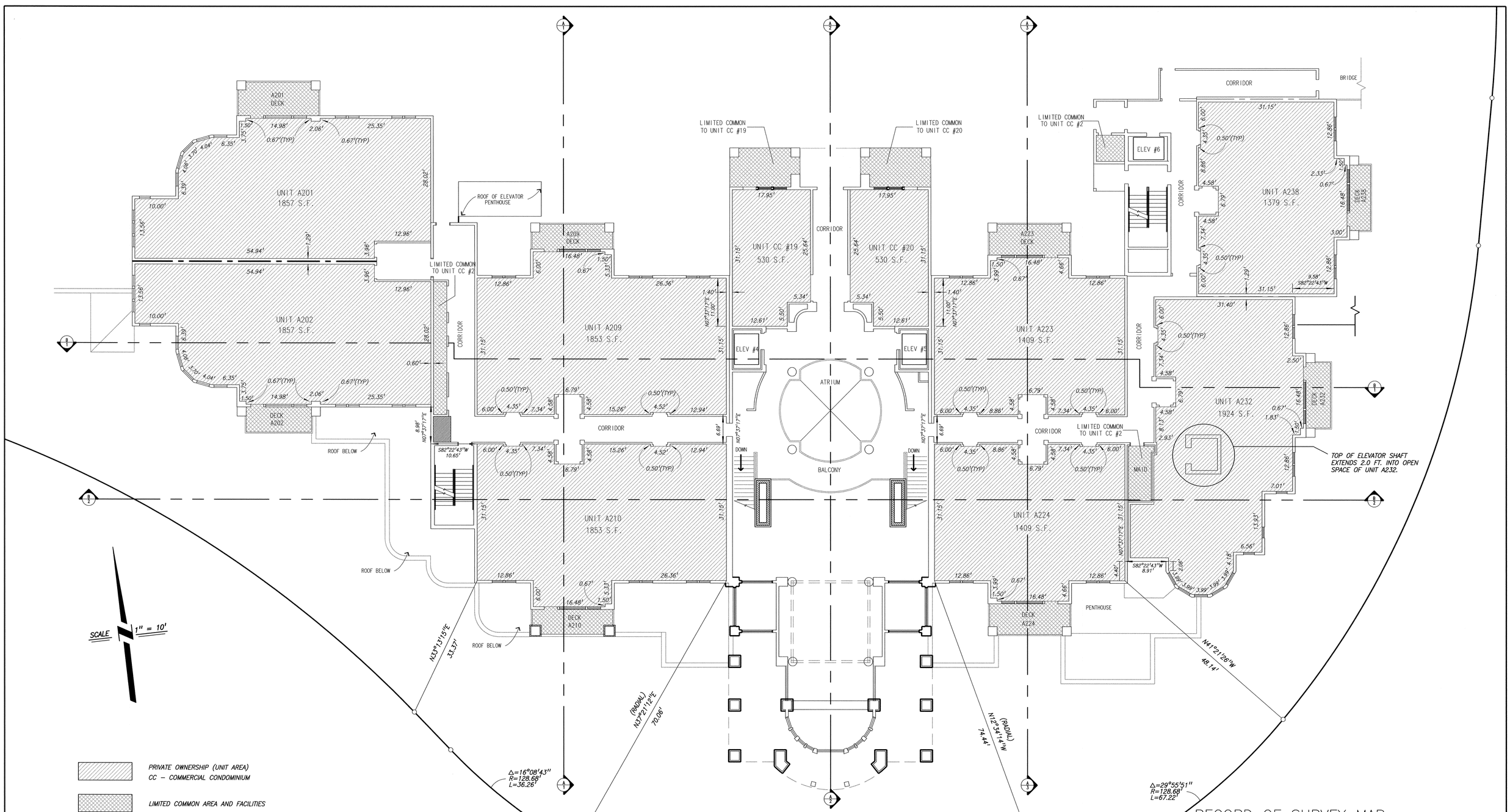
THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

K:\209100\SURVEY\A_RET_4.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF Coalition Title
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_res_5.dwg Tue Sep 28 07:37:48 1999



SCALE 1" = 10'

PRIVATE OWNERSHIP (UNIT AREA)
CC – COMMERCIAL CONDOMINIUM

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NOTES:

1. INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
2. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
4. SOME INTERIOR STRUCTURAL FEATURES SHOWN AS COMMON AREAS ARE INCLUDED IN THE UNIT SQUARE FOOTAGE CALCULATIONS.

RESIDENTAL\RETAIL LEVEL 4

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

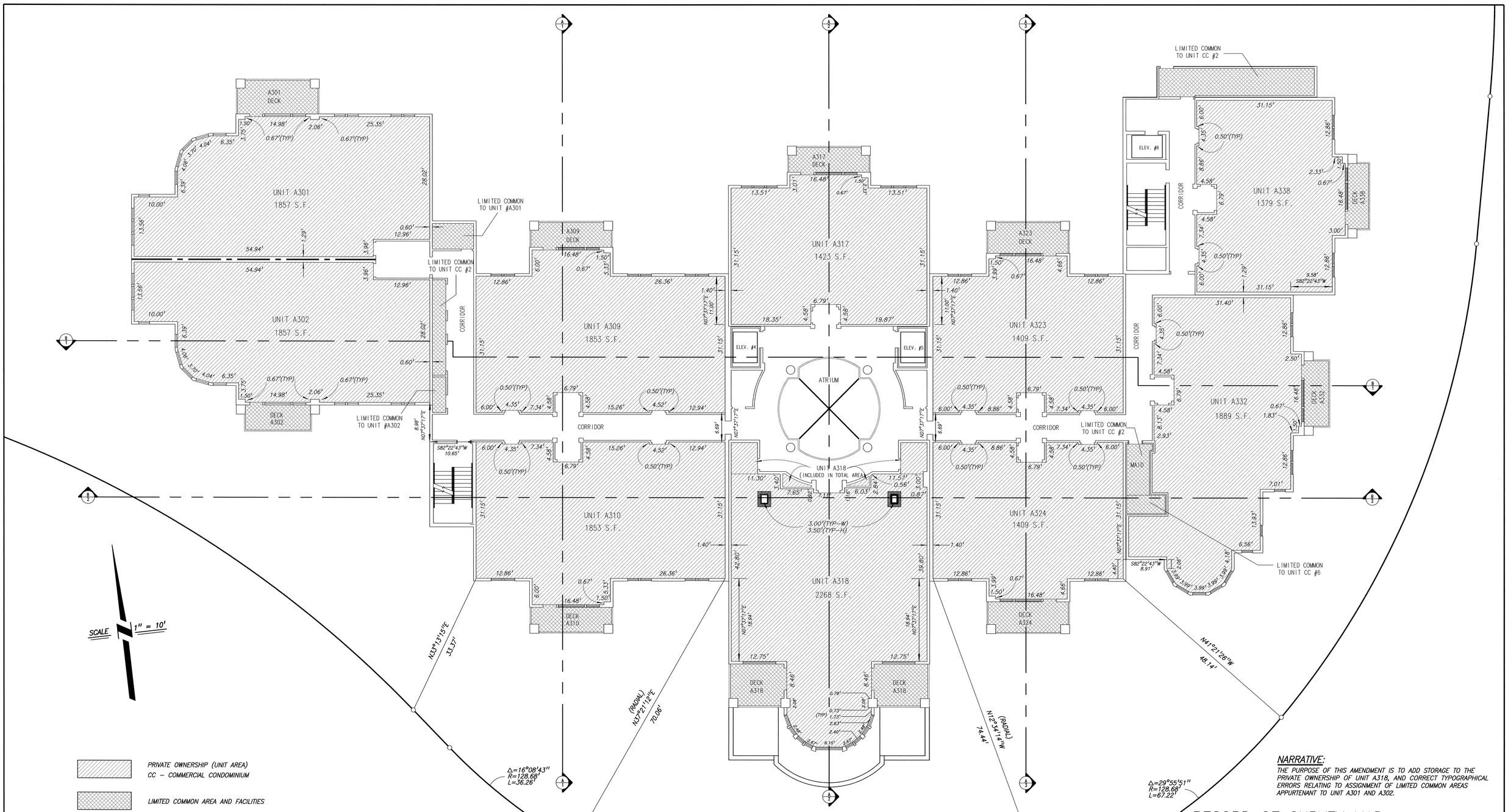
A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

PAGE 5 OF 13

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
6485.10 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_RES_5.DWG

K:\209100\SURVEY\A_res_6.dwg Tue Sep 28 07:40:16 1999



PRIVATE OWNERSHIP (UNIT AREA)
CC – COMMERCIAL CONDOMINIUM

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NOTES:

1. INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
2. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
4. SOME INTERIOR STRUCTURAL FEATURES SHOWN AS COMMON AREAS ARE INCLUDED IN THE UNIT SQUARE FOOTAGE CALCULATIONS.

RESIDENTIAL LEVEL 5

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO ADD STORAGE TO THE PRIVATE OWNERSHIP OF UNIT A318, AND CORRECT TYPOGRAPHICAL ERRORS RELATING TO ASSIGNMENT OF LIMITED COMMON AREAS APPURTENANT TO UNIT A301 AND A302.

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

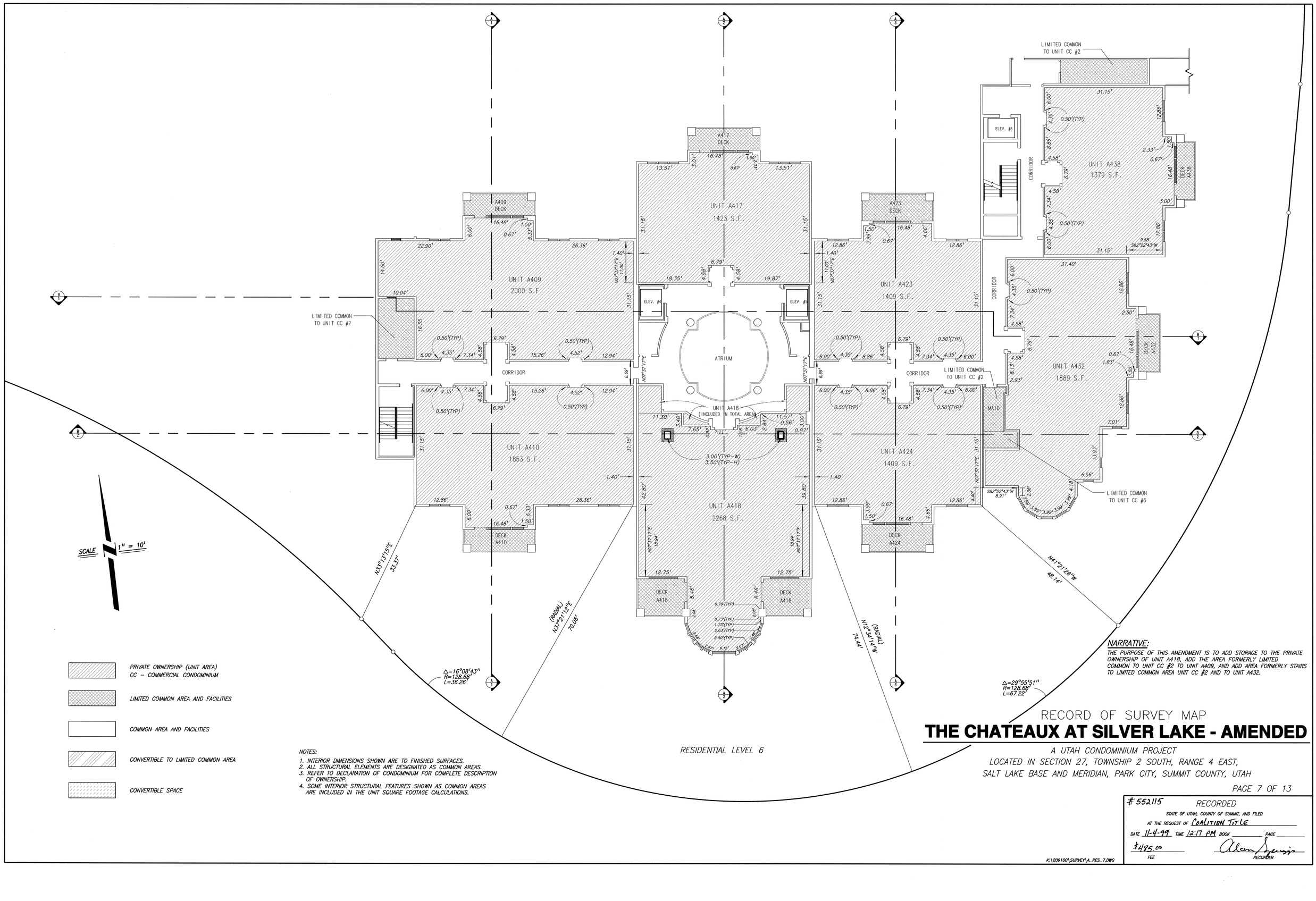
A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

PAGE 6 OF 13

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_RES_6.DWG

K:\209100\SURVEY\A_res_7.dwg Tue Sep 28 07:42:46 1999



PRIVATE OWNERSHIP (UNIT AREA)
CC – COMMERCIAL CONDOMINIUM

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NOTES:

1. INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
2. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
4. SOME INTERIOR STRUCTURAL FEATURES SHOWN AS COMMON AREAS ARE INCLUDED IN THE UNIT SQUARE FOOTAGE CALCULATIONS.

RESIDENTIAL LEVEL 6

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO ADD STORAGE TO THE PRIVATE OWNERSHIP OF UNIT A418, ADD THE AREA FORMERLY LIMITED COMMON TO UNIT CC #2 TO UNIT A409, AND ADD AREA FORMERLY STAIRS TO LIMITED COMMON AREA UNIT CC #2 AND TO UNIT A432.

RECORD OF SURVEY MAP

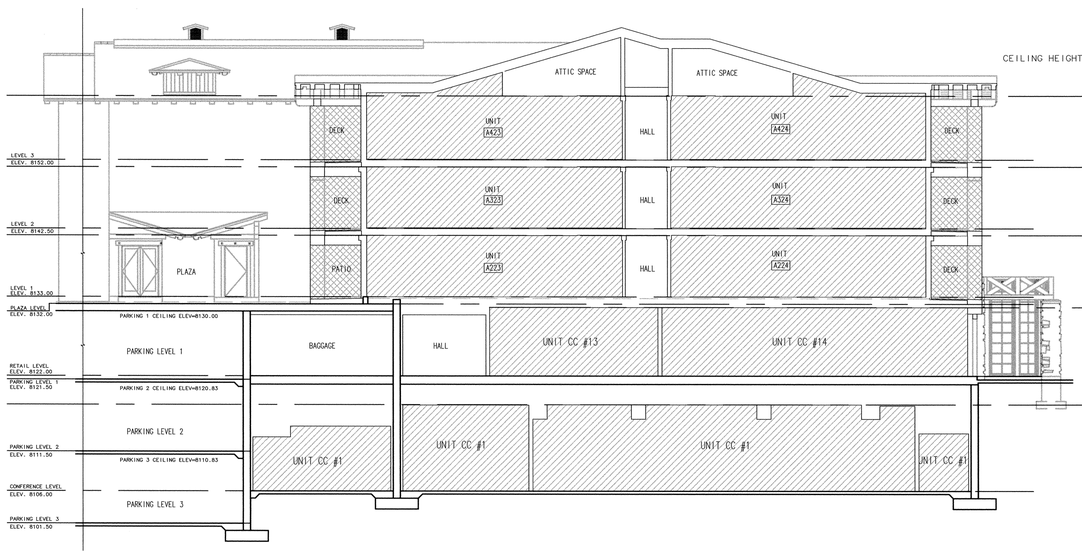
THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_RES_7.DWG

K:\209100\SURVEY\A_sec36.dwg Wed Sep 29 14:27:04 1999



SECTION A3

CEILING HEIGHTS FOR BOTH SECTIONS (A1,A3)

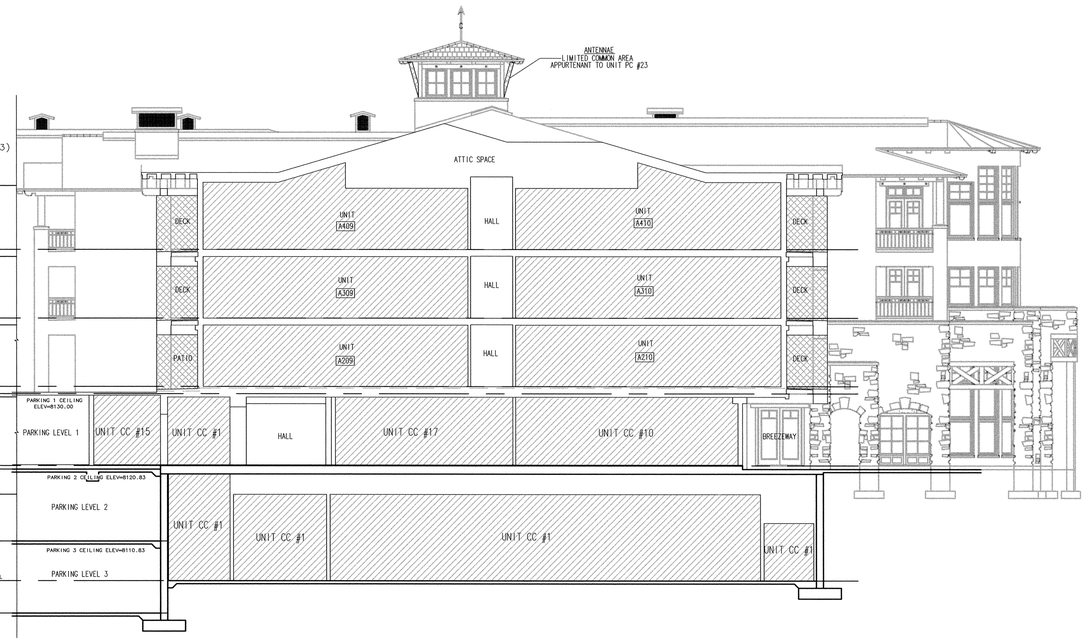
LEVEL 3 CEILING ELEV. 8160.00 (MIN.) (CEILING VARIES)

LEVEL 2 CEILING ELEV. 8151.00

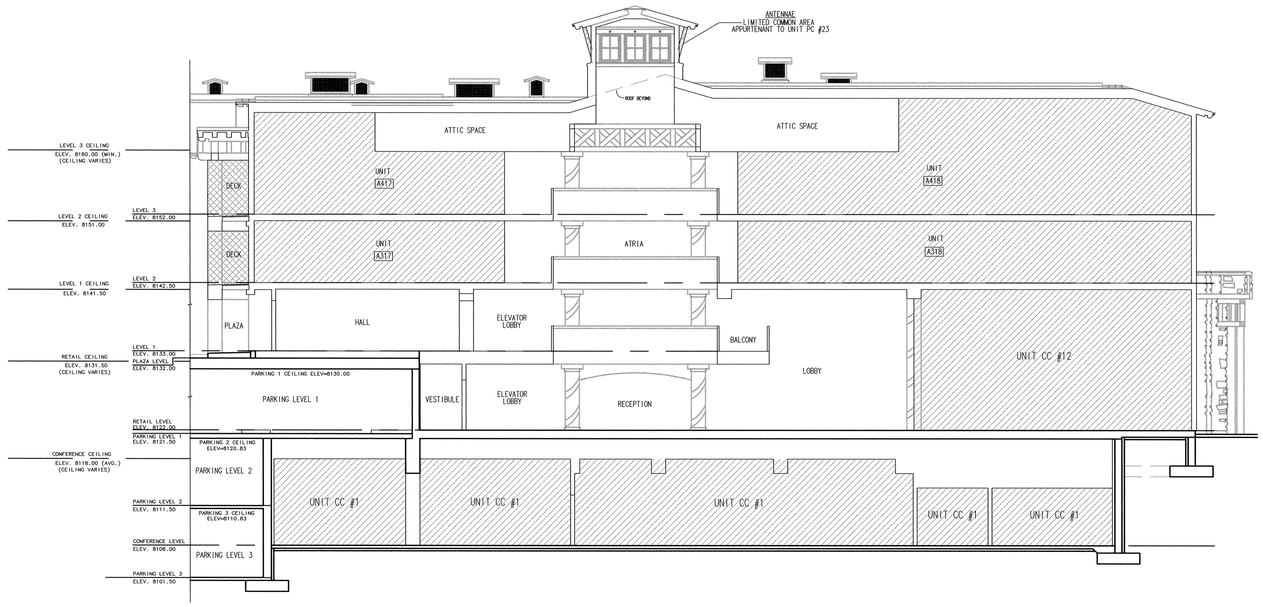
LEVEL 1 CEILING ELEV. 8141.50

RETAIL CEILING ELEV. 8131.50 (CEILING VARIES)

CONFERENCE CEILING ELEV. 8118.00 (AVG.) (CEILING VARIES)



SECTION A1



LEVEL 3 CEILING ELEV. 8160.00 (MIN.) (CEILING VARIES)

LEVEL 2 CEILING ELEV. 8151.00

LEVEL 1 CEILING ELEV. 8141.50

RETAIL CEILING ELEV. 8131.50 (CEILING VARIES)

CONFERENCE CEILING ELEV. 8118.00 (AVG.) (CEILING VARIES)

SECTION A2

PRIVATE OWNERSHIP (UNIT AREA)

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO SHOW LIMITED COMMON AREAS APPURTENANT TO UNIT PC #23.

SCALE 1"=10'

RECORD OF SURVEY MAP

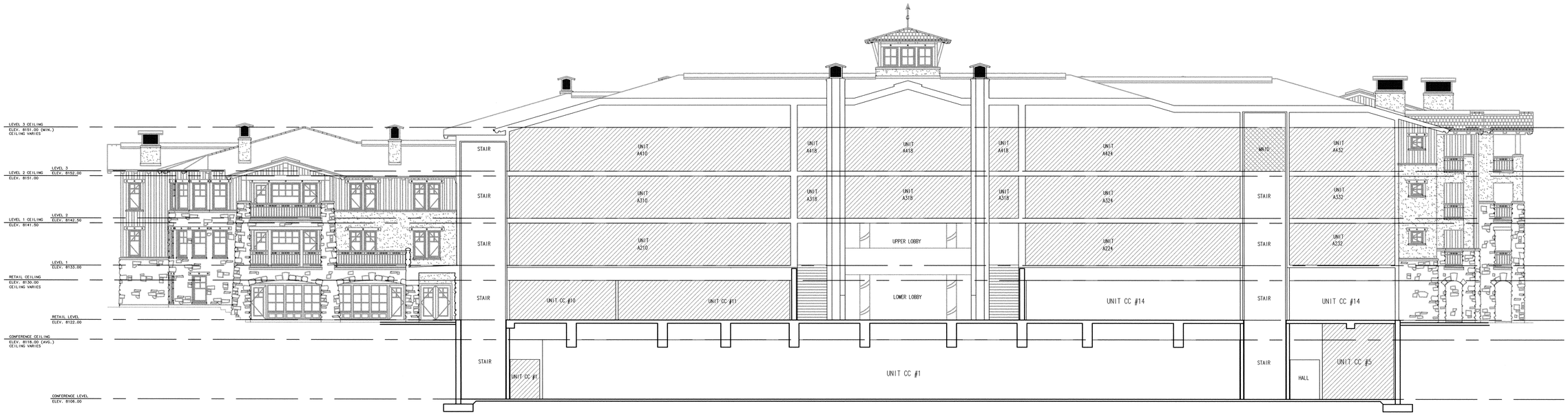
THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

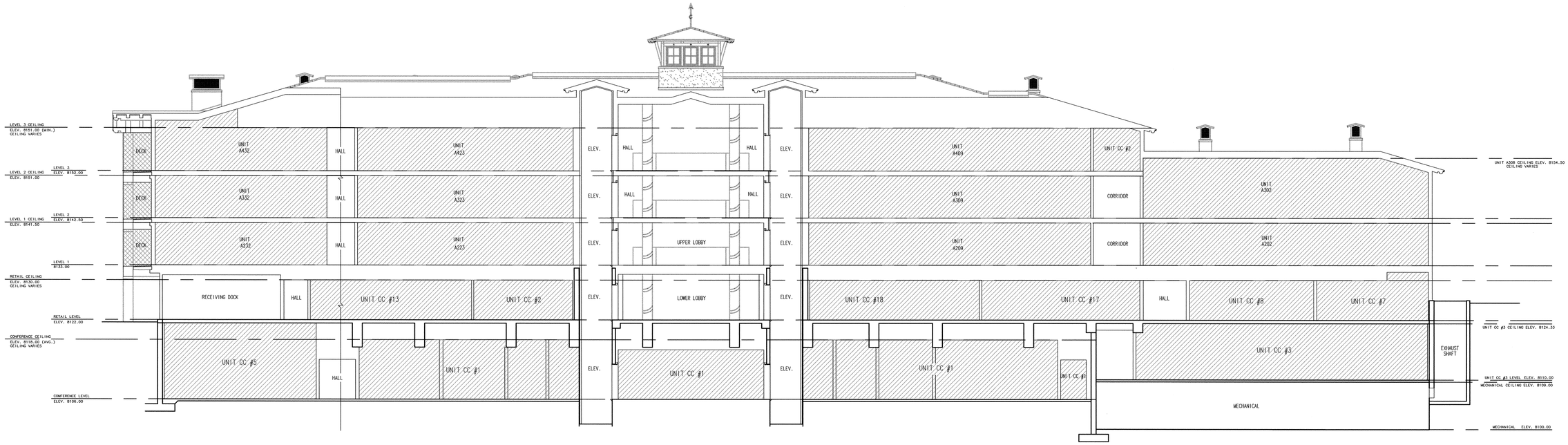
K:\209100\SURVEY\A_SEC36.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\A_sec37.dwg Tue Sep 28 07:44:30 1999



SECTION B2



SECTION B1

PRIVATE OWNERSHIP (UNIT AREA)

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

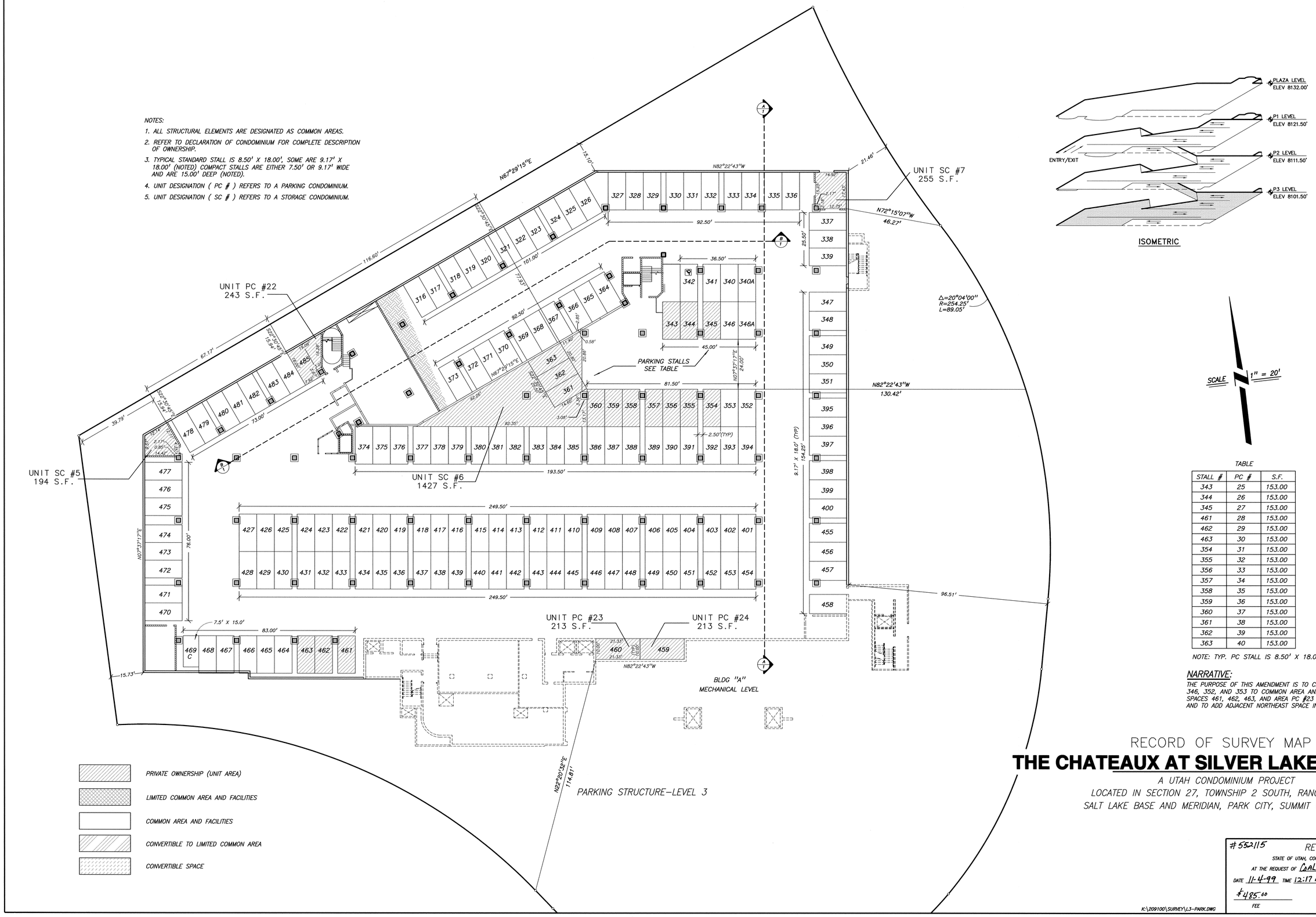
A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH
SCALE 1"=10'

K:\209100\SURVEY\A_SEC37.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF Coalition Title
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

NOTES:

1. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
2. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
3. TYPICAL STANDARD STALL IS 8.50' X 18.00', SOME ARE 9.17' X 18.00' (NOTED) COMPACT STALLS ARE EITHER 7.50' OR 9.17' WIDE AND ARE 15.00' DEEP (NOTED).
4. UNIT DESIGNATION (PC #) REFERS TO A PARKING CONDOMINIUM.
5. UNIT DESIGNATION (SC #) REFERS TO A STORAGE CONDOMINIUM.



ISOMETRIC

SCALE 1" = 20'

TABLE

STALL #	PC #	S.F.
343	25	153.00
344	26	153.00
345	27	153.00
461	28	153.00
462	29	153.00
463	30	153.00
354	31	153.00
355	32	153.00
356	33	153.00
357	34	153.00
358	35	153.00
359	36	153.00
360	37	153.00
361	38	153.00
362	39	153.00
363	40	153.00

NOTE: TYP. PC STALL IS 8.50' X 18.00'

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO CHANGE SPACES 346, 352, AND 353 TO COMMON AREA AND TO CHANGE SPACES 461, 462, 463, AND AREA PC #23 TO PRIVATE OWNERSHIP, AND TO ADD ADJACENT NORTHEAST SPACE INTO UNIT SC #6.

PRIVATE OWNERSHIP (UNIT AREA)

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

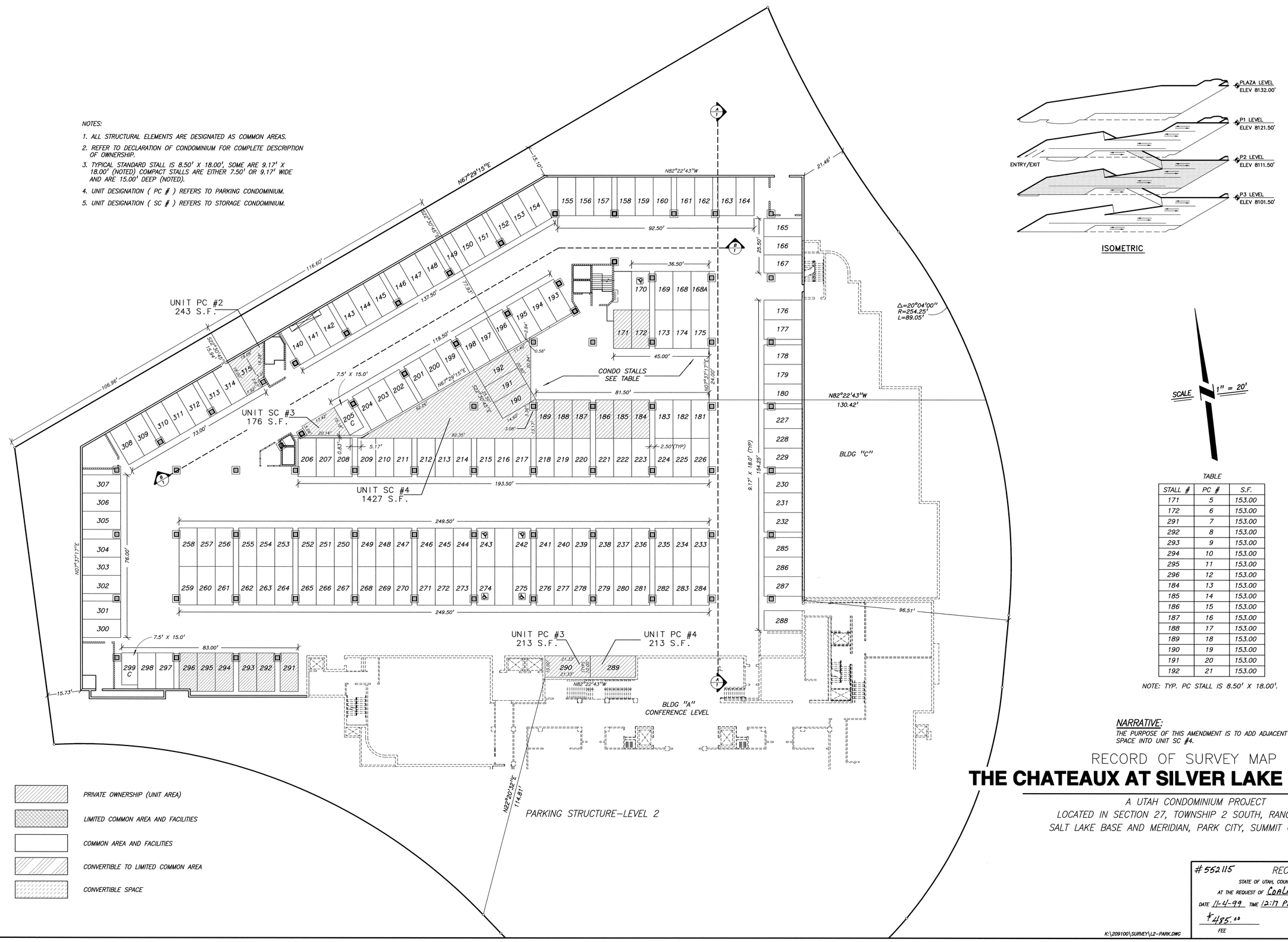
K:\209100\SURVEY\L3-PARK.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF Coalition Title
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

K:\209100\SURVEY\L2-park.dwg Tue Sep 28 07:49:03 1999

NOTES:

1. ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
2. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
3. TYPICAL STANDARD STALL IS 8.50' X 18.00', SOME ARE 9.17' X 18.00' (NOTED) COMPACT STALLS ARE EITHER 7.50' OR 9.17' WIDE AND ARE 15.00' DEEP (NOTED).
4. UNIT DESIGNATION (PC #) REFERS TO PARKING CONDOMINIUM.
5. UNIT DESIGNATION (SC #) REFERS TO STORAGE CONDOMINIUM.



ISOMETRIC

SCALE 1" = 20'

TABLE

STALL #	PC #	S.F.
171	5	153.00
172	6	153.00
291	7	153.00
292	8	153.00
293	9	153.00
294	10	153.00
295	11	153.00
296	12	153.00
184	13	153.00
185	14	153.00
186	15	153.00
187	16	153.00
188	17	153.00
189	18	153.00
190	19	153.00
191	20	153.00
192	21	153.00

NOTE: TYP. PC STALL IS 8.50' X 18.00'.

PRIVATE OWNERSHIP (UNIT AREA)

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO ADD ADJACENT NORTHEAST SPACE INTO UNIT SC #4.

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

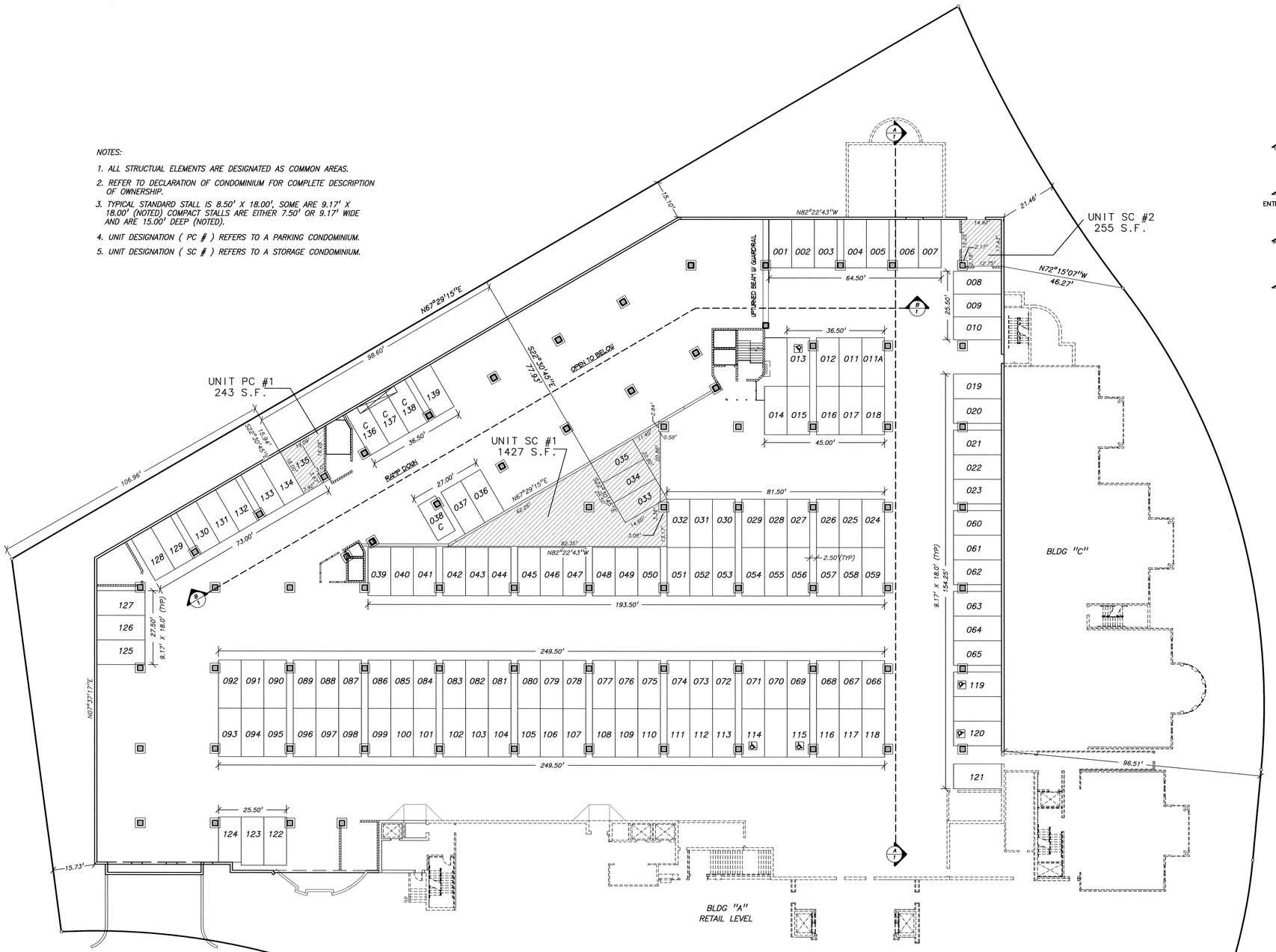
#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Ingersoll RECORDER

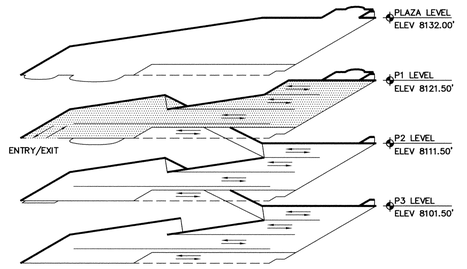
K:\209100\SURVEY\L2-PARK.DWG

K:\209100\SURVEY\L1-park.dwg Tue Sep 28 07:49:56 1999

NOTES:

1. ALL STRUCTUAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
2. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
3. TYPICAL STANDARD STALL IS 8.50' X 18.00', SOME ARE 9.17' X 18.00' (NOTED) COMPACT STALLS ARE EITHER 7.50' OR 9.17' WIDE AND ARE 15.00' DEEP (NOTED).
4. UNIT DESIGNATION (PC #) REFERS TO A PARKING CONDOMINIUM.
5. UNIT DESIGNATION (SC #) REFERS TO A STORAGE CONDOMINIUM.





ISOMETRIC

SCALE 1" = 20'

TABLE

STALL #	PC #	S.F.
33		153.00
34		153.00
35		153.00

NOTE: TYP. PC STALL IS 8.50' X 18.00'.

NARRATIVE:

THE PURPOSE OF THIS AMENDMENT IS TO ADD ADJACENT NORTHEAST SPACE INTO UNIT SC #1.

PRIVATE OWNERSHIP (UNIT AREA)

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

PARKING STRUCTURE–LEVEL 1

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

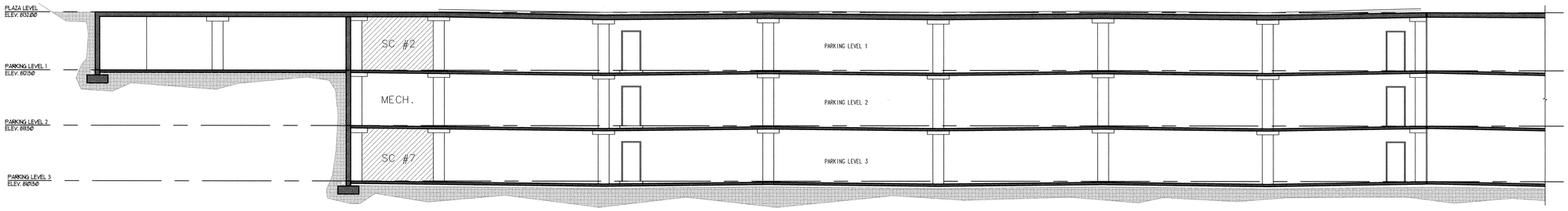
#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF COALITION TITLE
DATE 11-4-99 TIME 12:17 PM BOOK _____ PAGE _____
$185.00 FEE
RECORDER

K:\209100\SURVEY\L1-PARK.DWG

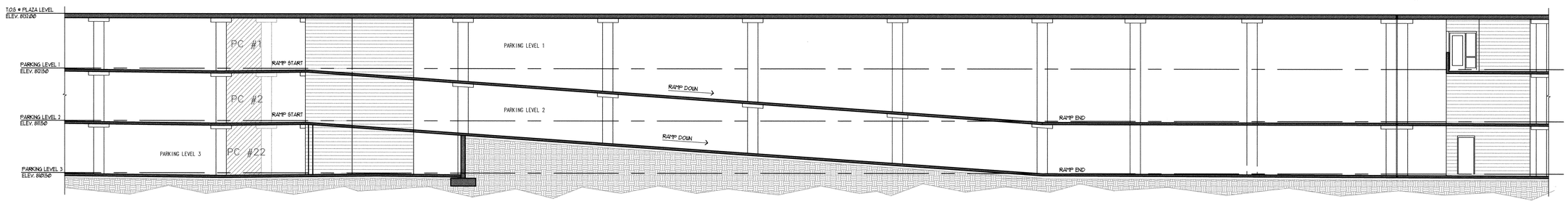
K:\209100\SURVEY\Sec-park.dwg Tue Sep 28 07:53:50 1999

NOTES:

1. PLANS AND DIMENSIONS SHOWN ON THIS PLAT WERE COMPILED FROM STRUCTURAL DRAWINGS PREPARED BY FRAME DESIGN GROUP AND ARCHITECURAL DRAWINGS BY JOHN C. SHIRLEY AND ASSOCIATES.
2. ALL STRUCTUAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
3. REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.



PARKING STRUCTURE SECTION – A1



PARKING STRUCTURE SECTION – B1

PRIVATE OWNERSHIP (UNIT AREA)

LIMITED COMMON AREA AND FACILITIES

COMMON AREA AND FACILITIES

CONVERTIBLE TO LIMITED COMMON AREA

CONVERTIBLE SPACE

SCALE 1"=10'

RECORD OF SURVEY MAP

THE CHATEAUX AT SILVER LAKE - AMENDED

A UTAH CONDOMINIUM PROJECT
LOCATED IN SECTION 27, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

K:\209100\SURVEY\SEC-PARK.DWG

#552115 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF Coalition Title
DATE 11-4-99 TIME 12:17 PM BOOK ____ PAGE ____
$485.00 FEE
Alan Spriggs RECORDER

PARK CITY
1884

PLANNING COMMISSION REPORT

TO: PLANNING COMMISSION
FROM: PLANNING STAFF
DATE: NOVEMBER 25, 1996 (FOR DECEMBER 4, 1996 MEETING)
RE: LOT 23 DEER VALLEY CLUB ESTATES, THE CHATEAU CUP

I. PROJECT STATISTICS

Project Name:	**Lot 23 Deer Valley Club Estates CUP**
Applicant:	**Lynn Padan, Silver Lake Associates, LLC**
Location:	**7815 Royal Street East, across Royal Street from Silver Lake Day Center**
Proposal:	**Small Scale Master Planned Development/Conditional Use Permit for 78 condominiums, 7,500 sf of commercial, and approx. 16,800 sf of convention and support commercial uses on 3.24 acres**
Zoning:	**RD-MPD (Deer Valley Seventh Amended and Restated Master Planned Development)**
Adjacent Land Uses:	**Silver Lake Fire Station, Black Bear Lodge, Silver Lake Lodge, Mount Cervin Condos and Plaza, The Knoll residential, Sterling Lodge, Goldener Hirsch, Deer Valley Club and Sterlingwood Condominiums**
Date of Application:	**August 21, 1996**
Project Planner:	**Kirsten Whetstone**
Staff Recommendation:	**Work session information item and initial public hearing**

II. BACKGROUND INFORMATION

Site location

The 3.24 acre site is located at (approximately) 7815 Royal Street East, directly east of the Silver Lake fire station. The site is currently a vacant lot used for parking associated with Silver Lake and Deer Valley Resort. (Exhibit A). The property is legally described as Lot 23 of the Amended Deer Valley Club Estates Subdivision plat which was recorded in December of 1992 (Exhibit B). Black Bear Lodge, which is currently under construction, is located to the west on Lot 22. The remainder of the subdivision (Lots 1-21) consists of single family lots each approximately 7,800 sf in area. Four of the five single family lots abutting this site are vacant.

Deer Valley MPD

Lot 23 is described in the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development Permit (April 14, 1993) as a specific development parcel with a maximum density of 65 Deer Valley unit equivalents. The parcel is known as the SL Knoll 1CC Lodge/Multi-Family in Exhibit 1 of the Deer Valley MPD document (Exhibit C). This parcel is designated as a multi-family/hotel use parcel on the Deer Valley MPD permit. Specific height restrictions apply, ranging from 28' to 45' (with an additional 5' for a pitched roof), based on previous agreements (Exhibit D). See below for a more complete explanation of height requirements.

The Deer Valley MPD allocates 55,000 commercial square footage to the Silver Lake Community area of the MPD. The MPD allows a portion of this commercial square footage to be allocated to appropriate sites within the Silver Lake area, such as Lot 23. The applicant and Deer Valley request that 7,500 sf of commercial space be incorporated into this development on Lot 23. In addition, the MPD permit allows up to 5% of the total floor area, minus support retail and meeting space, for support commercial and another 5% for meeting and convention space.

Previous approvals

There have been several projects approved on this site in the past. All of these approvals have expired. The most recent approval was for The Deer Valley Club MPD for 121 unit equivalents (286 units) of residential and 10,000 sq. ft. of commercial on both Lots 22 and 23. This approval expired on March 27, 1992. Prior to that a hotel concept was proposed. The Black Bear Lodge condominium project, currently under construction on Lot 22, was approved with a total of 44 unit equivalents.

On June 18, 1992 City Council approved an amended plat for the Deer Valley Club Estates Subdivision. The proposed project is located on Lot 23 of this current and recorded plat.

III. PROJECT DESCRIPTION

A. Land use and density

a. Residential Uses

The applicant proposes a total of 78 condominium units, with two lock-out units per condominium, on this 3.24 acre site. The unit configuration is as follows:

units	rooms per unit	unit equivalents	floor area sq. ft./unit	total floor area sq. ft. of units
53	2	39.75	1,500	79,500
24	3	24.00	2,000	48,000
1	2	1.33	2,500	2,500
Total 78	**Total 182**	**65.08**	--------	**130,000**

Total units = 78
Total rooms= 182
Unit equivalents= 65.08
Total square footage residential = 130,000

The Deer Valley MPD allows up to 65 unit equivalents on this parcel. Staff believes that this density may be appropriate at this site, given this location at the "activity core" of the Silver Lake Community. However, the applicant's challenge is to demonstrate that the proposal can meet all of the site constraints, including:

***open space**
***setbacks**
***height**
***architectural massing and compatibility**
***circulation**
***access**
***parking**

b. Commercial and Meeting/Convention Uses

The applicant requests 7,500 sq. ft. of commercial retail uses oriented towards public spaces and Royal Street, with an additional 9,500 sq. ft. of support commercial (sundries, barber shop, gift shop, etc.) oriented towards the interior plaza and lobby space. An additional 7,300 sq. ft. of convention space (meeting rooms and support services) are requested on the second floor underground.

	Commercial (sf)	Support Commercial (sf)	Meeting rooms/ Convention (sf)	Total Commercial and Convention (sf)
Proposed	7,500	9,500	7,300	**Total 24,300**
Max. Allowed	7,500	9,975	9,975	**Total 27,450**
+/-	**0**	**-475**	**-2,675**	**-3,150**

The Deer Valley MPD allows a transfer of a portion of the Silver Lake Community commercial allocation of 55,290 sf (see Exhibit E). The Planning Commission will need to formally approve this transfer with approval of this CUP (Small Scale MPD). Staff believes that commercial uses are appropriate at this site and may increase the viability and synergy of both the development and the Silver Lake Village core. However, similar to the density allotment, the applicant must demonstrate that the site plan can successfully accommodate the additional square footage of commercial and meet the site constraints listed above.

The Deer Valley MPD allows 5% of the project, excluding support commercial and meeting rooms, to be dedicated and used as support commercial, with an additional 5% dedicated and used as meeting rooms. The total floor area of the project, excluding the support commercial and meeting rooms is approximately 199,500 square feet.

B. Lock-out units

A total of 400 units in the Deer Valley MPD may be selected and designated to be developed with up to two lock-out bedrooms per unit. These lock-out units will not be deemed additional units for density purposes, according to the MPD. Currently there are about 100 units with formally designated lock-out units.

The applicant is requesting that all 78 units in this project be developed with two lock-out bedrooms for a total of 156 lock-out rooms. The two bedroom units could actually be rented out as two lock-out "hotel" type rooms and a studio room with a kitchen. The three bedroom units would break down into two lock-out rooms and one one-bedroom apartment. Staff believes that lock-out units are a compatible use in this area. Lock-out rooms are compatible with the proposed convention use as they provide "hotel" type accommodations for the off-season. Lock-out units increase the number of required parking (see below).

C. Open Space

The proposal provides approximately 60% open space. The open space is divided into three major areas: 1) landscaped areas on the perimeter of the site, 2) landscaped plaza area on the interior of the site, and 3) interior public lobby and "pedestrian ways to plazas within a building that are directly oriented to the major pedestrian entrance to the building and are open to view and use by the public" (LMC, Section 2).

A minimum of 60% open space is required for all small scale MPD proposals within the Deer Valley MPD. Staff will verify final open space calculations prior to the next meeting, as modifications to the site plan are made. Staff believes a majority (90- 95%) of the required open space should be located in areas 1) and 2). The final amount of open space is dictated as much by the site design as by mitigation measures to ensure compatibility with the surrounding properties.

The applicant believes the entire plaza/auto drop off in the front should be considered open space, as it he intends to landscape the area with planters, benches, pavers, lighting, and other pedestrian amenities. Staff believes that the auto/drive lane should be excluded from the calculations, but the remainder of the area may be counted if it is pedestrian oriented. The LMC allows driveways to count in the open space calculations, provided that the driveway serves fewer than three parking spaces (LMC Section 2).

D. Setbacks

Proposed setbacks are 25' front, 15' rear, and 15' side.

Required setbacks are 25' front, 15' rear, and 12' side. At grade patio and deck areas may extend into the setback area. Chapter 8 of the LMC outlines other exceptions, such as 2' eave overhangs, bay windows, chimneys, etc. which may encroach. The proposal appears to meet all of the required setbacks. The setback along the extensive Royal Street frontage is 25'. The final plans will be checked prior to permit issuance for strict compliance with these requirements.

E. Heights

Proposed heights vary from 28' to 45'. The northern buildings are generally lower than the 45' maximum, due to an additional height restriction placed on the northern property. The highest part of the project is at the northeast corner, across from the Sterlingwood Condominiums.

The maximum building height for this parcel is 45' (with an additional 5' for a pitched roof) measured from natural grade at the building site. The Deer Valley MPD designates a range of heights on this parcel as between 28' and 45'. There are additional height restrictions for the northern portion of the parcel, as outlined in a

private agreement between Deer Valley and the property owners on adjacent lots to the south (see Exhibit D). This agreement identifies a maximum elevation that a building may be constructed to. The agreement was recorded to protect the view corridors of the adjacent single family lots.

Staff requested the applicant provide a detailed height analysis and indicate roof elevations on the plans. Staff has concerns about the general massing and height of the eastern most buildings along Royal Street, in particular the buildings at the northeast corner. We believe that the buildings and roof elements could be better articulated to break up the overall building mass and scale and to present a more compatible street front for the Sterlingwood Condominiums. Further breaking up this building mass would provide additional view points and corridors for the adjacent property owners. Staff also has concerns about the overall height of the entry building and has asked the applicant to provide additional visual aids, perspective drawings, etc. that show the relationship of this massing to surrounding buildings.

F. Sensitive Lands Ordinance

The Sensitive Lands Ordinance does not apply to this parcel.

G. Parking

The applicant proposes a total of 479 parking spaces in a three level underground parking structure. No surface parking, other than short term drop-off and pick-up under the Porte Cochere, is proposed.

Off-street parking in each Master Planned Development shall meet the requirements stated in Chapter 13 of the LMC and the Deer Valley MPD, unless the Planning Commission chooses to vary these requirements in consideration of factors identified in Section 10.9(d). The following table explains how the applicant is applying the LMC and Deer Valley MPD parking requirements to this project.

residential unit type	**1500 sq. ft./ two bedrooms (53)**	**2000 sq. ft./ three bedrooms (24)**	**2500 sq. ft./ two bedrooms (1)**	*** units with lock-outs & 3 or fewer bedrooms**	**** units with lock-outs & more than 3 bedrooms**
parking required	n/a (all have lock-outs, see *)	n/a (all have lock-outs, see **)	**3 spaces**	2 per unit x 53 **106 spaces**	3 per unit x 24 **72 spaces**
parking provided			**3 spaces**	**106 spaces**	**72 spaces**

Total residential parking required: 181

Commercial:

type of use	square footage	parking required	parking provided
retail/intensive commercial (+)	5,000 sf	**15 spaces**	**15 spaces**
restaurant/bar	2,500 sf	**25 spaces**	**25 spaces**
support commercial	8,801 sf	**28.4 spaces** 26.4	**29 spaces**
support meeting rooms/convention	7,300 sf	**max of 73 (1 space/five people at 20 sf /person) (++)**	**73 spaces**

(+) does not include restaurants and bars.
(++) support meeting space may require less parking, provided the attendees are also staying in the residential units

Total commercial parking required: 69
Total convention parking required: 73

Therefore, out of the 479 spaces provided, 323 are allocated to residential, commercial, and convention uses. This leaves 156 un-accounted for spaces. The applicant and Deer Valley Resort have an agreement to allocate some of this parking to resort related activities. They will provide details of this parking agreement at a future meeting.

H. Site Plan and layout

The buildings are oriented in a horse shoe shape around a central plaza. Royal Street bounds the property on three sides. The front entry and Porte Cochere is located off of Royal Street across from the current turn around at Deer Valley (see Exhibit F). The retail shops and main entry to the lobby are located approximately 4 steps below the level of the street. A landscaped buffer has been created around the perimeter of the site. In most places this buffer area is wider than the minimum 25' setback allows for. The interior plaza is also landscaped and broken up into larger more public spaces and smaller more private spaces.

Staff has the following concerns about the general site plan:

* **The retail area is hidden below the street and behind the pedestrian drop-off lane making it hard to see and get to.**

* **Pedestrian access to and from this development and the Silver Lake Plaza is not user friendly.**

* **Pedestrian access through the project to the plaza is not user friendly.**

* **The Plaza area in front should draw pedestrians into the site. The front area should be opened up more. The front building mass should be stepped back.**

* **The Plaza area will get limited sun. The pool is in a good location for sun, as is the second level bar and lounge.**

* **The buildings at the northeast corner of the site need to be reduced in scale somewhat to provide more of an opportunity for views from the Sterlingwood Condominiums.**

I. Architecture

Architectural details are in the intermediate stages of design (Exhibit G). Staff has commented on several iterations to date and the applicant has responded to our concerns by removing many of the European, alpine, southern France, etc. style elements and presenting a design that is more compatible with the Silver Lake Community and Deer Valley as a whole.

The current plans indicate a combination of vertical siding (board and batten), a textured stucco siding, cedar trim, wood railings, copper roofing shingles, and a rock work base. The applicant proposes to use natural/ earth tone colors and will provide a detailed material and color board at a future meeting. There are a few rounded elements on the front (south and east elevations) and on some corners. These elements add interest and variety and are acceptable provided the roofs tie back into the main building. These elements should not read as "towers or turrets". The architecture is generally in compliance with LMC Section 9, Design Guidelines and is compatible with Deer Valley architectural standards.

As plans are finalized, staff will review the finer architectural details (windows, eaves, balconies, trim, roof lines, rock work, etc) for compliance with the LMC.

J. Vehicular Circulation

The applicant proposes a vehicular drop-off point at the front of the building. The entrance to the parking structure is located towards the west of the project.

K. Pedestrian Circulation and Trails

A perimeter sidewalk is proposed along Royal Street, as well as a pedestrian trail along the west and north side of the property. A trail easement is identified on the recorded subdivision plat to connect the single family residential lots to Royal Street along the west property boundary. The developer of Lot 23 has an obligation to build this trail.

A cooperative agreement between the owners of Lot 22 (Black Bear Lodge), Lots 20 and 21 of the Knoll Estates, and this lot should be crafted prior to final building permit issuance to spell out how, when, and who will complete this trail and what it will look like.

Staff has additional concerns about pedestrian circulation through this site. The opportunity to draw pedestrians into this site and to the proposed commercial uses, is poorly expressed. Staff believes that there should be more inviting passage ways to the interior plaza from the north and east, if it is the intent to draw pedestrians in. The general pedestrian circulation around the drop-off, lobby, and front plaza also doesn't work as well as it could. Pedestrians on Royal Street should be enticed into the retail area, connections to the path on Royal Street need to be emphasized. A fresh look at how pedestrian circulation works in this area (Silver Lake Community) is important. This project needs to integrate and improve pedestrian circulation in this area, which will be a challenge given the orientation and access to the existing buildings and retail stores already in place.

L. Emergency Access

The applicant is working with the Community Development Department and Fire District to address emergency and fire access concerns. They have responded to early concerns by providing a heated year-round pedestrian access trail across the rear of the property, in addition to the trail on the west side. This will allow fire fighters and other emergency personnel to have all season access to the rear of the building. The applicant also revised the site plan to provide openings from the rear and northeast corner of the site into the interior plaza area. Prior to permit issuance the Chief Building Official will review and approve the final plans for compliance with the Fire Code and Uniform Building Code. Residential fire sprinklers are required and will be provided. A non-combustible roofing material, copper shingles, is proposed to further reduce the fire hazards.

M. Construction Management Plan and Phasing

A construction management plan and phasing plan are important elements of this proposal. The applicant is proposing to stage all construction on-site, building the parking structure first, staging off the front of the parcel. Construction of the upper buildings would follow, with staging to occur on the perimeter of the site and within the parking structure. Staff will review the proposed plan and have specific comments prepared for the next meeting. The applicant indicated that the excavated material from

the parking structure construction will likely be transported up the hill, as opposed to down through town. The applicant has had conversations with the developers of Flagstaff, who may be able to use this material.

IV. PUBLIC INPUT

Letters to property owners within 300' of the property were sent out on November 19, 1996. The property was posted and proper notice of the public hearing was published in the Park Record. Staff received a phone call from Mr. Brent Gold, representing the Sterlingwood HOA, with concerns about the building height and massing at the northeast corner of the site.

The applicant notified property owners within 300' and conducted an informational neighborhood meeting on November 20, 1996. The primary concerns raised at this meeting related to the general massing and heights of the proposed building. See Exhibit H for a list of meeting attendees.

V. STAFF RECOMMENDATION

This item is an introduction to the Lot 23 Deer Valley Club Estates, Chateau CUP, proposal. Staff requests that the Commission hold a public hearing so that input from the affected property owners may be incorporated into the design early in the review process. This is a large project with an extensive street frontage and many properties in Silver Lake may be impacted.

This is an important project in that it is one of the last key parcels to be developed and as such, it plays a major role in completing the vision of a mixed use, higher intensity village center at the core of the Silver Lake Community. Staff believes there will be several iterations of design before the optimum design solution is arrived at. Staff requests that after public input is received at the December 4 meeting, the Commission continue the public hearing to a future date. Another work session will be scheduled with the Commission to discuss the proposal in greater detail after the applicant has had an opportunity to respond to Staff's and the public's concerns.

VI. EXHIBITS

A. LOCATION MAP
B. DEER VALLEY CLUB ESTATES PLAT
C. DEER VALLEY MPD (DENSITY AND EXHIBIT 1)
D. HEIGHT RESTRICTION MAP
E. LETTER FROM BOB WELLS
F. SITE PLAN, FLOOR PLANS
G. ARCHITECTURE
H. NEIGHBORHOOD MEETING LIST

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
DECEMBER 4, 1996

COMMISSIONERS IN ATTENDANCE:

Chairman Fred Jones, Tom Calder, Bruce Erickson, Karri Hays, Chris Larson, Michael O'Hara, Diane Zimney

EX OFFICIO:

Patrick Putt, Planning and Zoning Administrator; Megan Ryan, Senior Planner; Kirsten Whetstone, Planner

==========

The Commissioners and the Staff met in work session from 5:30 to 7:00 p.m. to review items on the regular agenda.

REGULAR MEETING - 7:00 P.M.

I. ROLL CALL

Chair Fred Jones called the meeting to order at 7:00 p.m. and noted that all Commissioners were present.

II. PUBLIC COMMUNICATIONS

There was no comment.

III. STAFF/COMMISSIONERS' COMMUNICATIONS

Administrator Patrick Putt announced that a public hearing on the General Plan update is scheduled for December 5 at 6:00 p.m. He requested that some Planning Commissioners attend the public hearing to represent the points of view and the background of the Planning Commission recommendation. Chair Jones and Commissioners Calder and Larson volunteered to attend.

Commissioner Larson reported that he will be out of town for the December 18 Planning Commission meeting.

IV. PUBLIC HEARINGS/DISCUSSION/ACTION ITEMS

1. <u>1541 Thaynes Canyon, Island Outpost Golf Course/Hotel</u>

The Staff requested that this item be continued until December 18.

MOTION: Commissioner Erickson moved to CONTINUE the matter. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

2. Lot 23, Deer Valley Club Estates, The Chateau - CUP

Planner Whetstone reviewed the request for 78 condominiums, 7,500 square feet of commercial space, and approximately 16,000 square feet of convention and support commercial space. The project is located on 3.34 acres on Royal Street east of the Silver Lake Fire Station. The request is for a Conditional Use Permit which is a small-scale MPD and part of the Deer Valley Seventh Amended and Restated Master Planned Development. Zoning is RD-MPD, Residential Development. The Staff reviewed the application for compliance to issues and will continue to review for density, heights, setbacks, open space, and architectural requirements.

John Shirley, representing the applicant, reviewed a site plan showing the location of the project and its proximity to adjacent properties. He reported on the number of times he had met with the Staff, Building Department, and Fire Marshall to develop this plan which started last summer. He felt most of the technical concerns had been addressed, and last week he received new information from the Staff regarding planning issues which he had tried to address. He noted that the information presented this evening is different from that at the recent open house because of new information.

Mr. Shirley identified the ridge heights of the project and floor elevations of surrounding projects which would allow them to work on view corridors and show surrounding homeowners how the project will work and affect their views. He presented a rendering showing the three-level underground parking structure. He indicated Royal Street and Royal Street Plaza in profile with the conferencing level and three parking levels. He noted that the public entry lobby space will be combined with retail and indicated how the units will surround the parking structure. The retail floor level is four feet below street level but is totally open to the street. Based on Staff's recommendation, the front driveway will be eliminated which will open up the retail more. Cars coming into the parking lot will enter from the west entrance. Plans are being made for a pedestrian plaza as the prominent feature in front of the chateau. He is working with Deer Valley and Eric DeHaan to develop a paving system to reinforce the concept of creating a village center for Silver Lake. The applicant plans to work with the Silver Lake Association Property Owners to repave the current cul-de-sac and drop-off area. The lobby will be a two-story space going up to a second-tier lobby leading into private open space. The current plan would relocate some of the units above the lobby to allow more open space. Moving the units and deleting the driveway would allow the applicant to meet open space requirements without using the lobby as open space. A swimming pool will be

located in the southeast corner. There was concern about allowing sun into the open space, and the project has been designed to keep some units lower to allow afternoon sun into the central lobby. The buildings are within height limits and, in some cases, are lower, except for the requested cupola designed as a central feature. This will pull light into the central lobby area and provide an architectural feature that identifies the center of the project. The cupola will not add square footage to the project.

Mr. Shirley answered questions from the public to clarify his presentation.

Chair Jones opened the public hearing.

Jim Powell felt the Planning Commission should allow the cupola as an architectural feature and because it would lower the visual mass of the building. He felt this was one case where it would be aesthetically effective to go over the height limit. The uniform height limit of the Land Management Code tends to make rather gruesome buildings, and since the Planning Commission can make exceptions, Mr. Powell urged them to allow the cupola.

Brent Gold, legal counsel for the Sterling Wood Homeowners Association, stated that the Sterling Wood condominium project is located immediately east of the proposed project. He referred to a drawing in the staff report which capsulizes the concerns of the Sterling Wood Homeowners Association and several other immediately adjacent owners whose comments are included in the staff report. He noted that the east elevation is approximately 350 to 400 feet long and is in the face of the Sterling Wood Condominium project. He referred to a letter in the staff report from James Blair, President of the Association, summarizing this concern. Units 1 through 6 of the condominium project are the closest occupied buildings to the project. A 350-400 foot mass with a maximum height of 45 feet would block out views and light, and nothing would be seen but a mass fortress. He noted that the City reiterates this concern in three places in the staff report by expressing concern over massing, building size, and the northeast quadrant along the east side. He stated that the building seems to be broken up in other places, and he strongly suggested that it be broken up in this area as well. On behalf of the Sterling Wood owners, he asked the Planning Commission to look carefully at their concerns and request a modification of the massing to provide relief and some enjoyment of what has been an otherwise incredible location for his clients.

Dick Iverson, a resident of the Knoll and representative of the Knoll Association, was concerned with the northeast corner and worried that the buildings would block their view. He complimented

the architect on the basic design. He felt a few problems needed to be worked out, but he felt the project was much better than what was proposed several years ago. He cautioned against making the mistakes made at Black Bear Lodge and asked for modifications to benefit the Silver Wood and Knoll residents. He suggested adding a convenience store on the northeast corner for small items such as newspapers and milk to reduce the amount of traffic on the mine road. He stated that he had lived through construction since living at Silver Lake, and the Black Bear Lodge was the worst. Everything else had been well organized, and he asked that the developer consider the construction impacts.

Judy Strata, a resident of the Knoll on Esther Lane, was concerned about the poor quality of building materials used at Black Bear Lodge which is not in keeping with other developments in the Silver Lake area. She stated that she found it to be very embarrassing. She asked that careful attention be paid to the kind of building materials used for the Chateau. It appeared from the renderings that the building would be beautiful, and she wondered if the finished product would be equally as beautiful. This is one of the last pieces of property to be developed in Silver Lake and is a major focal point. She believed height limitations were important, but it would be just as important to have high quality materials because people would be looking at the project forever.

Chair Jones closed the public hearing.

MOTION: Commissioner Erickson moved to CONTINUE the matter, including the public hearing, until February 12, 1997. Commissioner Larson seconded the motion.

VOTE: The motion carried unanimously.

Chair Jones encouraged the public to submit written comments to the Staff prior to February 12, 1997.

Commissioner Larson felt the architect should look for opportunities to mitigate the massing of the main facade and make it more pedestrian friendly. This would also be a good opportunity for a massing model and suggested that they include surrounding structures. He noted that the northeast corner was left out of the height limitations, and he believed that was an oversight. He urged more sensitivity in the northeast corner.

3. **690 East Deer Valley Drive, Foxglove Cottages - Final subdivision plat**

Planner Whetstone stated that the Staff had received approval from the City Attorney and Building Inspector for a Planned Unit

Development plat. Currently, Utah State law does not recognize a planned unit development, and until the law is changed, future applications will be treated as condo plats. She had been under the impression that this application was for a Planned Unit Development until 5:30 p.m. this evening when she was informed that it was a condo plat. She asked the applicant to clarify the matter.

The applicant indicated that their request is for a PUD subdivision plat.

Chair Jones opened the public hearing.

There was no comment.

Chair Jones closed the public hearing.

MOTION: Commissioner Erickson moved to forward a POSITIVE recommendation to the City Council for the final plat in accordance with the Staff's recommendation, findings of fact, conclusions of law, and conditions of approval outlined in the staff report. Commissioner Calder seconded the motion.

VOTE: The motion passed unanimously.

Conditions of Approval - 690 Deer Valley Drive

1. The City Attorney and City Engineer's review and approval of the final form and content of the plat and the Conditions, Covenants, and Restrictions (CC&R's) for compliance with State law, the Land Management Code, and the conditions of approval, is a condition precedent to recording the plat.

2. All conditions of approval for the Foxglove MPD shall apply.

3. All standard project conditions shall apply.

4. A financial guarantee for the value of all public improvements to be completed shall be provided to the City prior to plat recordation. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.

5. The final PUD subdivision plat shall be recorded at the County within one year from the date of City Council approval. If recordation has not occurred within the one-year time frame, this approval and the plat shall be considered null and void.

4. Lot 3, Treasure Hill Subdivision, Upper Norfolk Lot - Sweeney Residence MPD

5. Lot 2, Treasure Hill Subdivision, 220 King Road - CUP for accessory apartment/small scale MPD/plat amendment

Planner Whetstone explained that the two lots are part of the Sweeney Master Plan approved in 1986. Several parcels of the large-scale MPD were part of the town bridge. The master plan consists of 125 acres, and 109 were dedicated as open space. Certain sites were designated for development, and this application pertains to four single-family lot developments. The MPD lists height limitations of 25 feet, footprint limitations, and states that development of these lots will occur as a small-scale MPD. The applications for a small-scale MPD and were reviewed by the Staff for compliance and conformance with the Sweeney MPD and Land Management Code and for compliance with specific requirements and plat notes of the Treasure Hill Subdivision. The Treasure Hill subdivision created the four lots and their subsequent open spaces and building pads. Planner Whetstone referred to plat notes regarding landscaping and limits of disturbance which have resulted in concerns about retaining walls.

Lot 3
Planner Whetstone gave a brief presentation of the historical context of these lots and the Sweeney MPD. She identified the lot and building pad and noted that the proposed house has three masses. She indicated the location of a ski trail and ski bridge that will take people over a private driveway off of Norfolk Avenue. The driveway will also serve Lot 4 and continue through a tunnel to Lot 3. The basic concept of Lot 3 is more of a mining look than the historic residential concept proposed for Lot 4. Lots 1, 2, 3, and 4 are prominent, visible lots on the hillside and should be the best design possible. The Historic District Commission has reviewed the design, and their input is included in the staff report. The Staff requested input from the Planning Commission.

Richard Pitham, representing Pat Sweeney, distributed packets to the Planning Commission containing photos of three different perspectives of the project taken from different vantage points. Also included was a black and white photo of the proposed Sweeney house. He explained that several windows on the 3-D were not shown and the colors are the same ones they intend to use. The Historic District Commission had asked for a stepped retaining wall, and Mr. Pitham showed how they improved the retaining wall to make it more subtle by using a different material and different color. They were asked to step down the wall, but that would exceed the

buildable footprint. Instead, they proposed blocking with vegetation; i.e., large trees and native shrubs.

Commissioner Erickson asked to see the overall site plan and requested clarification on the tunnel and the skier bridge. Planner Whetstone and Mr. Pitham reviewed the site plan and answered Commissioner Erickson's questions.

Commissioner Calder felt the tunnel and bridge create a lot of interest.

Mr. Pitham presented a computerized 3-D drive through the tunnel and around the site.

Commissioner Larson asked Mr. Pitham if he could find an opportunity to extend the retaining wall. Mr. Pitham replied that he could not without extending past the buildable area. He stated that they planned to put a natural stone on the wall so it would blend with the historic flavor of the project.

Chair Jones opened the public hearing on Lot 3 of the Treasure Hills subdivision.

Kevin King, a resident at 314 Norfolk, stated that he would be most affected by the project. He favored the project and felt they have done an excellent job. He felt the design resulted in a nice massing of building masses and would not stand out any more than necessary.

Chair Jones closed the public hearing.

Chair Jones felt it was important to understand the retaining walls, particularly along the entrance road, and specify the materials to be used on all the walls. He suggested that the Planning Commission be shown a landscaping plan for the front wall.

Planner Whetstone commented on the height of the elevator shaft. An allowance for architectural elements allows the applicant to exceed the requirement up to 50%.

Commissioner Calder felt the tower element added significantly, and it would be remiss to remove it as it adds to the authenticity of what the applicant is trying to do.

Commissioner Larson stated that the HDC was comfortable with the shaft because it would break up the height. He referred to Lots 3 and 2 and noted that, in order to meet the height limitations and build to the maximum footprint, the applicants have proposed 5/12 roofs. The Historic District requires 9/12 roofs. The building

envelopes do not allow the proper roof pitch, and the HDC needs to determine how to approve the architectural design without creating an exception in the Historic District.

Commissioner Calder expressed appreciation for the computer presentation and the applicant's effort in putting it together.

Lot 2

Planner Ryan reported that this application is a request for a small-scale MPD which is subject to design review and compliance with specific plat notes, a request for a Conditional Use Permit for an accessory apartment within the structure, and a recommendation to the City Council for an amendment to the building pad. She noted the amount of input and discussion at the last meeting expressing concern with design, massing, shifting the building pad, and concerns about whether the accessory apartment meets the condition of no more than three accessory apartments within 300 feet. She noted that the enforcement officer found illegal units on Upper Norfolk that will be pursued for compliance through regular Code enforcement mechanisms. Lot 2 is above the Upper Norfolk area, and the Code enforcement officer found no more than three units within 300 feet. She noted that the accessory apartment meets the spirit of the ordinance, and parking is provided on site.

Planner Ryan addressed design issues and noted that the Staff has worked with the applicant to get a certified survey and revised elevations. The matter went to the Historic District Commission for initial review, and at that meeting the Staff requested a visual analysis. The information was received yesterday, and the Staff had concerns that were handed out in writing at the work session. The concerns are also based on public input, particularly from Kevin King, who has been working with Kurt, the planner doing the architectural design review. The three issues for discussion requested by the Staff are massing and stepping on the east facade, overall design with regard to retaining walls and site disturbance, and the plat amendment. The Planning Commission will be asked to find good cause for this amendment, and she asked them to consider whether the building pad shift would improve the project and why.

Bill Mammen, architect for the project and representing Bob Sfire, referred to the three-dimensional drawings and explained the discrepancies from what is actually proposed. The actual house showed three to four feet further out of grade than what was intended. On the east facade, there will only be two stories out of ground, not three as represented in the drawings. He did not feel the Historic District Commission had a problem with the east facade. He felt the issue of the overall design and plat amendment go together, and there are only three approaches. The location of

the driveway is a given and cannot be moved. He illustrated alternatives to his design and the problems encountered with each. He reiterated that it is physically impossible to move the driveway because there is no other place to tie into King Road. There are different ways to approach the design, but none will mitigate the grading on the steep hillside better than what is proposed. Any other orientation of the house would have the same grading problems on the north and south sides of the house.

Bob Sfire, the applicant, stated that he had gone out of his way to break up the mass and meet the historic elements desired by the community. His design has a detached garage to give the appearance of two masses, although most newer homes have attached garages because of the convenience. He stated that he currently lives in an historic home, and historic elements mean a lot to him. He addressed building retaining walls into the structure which has been done. By moving the garage west 15 feet, the elevation would actually be lower. The entire back structure will be a retaining wall, and while it is expensive, he was willing to do it because the impact would be less. He felt this would be a benefit to the community as it would be less visible. He had talked to a neighbor before the meeting who suggested that consideration be given to the neighborhood during construction. He wanted people to know that he had built three other homes for himself, and he planned to do everything possible to mitigate impacts to the neighbors. He stated that this would be his family's home for a long time, and it was not a structure he planned to build and sell. He wanted to express his opinions and convey to the Planning Commission and the neighbors that he wants to be a neighbor with everyone and part of the community. To that end, he would take whatever steps are necessary to include that in this development.

Chair Jones anticipates that this project would return to the Historic District Commission, but before the Planning Commission or the HDC could analyze the project, they would have to see correct graphics and accurate elevations. It is hard to visualize the project when the plans are inaccurate.

Chair Jones opened the public hearing.

Mike Sweeney, owner of Lot 1, stated that he is the closest neighbor to Lot 2. He thought Mr. Sfire was doing just fine and he did not have any problems with his proposal. He felt Mr. Sfire had gone out of his way to minimize the impacts from his vantage point and he wanted to see Mr. Sfire get through the process in a friendly manner and move the project forward as quickly as possible.

Kevin King stated that he spoke at the last public hearing, and after that meeting he sat down with Pat Sweeney, Mr. Sfire, and Mr. Mammen to discuss the project. They had agreed to work together to develop something that would be acceptable and workable for the community. Mr. King stated that he had not heard from Mr. Mammen for a long time, and last Monday he reviewed drawings at the Planning Department and found the elevation drawings to be inaccurate. He questioned the large dormer on the upper part of the roof which definitely does not comply with the height limit. He felt nothing had been changed on the project--it had only been reshuffled--and his biggest concerns expressed at the last meeting still remained. He used his own illustrations to show why the proposed design was unacceptable and would not work. He stated that the spirit of the ordinance for accessory apartments was meant for affordable housing, and there is no mechanism in place to enforce that or to insure that this will not be a nightly rental. He was concerned about the large cut and requested that the trail integrity be maintained by not disturbing the vegetation. He understood from the staff report that the issue would be addressed at the building permit stage. He believed the 20 feet outside the limits of disturbance and the big cut could be avoided with a new building design.

Gary Acord, an associate of Richard Pitham at Design West, stated that he worked with Mr. Sweeney and Mr. Pitham on the Treasure Hill Subdivision with the original architectural guidelines. He responded to Commissioner Larson's concern about roof pitches. He believes the roof pitches shown were 7/12, but they are still not as steep as traditional Old Town architecture. He referred to the graphics presented this evening and noted that they are a design metaphor to the mining structures rather than traditional Victorian houses in Old Town. He asked the Planning Commission to notice that mine structures have a slightly less pitched roof.

Commissioner Larson remarked that one difference between Lot 3 and Lot 2 and a reason to extend the building area to the north is that the north elevation, unlike the south elevation, does not follow the slope. It would not be necessary to extend the building area if the north side of the building followed the slope more than it does now. The only reason to add the extending retaining wall is for more exposure on the north side.

Mr. Mammen reminded the Planning Commission that the CC&R's allow them to go 20 feet from the house, even if the edge of the house is right on the building line.

Commissioner Erickson asked the Staff to clarify the difference in the two section drawings. Looking at the east elevation, he counted three floors exposed, but on the south elevation, only two

floors are exposed. He did not believe three floors would meet the elevation requirements of the control document. He did not have a problem moving the building area as long as it would result in the same or less impact on the site. He applied the same criteria to the accessory apartment and stated that the accessory apartment on the site cannot result in additional site disturbance.

Commissioner O'Hara echoed Commissioner Erickson's comments. He was not uncomfortable changing the building pad, but he did not want to see a loss in the rate of disturbance.

Commissioner Zimney agreed and stated that she wanted to see the accessory apartment work. Accessory apartments are perfect for Old Town, especially if parking is required. She did not understand why the Commissioners received a memo from the Staff dated the previous day stating that the Staff had not received details on retaining walls and other pertinent information as they should have been provided.

Chair Jones agreed with Commissioner Erickson's comments. He felt the retaining walls were the biggest issue because they have the largest visual impact, particularly associated with the parking and driveway.

Chair Jones commented on the accessory apartments in the area that are not permitted and asked if they are capable of being permitted provided they meet all the conditions of the ordinance. If so, he wondered if the Commission should look at retaining existing units as opposed to creating new ones. Administrator Putt was unprepared to answer his question and offered to provide an answer at the next meeting. The City is in the process of sorting out the illegal units from the legal ones.

Commissioner Calder felt the applicant should be given first consideration. If he was the last within 300 feet, he should be permitted an accessory apartment. He did not think a person who maintains an apartment illegally should be given preference over one who has gone through the appropriate process. Administrator Putt replied that it was not black and white due to legal issues.

MOTION: Commissioner Calder moved to CONTINUE the public hearing on Lot 2. Commissioner Erickson seconded the motion.

VOTE: The motion passed unanimously.

6. <u>Arrowwood Condominium Plat</u>

Planner Ryan reviewed the request for a condominium plat on Gilt Edge Circle. At the public hearing this summer, several concerns

were raised by the homeowners. The Planning Commission directed the applicant to look at three issues--the height of surrounding structures and a site section, hours of operation for the pool and mitigation measures, and setbacks. The applicant's response to the three issues is included in the staff report. Planner Ryan reported on three letters received from Queen Esther Condominium Homeowners and a letter submitted from the applicant's attorney which are included in the staff report. She noted that there are legal and personal issues between the applicant and the Queen Esther Homeowners, and the Staff has requested that they not be dragged into the middle of the disputed issues. The primary focus at this meeting is on the Land Management Code issues necessary to process this condominium plat.

Chris Rideout, project engineer, addressed the three issues. Pool hours are identified as 8:30 a.m. to 10:00 p.m., and the pool was moved to a central location within the three buildings. It was originally located adjacent to the Chaparral units. He reviewed the site section and explained how heights were measured. He asked the Planning Commission to revisit the requested setbacks if possible. Queen Esther I, adjacent to the site, ranges from 16 feet to 24 feet from top of curb back to the garage face. Within that range, there is a 3- to 4-foot living overhang that encroaches into the 16 to 24 feet. He noted that the Planning Commission has the discretion to reduce setbacks for unusual site constraints and explained why he felt this project met the criteria. He requested that the setback be reduced to 15 and 23 feet.

Chair Jones opened the public hearing.

Kris Jones, secretary of the Queen Esther III Homeowners Association, stated that Joan Prather Frye is usually the spokesperson, but she was unable to attend the meeting. She noted that Ms. Frye and several other homeowners did not receive written notice of this meeting until November 25. Most of them live out of town and found this to be unacceptable because it is difficult to make plans to attend an out-of-town meeting with only one week's notice. They requested more advanced notice for future meetings. She stated that Ms. Frye requested that the minutes of the August meeting be modified. They reflect that Ms. Frye said the City had not received the plans for this project in August. She asked that they be modified to correctly read, "Mr. DeHaan had received the plans, but only one week earlier, and they did not have a chance to review the plans." Ms. Jones stated that the September 11 meeting was the first time anyone from the Queen Esther project had an opportunity to see the plans. She submitted a letter for the record from Joan Prather Fry and noted that the Commissioners had received a copy. The main issues pertaining to the Land Management Code are setbacks and the height of the units. The Queen Esther

III units are 33 feet because one level is built underground. Looking at them from another direction, only two levels show above ground on all the Queen Esther units. The majority are only 24 feet in height, not 33 feet. The homeowners are concerned because it is not just the Queen Esther III units that are being impacted by the project. They suggest that an average of all units be used or a number taken from the height of the majority of units. She addressed setback concerns and referred to the staff report which takes issue with the setbacks for units 2 and 3. If the Staff is concerned, so are they. The architectural design speaks more to a single-family subdivision than a condominium unit. It appeared that the developer was trying to put three, single-family homes on property purchased for condominium use. This was supposed to be an expansion of the Queen Esther project, and the homeowners felt it should be compatible with existing Queen Esther units. The project has turned into something completely different than what was intended for the land and resulted in snow removal problems. Ms. Jones noted that Gilt Edge Circle is a private road which is privately maintained, and access into the project is from that road. She asked the Planning Commission for a solution on snow removal. None of the Queen Esther residents felt there was an issue of compromise on the project. The only change since the last meeting was to move the swimming pool. Queen Esther residents were not worried about the swimming pool but about height and setback issues, and nothing had changed relative to height or setback.

John Tracy commented that the Queen Esther project was a very difficult parcel with the easements that run through it. The architect had designed what he felt was the best plan for the parcel. He noted that a strong feeling exists among the Queen Esther homeowners for a park. However, they used to own the property, and he questioned why they sold it instead of making it into a park. The Queen Esther residents had alluded that he had made no attempt to meet with them. He reported that he has copies of numerous letters sent to the homeowners allowing them an opportunity to meet and discuss, but he was constantly denied access. He felt it became clear in the last meeting that their motive was to keep something from being built on the parcel. He has tried to compromise and stated that the plans are on their ninth redrafting. The plan has changed dramatically, and he has tried to address the views of others, which he did not have to do. He felt he had done everything he could to be a good neighbor, but there is a position of unwillingness to meet from the Homeowners standpoint.

Chair Jones closed the public hearing.

Commissioner Larson asked about setbacks. Planner Ryan explained the Staff's interpretation of front, side, and rear setbacks.

Based on that interpretation, the Staff did not find a compelling reason to reduce the setbacks and believed this to be a developable parcel without a variance for reduced setbacks.

Commissioner Calder clarified that Building 2 is the building involved in the setback issue and asked why Building 2 could not be turned to run parallel with the 50-foot sewer easement and be in compliance. Mr. Rideout explained why he believed this suggestion would not work.

After discussing the matter, the Commissioners agreed not to change the setbacks.

Chair Jones clarified that the project meets the requirements of the Land Management Code except for the setbacks. He directed the Staff to prepare the proper findings of fact, conclusions of law, and conditions of approval with the stipulation that the project adhere to the setbacks.

MOTION: Commissioner Calder moved to CONTINUE the matter until December 18. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission Meeting adjourned at 9:30 p.m.

Approved by Planning Commission

PLANNING COMMISSION REPORT

TO: PLANNING COMMISSION
FROM: PLANNING STAFF
DATE: JANUARY 17, 1997 (JANUARY 22, 1997 MEETING)
RE: LOT 23 DEER VALLEY CLUB ESTATES, THE CHATEAU CUP

I. PROJECT STATISTICS

Project Name:	**Lot 23 Deer Valley Club Estates CUP**
Applicant:	**Lynn Padan, Silver Lake Associates, LLC**
Location:	**7815 Royal Street East, across Royal Street from Silver Lake Day Center**
Proposal:	**Small Scale Master Planned Development/Conditional Use Permit for 78 condominiums, 7,500 sf of commercial, and approx. 16,800 sf of convention and support commercial uses on 3.24 acres**
Zoning:	**RD-MPD (Deer Valley Seventh Amended and Restated Master Planned Development)**
Adjacent Land Uses:	**Silver Lake Fire Station, Black Bear Lodge, Silver Lake Lodge, Mount Cervin Condos and Plaza, The Knoll residential, Sterling Lodge, Goldener Hirsch, Deer Valley Club and Sterlingwood Condominiums**
Date of Application:	**August 21, 1996**
Project Planner:	**Kirsten Whetstone**

Staff Recommendation: **Work session information item**

Staff reviewed the latest set of revised plans and would like to present an update on the status of this project. The applicant has:

* revised the entrance by removing the Porte Cochere;
* placed all retail on the ground level facing the street and pedestrian plaza;
* revised vehicle drop-off/pick-up to occur inside the structure;
* revised upper plaza to be private space for the condominiums, the bar and restaurant are no

longer one floor up;
* revised interior plaza space to be a private garden and open space for the condominiums;
* reduced the mass, scale, and height of the northeast facade;
* revised the east facade along Royal Street to be more articulated, including a two story element in the mid-section;

The applicant will present the plans, including some additional perspectives and photographs, at the work session. The applicant is also working on a massing model. They are attempting to have it complete by the day of this work session.

Commissioner Hays stressed the importance of making buses more appealing. She commented that in some cities and in Europe, an underground roadway is maintained just for buses with walkway entrances accessing it. This insures that the buses would move faster than the cars. Mr. Clyde responded that they had not looked at underground lanes specifically, but they had discussed ways for people to cross below the street from the garage to the village. The same conclusion would apply, but the problem in the upper village is the steep grade. He felt that the thrust of the plan was to eliminate as many stairs as possible. The alternative of moving the bus drop-off further down was considered, but it would put people further from where they wanted to be.

Commissioner Larson felt Commissioner Hays had a good point and that the buses should not end up in the same gridlock as cars. The only bottleneck he could see was coming off of Lowell where the road goes to one lane, and he suggested adding a bus lane to keep the buses moving to the bus drop-off.

Hope Bleeker stated that she and the City Engineer were happy with the current suggested transit drop-off. She explained how it would work and why they felt it would be adequate for at least 10 years.

The architect, John Ashworth, reviewed the modifications to the design and circulation. He noted various landscaping and design features, including an information kiosk for people entering and leaving the resort from the garage below. A vertical structure such as a water tower or clock tower was added as a focal point. A series of different levels was created from the plaza, sloping at a 3% grade to meet the grade of the drop-off.

Mr. Clyde discussed sidewalks in the upper and lower areas and noted that all sidewalks would be 20 feet wide except for a few pinch points in the upper village that decrease to as little as 15 feet wide. Mr. Ashworth noted that most of the sidewalks in the lower area exceed 20 feet, particularly through the plaza.

Commissioner O'Hara suggested that the lower Empire area would be an ideal setting for a one-way street to move traffic more efficiently. City Engineer Eric DeHaan agreed, but he felt that local business owners would oppose it for fear their businesses would be hurt if customers could not find them.

Lot 23, Deer Valley Club Estates, The Chateau - CUP for 78 residential units

Planner Kirsten Whetstone noted that the Planning Commission reviewed the plans for this project at a previous meeting and held a public hearing. This item is being presented at the work session

to review modifications to the plans based on Commissioner and public input. She reviewed the Conditional Use Permit application for 78 condominiums and 7,500 square feet of commercial space with support commercial convention and support commercial uses. The parking structure, which starts at street level and has two additional parking levels, would accommodate approximately 480 spaces, with 125 being reserved for Deer Valley.

John Shirley, representing the applicant, used a massing model showing the modifications. A number of changes were made in response to the last public hearing and meetings with the Staff, the Homeowners Associations of Sterlingwood and The Knoll, and the developers of Black Bear Lodge. The most notable change was elimination of the porte cochere in front so that routing for vehicles would be into the underground parking garage with an interior lobby entrance from the parking garage into the center court of the project. Re-design of buildings helped break up the mass. A building in the back was eliminated in response to concerns expressed by The Knoll owners. Redistribution would create more variation on the east end of Royal Street, and hips were added in the roof forms for better view corridors over the project to the mountains beyond. A major concern in meetings with the Staff was creation of a town center. Mr. Shirley had thought the building would be the center until it was suggested that the center would be better served in the cul-de-sac. The Staff was concerned with safe pedestrian access, and he proposed defining the pedestrian corridors to the extent of using a traffic signal or flashing light if approved by the City Engineer. Based on Staff recommendation, the cupola was lowered to be less visible. The basic concept for materials and colors are the same as originally proposed.

Peter Tomeii explained the site plan in relation to the model, indicating roof lines and design articulation. He showed photos taken from Sterlingwood Unit 5, at his eye level, with a black line depicting how the ridgelines impose themselves upon the natural ridge. What cannot be seen from the black line is any articulation in the building as it moves closer and further away. Substantially lower elements immediately closer to these projects would also not be seen. Unit 5 was chosen because it is most impacted. Photos were taken from the main floor level.

Commissioner Erickson asked if the Deer Valley turnaround is included in this project. Mr. Shirley replied that he informed Bob Wells that it would be shown on the model, but it is not part of the project. Commissioner Erickson felt it served the project well not to be involved. It could be the subject of a future application.

Bob Wells felt the turnaround would be well received by surrounding property owners, but the question to be addressed is who would pay for it. Commissioner Erickson recommended excluding that side of the street when taking action.

Chair Jones understood there was a desire to move forward within a reasonable timetable. Planner Whetstone explained that the applicant's objective is to complete the parking structure first to have a staging area for the remainder of the project. The applicants would like to start the parking structure once the ski season ends. They would like approval of the basic footprint so they can start working on the parking structure drawings. The Staff is still working with the applicant on fire and technical issues.

Commissioner Erickson asked if any of the expected changes are so substantial that they would have to come back to the Planning Commission. Planner Whetstone felt that if the Planning Commission was satisfied with what they saw tonight, other issues could be addressed at the Staff level. She expected to have findings and conditions prepared for action at the next meeting.

PARK CITY
1884

PLANNING COMMISSION REPORT

TO: PLANNING COMMISSION
FROM: PLANNING STAFF
DATE: FEBRUARY 4, 1997 (FEBRUARY 12, 1997 MEETING)
RE: LOT 23 DEER VALLEY CLUB ESTATES, THE CHATEAU CUP

I. PROJECT STATISTICS

Project Name:	**Lot 23 Deer Valley Club Estates CUP**
Applicant:	**Lynn Padan, Silver Lake Associates, LLC**
Location:	**7815 Royal Street East, across Royal Street from Silver Lake Day Center**
Proposal:	**Small Scale Master Planned Development/Conditional Use Permit for 78 condominiums, 7,500 sf of commercial, and approx. 16,800 sf of convention and support commercial uses on 3.24 acres**
Zoning:	**RD-MPD (Deer Valley Seventh Amended and Restated Master Planned Development)**
Adjacent Land Uses:	**Silver Lake Fire Station, Black Bear Lodge, Silver Lake Lodge, Mount Cervin Condos and Plaza, The Knoll residential, Sterling Lodge, Goldener Hirsch, Deer Valley Club and Sterlingwood Condominiums**
Date of Application:	**August 21, 1996**
Project Planner:	**Kirsten Whetstone**

Staff Recommendation: Re-open the public hearing, take comment and close the hearing. Provide staff with direction on any additional revisions that may be necessary. Direct staff to prepare findings of fact, conclusions of law, and conditions of approval for ratification at the February 26, 1997 meeting.

II. BACKGROUND

This is a request for a Small Scale MPD for a 78 unit condominium project with 7,500 sf of commercial and 16,800 square feet of support commercial/convention center uses to be located on Lot 23 of the Deer Valley Club Estates Subdivision. The street address is approximately 7815 Royal Street. Staff presented this proposal at work sessions on December 4, 1996 and January 22, 1997.

The Planning Commission opened the public hearing on this item on December 4, 1996, took public comment, and continued the hearing to February 12, 1997. The applicant responded to staff, Planning Commission, and neighborhood concerns by revising the plans, meeting with neighbors, and by preparing additional visual displays such as a massing model, photographs, and colored renderings.

Staff and the applicant met on several occasions to discuss additional concerns and design solutions. The latest revisions were made to address issues of snow shedding, fire access, pedestrian amenities, parking structure and hotel patron safety, and architectural detailing. These issues resulted from a meeting with the Chief Building Official, City Engineer, and staff members from the Planning Department, Fire District, Police Department. The applicant also provided spot elevations for high points of the roofs for staff to use in verifying compliance with height requirements as well as snow shedding.

III. ISSUES

The following issues and concerns were raised at the previous meeting on January 22, 1997 and by staff at subsequent meetings with the applicant:

***Tower.** The reduced tower element is acceptable as an architectural feature and a height exception could be granted by the Commission. The tower has been redesigned. It is lower and serves to let light into the lobby area below, but is not a prominent feature. The Commission suggested that the proposed "way- finding", town center tower proposed for the Silver Lake cul-de-sac area should be reviewed under a separate application submitted by owner's of that property. The Commission was generally in favor of a tower element of some kind and believed the cul-de-sac was an appropriate location.

***Materials and colors.** Final architectural detailing, materials, and color palette could be approved by Planning Staff at the time of building permit issuance, provided they are generally in compliance with those represented on these final plans. The plans indicate a copper etched shingle roof and flashing, an angular cut high desert sandstone base, with a combination of a vertical wood siding and rough "hand troweled" stucco or plaster siding, with heavy timbers for eave and trim details, and true divided light, wood windows. Garage door detailing will be reviewed by Planning Staff prior to building permit issuance.

***Code Requirements**. Planning and Community Development staff believe the plans are in

compliance with all height, setback, density, open space, parking, fire access, safety, snow shedding, and trail requirements and will verify this is true on the submitted construction plans prior to issuance of any building permits for the buildings. The applicant has provided roof pitch elevations on the plans.

***Revisions from the initial submittal.** The Commission was generally satisfied that revisions made to the initial plan addressed the previous concerns. These revision include the following:
1) removing the Porte Cochere from the front and placing all vehicular loading and unloading activity within the parking structure,
2) placing all retail on the ground level (4 steps below the street level) and directly on the south facing pedestrian plaza,
3) revising the upper plaza and interior court yard garden to be private space for the condominiums,
4) reducing the mass and scale of the northeast facade by removing a section of the rear building and by reducing the height of the corner structure by one story.
5) reducing the mass and height of the midsection of the east elevation by removing one story from this section and by adding more articulation and stepping in building, balcony, and roof forms.

***Convenience store.** The applicants are exploring the possibility of including a small grocery store/convenience market within the development.

***Pedestrian plaza and amenities.** The applicants are working on a landscape design for the pedestrian plazas, to include various trees and plant materials; benches and other furniture; lighting details; a small water feature (like a small mountain creek rather than a formal pool or fountain) and display area for public art work; and an enhanced public walkway connection to the Silver Lake Village cul-de-sac area with pavers and/or stamped and colored concrete detailing.

***Signs.** The applicants are working on a master sign plan.

***Construction management plan.** The applicant has submitted a construction management plan which the Community Development Department staff have not yet reviewed. This plan, as well as engineering plans for excavation, utilities, grading, and public improvements, shall be approved prior to issuance of any building permits for the development.

IV. PUBLIC INPUT

Letters to property owners within 300' of the property were sent on November 19, 1996. The property was posted and proper notice of the public hearing was published in the Park Record. The applicant also notified property owners within 300' and conducted an informal neighborhood meeting in November to introduce the proposal to the adjacent property owners.

The primary concerns were 1) height of buildings and blocked views, 2) quality of construction materials and finishing details, and 3) construction phasing and management to reduce the

amount of disruption to the neighborhood during construction. Additional public comment was received in the form of letters which were handed out at the last meeting. The applicant has met with a number of the immediately adjacent neighbors to better understand their concerns and determine how they can best address them.

V. ANALYSIS

Staff reviewed the latest set of revisions and finds the plans to be in conformance with the Deer Valley MPD, the Deer Valley Club Estates Subdivision plat, and the Land Management Code, specifically Section 7.5 and Section 10. Staff believes that the revisions address the issues and concerns raised to date. We will continue to review architectural detailing once the final building plans have been submitted. Refer to the staff report of December 4, 1996 for a full analysis of the proposal.

VI. STAFF RECOMMENDATION

Staff recommends that the Planning Commission open the continued public hearing, take any additional public comment, and close the public hearing after all comment has been received. With direction from the Commission, Staff will prepare the findings of fact, conclusions of law, and conditions of approval for ratification at the February 26, 1996 meeting.

VII. EXHIBITS

A. Location Map
B. Existing Plat
C. Site Plan
D. Elevations and Floor Plans

M:\CDD\CDD\KAW\PC97\CHAT2.REP

MINUTES OF FEBRURAY 12, 1997

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
FEBRUARY 12, 1997

COMMISSIONERS IN ATTENDANCE:

Chairman Fred Jones, Tom Calder, Bruce Erickson, Karri Hays, Chris Larson, Michael O'Hara, Diane Zimney

EX OFFICIO:

Patrick Putt, Planning and Zoning Administrator; Kirsten Whetstone, Planner; Kurt von Puttkammer, Planner; Kevin LoPiccolo, Planner

==========

The Commissioners and the Staff met in work session from 5:30 to 6:30 p.m. to review items on the regular agenda.

REGULAR MEETING - 7:00 P.M.

I. ROLL CALL

Chair Fred Jones called the meeting to order at 7:00 p.m. and noted that all Commissioners were present.

II. ADOPTION OF MINUTES

MOTION: Commissioner Calder moved to APPROVE the minutes of January 22, 1997. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

III. PUBLIC COMMUNICATIONS

There was no comment.

IV. STAFF/COMMISSIONERS' COMMUNICATIONS

These reports were given during the work session.

V. PUBLIC HEARINGS/DISCUSSION/ACTION ITEMS

1. <u>545 Main Street - Plat Amendment</u>

Planner von Puttkammer reviewed the request to consolidate three lots that are currently a pocket park on Main Street between Hay Charlie's clothing store and the Claimjumper restaurant. The project has been through the Historic District design review process for conceptual design of the project and conforms to HDC massing and scale requirements. The applicant wishes to move

forward into working drawings with consolidation of the plat. Parking and egress are being addressed by the City Engineer and Chief Building Official, and the Staff feels comfortable that these issues will be resolved at the time of Building Department submittal. Planner von Puttkammer explained that the Planning Commission's options for action on this proposed amendment.

Chair Jones opened the public hearing.

Steve Honeywell asked about a public restroom in the pocket park. He was informed that the public restroom was further up the street and would not be affected.

Chair Jones closed the public hearing.

MOTION: Commissioner Erickson moved to forward a POSITIVE recommendation to the City Council on the proposed plat amendment with the findings of fact, conclusions of law, and conditions of approval outlined in the staff report. Commissioner Calder seconded the motion.

VOTE: The motion passed unanimously.

Conditions of Approval - 545 Main Street

1. Prior to plat recordation, the City Attorney and City Engineer shall review and approve the final plat for compliance with the Land Management Code and conditions of approval.

2. All Standard Project Conditions and Land Management Codes shall apply.

2. 1500 Snow Creek, Washington Mutual @ Dan's

The applicants requested that this item be continued. The Staff has determined that the earliest date that this matter can be rescheduled is April 23.

MOTION: Commissioner Hays moved to CONTINUE the matter until April 23, 1997. Commissioner Larson seconded the motion.

VOTE: The motion passed unanimously

3. 1245 Deer Valley Drive, First Western Mortgage Building - CUP

Planner LoPiccolo reviewed the proposal for a 10,000-square-foot professional office building in the General Commercial Zone located at 1245 Deer Valley Drive. This project is located within the Frontage Protection Zone and requires a Conditional Use Permit.

The Staff has found that the development complies with the current zoning, architectural design, and all other requirements of the Land Management Code.

Chair Jones opened the public hearing.

Tim Henney stated that he is under contract to purchase the adjacent parcel and that he has questions about the parking and common access issue. Planner LoPiccolo explained that this proposal was approved more than a year ago, and since then the building was reconfigured and shifted and more parking spaces were added. One curb cut makes a shared access necessary. Mr. Henney stated that he appreciated the explanation and felt that he personally needed to meet with the applicant to discuss the issues.

Chair Jones closed the public hearing.

4. Lot 23, Deer Valley Club Estates, The Chateau - CUP for 78 residential units

The public hearing on this matter was continued from a previous meeting. After taking public input, the Staff will request direction from the Planning Commission to prepare findings of fact, conclusions of law, and conditions of approval for ratification at the next meeting. Planner Whetstone noted that the applicant has worked diligently with Staff to make revisions to the initial submittal, resulting in a design quite different from the original plan. The porte cochere and vehicular access on Royal Street has been removed, and the entrance is now within the parking structure interior of the building. All retail will be placed four steps down from street level, eliminating interference with the front courtyard and the retail area. Revisions were made to the upper plaza courtyard and interior area to make it more private for the condominiums. The applicant has worked with the surrounding neighborhoods, particularly the Sterlingwood Condominium Homeowners Association and The Knoll, in reducing the mass and scale of the northeast facade. The Staff is working with the applicants on a construction management plan, fire protection plan, and other items that will become conditions of approval. The applicants are working on a master sign plan for the retail area and a name on the condominium project. The Staff has suggested a name on the building as opposed to a freestanding monument sign. The cupola is no longer the way finding tower and has been changed to an architectural design element that will allow light into the lobby. This element exceeds the maximum height, but language in the Code allows an excess for architectural elements not used for habitable space.

Chair Jones opened the public hearing.

Brent Gold, representing the Sterlingwood Homeowners Association, stated that one of the main objections was the massing question which appears to have been addressed. He complimented the proponents for their cooperation towards his clients, specifically to those who are the most impacted by the mid-section of the east elevation. He commented that the next item deemed important is the construction management plan mentioned in the staff report which has been submitted but not yet reviewed. He requested that the construction management plan be reviewed by the Planning Commission in a more comprehensive state as this would have a critical impact on the residents of the area. He asked that the plan be submitted in its most finalized form so it could be reviewed by the affected neighbors and Deer Valley proper.

Chair Jones closed the public hearing.

Planner Whetstone explained that Chief Building Official Ron Ivie currently has the construction management plan, and he and the City Engineer will ultimately make the decision on its appropriateness. She offered to make every attempt to provide a copy to Mr. Gold and to the Planning Commission before the next meeting.

Commissioner Calder suggested that the applicant meet with the residents of Sterlingwood, The Knoll, and other affected neighbors to review the construction plan and listen to comments.

Commissioner Hays referred to previous discussions regarding removal of dirt from the hole into Deer Valley resort for re-grading and landscaping. Planner Whetstone replied that the issue will be addressed in the final construction management plan.

The Park City Planning Commission meeting adjourned at 7:25 p.m.

Approved by Planning Commission Jedrie Jones

PARK CITY
1884

PLANNING COMMISSION REPORT

DATE:	**March 3, 1997 (March 12, 1997 meeting)**
DEPARTMENT:	**Planning Department**
AUTHOR:	**Kirsten A. Whetstone**
TITLE:	**Chateaux at Silver Lake MPD**
TYPE OF ITEM:	**Final Action**

I. PROJECT STATISTICS

Project Name:	**Lot 23 Deer Valley Club Estates CUP**
Applicant:	**Lynn Padan, Silver Lake Associates, LLC**
Location:	**7815 Royal Street East, across Royal Street from Silver Lake Day Center**
Proposal:	**Small Scale Master Planned Development/Conditional Use Permit for 78 condominiums, 7,500 sf of commercial, and approx. 16,277 sf of convention and support commercial uses on 3.24 acres**
Zoning:	**RD-MPD (Deer Valley Seventh Amended and Restated Master Planned Development)**
Adjacent Land Uses:	**Silver Lake Fire Station, Black Bear Lodge, Silver Lake Lodge, Mount Cervin Condos and Plaza, The Knoll residential, Sterling Lodge, Goldener Hirsch, Deer Valley Club and Sterlingwood Condominiums**
Date of Application:	**August 21, 1996**
Project Planner:	**Kirsten Whetstone**

Staff Recommendation: Approve with conditions

II. BACKGROUND

This is a request for a Small Scale MPD consisting of 78 residential condominium units, 7,500 sf of retail space, and 16,800 sf of support commercial/convention center uses. An underground parking structure providing 479 parking spaces is also proposed. The project is located on Royal Street in the Silver Lake area of Deer Valley. The site, Lot 23 of the Amended Deer Valley Club Estates Subdivision, is currently vacant and utilized as a surface parking lot and construction staging area. Staff presented this proposal to the Planning Commission at work sessions on December 4, 1996 and January 22, 1997.

The Planning Commission held public hearings on this item on December 4, 1996 and February 12, 1997. The applicant responded to staff, Planning Commission, and neighborhood concerns by revising the plans, meeting with neighbors, and by preparing additional visual displays such as a massing model, photographs, and colored renderings.

The revisions discussed at the February 12 meeting were made to address issues of snow shedding, fire access, pedestrian amenities, hotel and parking patron safety, and architectural detailing. These issues resulted from a meeting with the Chief Building Official, City Engineer, and staff members from the Planning Department, Fire District, and Police Department. The applicant also provided spot elevations for high points of the roofs for staff to use in verifying compliance with height requirements.

The applicant provided a snow shedding analysis for Community Development Department review. The Chief Building Official has given a preliminary okay on the roof lines for compliance with snow shedding requirements. Final approval regarding snow shedding will be granted after staff reviews the final construction plans and finds them in compliance with these requirements.

Excavation for the parking structure will penetrate the historic Silver Lake lake bed, which was used as a dump during the early stages of Deer Valley construction. Ground water problems are expected to be large and on-going. The applicant is preparing a summary sheet of types, quantities of material, off-site disposal sites, and truck routes for CDD review and approval prior to building permit issuance.

At the meeting of February 12, the Commission directed staff to prepare findings of fact, conclusions of law, and conditions of approval based on the revised plans, Commission discussion, and public input regarding construction management.

III. ANALYSIS

***Materials and colors.** Final architectural detailing, materials, and color palette shall be approved by Planning Staff at the time of building permit issuance, provided they are in compliance with those represented on these final plans as of March 6, 1997. The plans indicate a copper etched shingle roof and flashing, an angular cut high desert sandstone base, with a combination of a vertical wood siding and rough "hand troweled" stucco or plaster siding, with

heavy timbers for eave and trim details, and true divided light, wood windows. Garage door detailing will be reviewed by Planning Staff prior to building permit issuance.

***Code Requirements**. The proposed plans are in compliance with the Land Management Code regarding height, setback, density, open space, parking, fire access, safety, snow shedding, and trail requirements. The CDD will verify compliance on the submitted construction plans prior to issuance of any building permits for the buildings. The applicant provided roof pitch elevations on the plans to verify final roof heights. A certified survey shall be submitted with the building plans.

***Pedestrian plaza, amenities, and public improvements.** The applicants are working on a landscape design for the pedestrian plazas, to include large scale utility installation and relocation, proposed trees and other plant materials; benches and other furniture; lighting details; a small water feature (like a small mountain creek rather than a formal pool or fountain) and a display area for public art work Staff shall approve the final landscape plan and collect a financial security for completion of all landscaping and public improvements, prior to final condominium plat recordation. No paver detailing in Royal Street are included in this approval.

***Signs.** The applicants are working on a master sign plan which shall be approved by the Planning staff prior to issuance of any sign permits for individual signs.

***Lighting Plan.** An exterior lighting plan shall be submitted with the construction plans and approved by CDD prior to building permit issuance.

***Construction Management.** The applicant submitted a revised Construction Management Plan on March 6, 1997. The plan addresses the following:

* construction phasing
* staging and parking during the different phases
* a fire protection plan
* limits of disturbance for each phase
* location of temporary trash and cleanup areas
* security devices such as fencing and gates
* location of temporary administration offices
* a snow shedding plan

Construction of this structure shall abide by all restrictions on construction as stated in the Park City Municipal Code regarding start and finish times, noise, dust, erosion, and cleanup. During the latter phases of construction we will require construction administration uses to be within the then completed portions of the building. No certificates of occupancy for the conference center will be issued until the parking structure is completed. The applicant will submit an excavation plan detailing the amount and type of excavation material to be transported off site, where this material is planned to be transported to, and what route the trucks will take. Prior to issuance of any building permits for the Chateaux project, the final Construction Management Plan and excavation plan shall be approved by CDD.

IV. PUBLIC INPUT

Letters to property owners within 300' of the property were sent on November 19, 1996. The property was posted and proper notice of the public hearing was published in the Park Record. The applicant also notified property owners within 300' and conducted an informal neighborhood meeting in November to introduce the proposal to the adjacent property owners. Public hearings were held on December 4, 1996 and February 12, 1997.

V. RECOMMENDATION

Staff reviewed the latest set of revisions and finds the plans to be in conformance with the Deer Valley Resort Seventh Amended and Restated MPD, the Deer Valley Club Estates Subdivision plat, and the Land Management Code, specifically Section 7.5 and Section 10. Staff will continue to review architectural and landscape detailing once the final building plans have been submitted. Please refer to the staff report of December 4, 1996 for a full analysis of the proposal.

Staff has considered the public input and Planning Commission discussion in recommending approval of the Chateaux at Silver Lake Small Scale MPD, based upon the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. This proposal requires Small Scale MPD approval because it is a part of a larger MPD, known as the Deer Valley Resort Seventh Amended and Restated Large Scale MPD.

2. The proposed density is 78 units on the 3.4 acre site as allowed in the Deer Valley Resort Seventh Amended and Restated Large Scale MPD (Deer Valley MPD). The 7,500 sf of commercial space is transferred to this site from the Silver Lake allotment as stated in the Deer Valley MPD. The amount of support commercial (16,277) is based on 5% of the total floor area as described in the Deer Valley MPD document. Sixty-One (61%) percent of the site meets the definition of open space. -16,277

3. The adjacent street, Royal Street, is of a size and capacity to accommodate the traffic considerations of this development, at an urban level of service.

4. Utilities are available to sustain the anticipated property uses. Detailed utility and construction plans for the project will be submitted to the Community Development Department and utility/service providers for review and approval.

5. The project complies with the fire and emergency access requirements, by virtue of a fire protection plan which addresses alternative methods of code compliance, such as provision of type 13D fire sprinkler systems, alternative access, fire separation of

structures, and non-combustible roof materials.

6. Off-street parking and the internal circulation system are adequate for the project and meet the requirements of the Land Management Code, Section 13. All vehicular circulation occurs within the parking structure on-site.

7. The size of the structures, as revised, range from two stories to four stories in height and 120' to 160' in length. The lower structures are to the rear abutting the single family lots and the taller structure is to the front across from existing 3 and 4 story condominium projects.

8. Building height is determined by the RD zoning district and further restricted by a separate recorded agreement between Deer Valley Resort and the property owners of Lot 23 of the Amended Deer Valley Club Estates subdivision.

9. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner.

10. A construction management and phasing plan is required to protect the existing units from construction disturbance and to minimize the impact of construction activity in the surrounding area.

11. A detailed excavation plan is required to assist the City in mitigating the impacts of the excavation of the parking structure, on the residents of Park City, especially in Deer Valley.

12. The applicant has agreed to provide a final landscape plan for approval by the City. The plan will describe landscaping materials to adequately buffer the project from adjacent uses along property lines and Royal Street. The plan will also describe landscaping to enhance the pedestrian plazas, both internal to the project and along Royal Street.

13. The proposed pavers in Royal Street are not a part of this approval. A separate plan and encroachment permit application are required for CDD consideration of any proposed pavement detailing in Royal Street.

14. The proposal requires a total of 323 parking spaces and 483 spaces are provided in the proposed parking structure.

Conclusions of Law

1. The proposed project complies with all requirements outlined in the Land Management Code, specifically Sections 7.5 and 10.

2. The use as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.

3. The use as conditioned is consistent with the Park City Comprehensive Plan.

4. The use as conditioned is consistent with the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development and the Amended Deer Valley Club Estates subdivision plat.

5. Any effects in difference in use or scale have been reasonably mitigated through careful planning and/or conditions.

Conditions of Approval:

1. All standard project conditions shall apply.

2. All conditions of approval of the Amended Deer Valley Club Estates subdivision plat and the Deer Valley Resort Seventh Amended and Restated MPD continue to apply.

3. A financial guarantee, in a form and amount acceptable to the City, for the value of all landscaping, public improvements, and pedestrian amenities to be completed with this proposal, shall be provided to the City prior to condominium plat recordation or building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.

4. A final plat or record of survey shall be submitted to the City for review and approval and shall be recorded at the County prior to sale of individual condominium units. Conditions, Covenants, and Restrictions for this project shall be submitted to the City Attorney for review and approval and shall be recorded at the time of plat recordation.

5. The Planning Department's review and approval of an overall landscape plan, showing existing and proposed vegetation, and including a detailed limits of disturbance plan, is a condition precedent to issuance of a building permit for any of the units. The landscape plan shall also contain all information regarding project lighting. All exterior lighting shall be down directed and shall use an amber colored light source.

6. The Developer shall provide a detailed Construction Management Plan (CMP), prior to issuance of any building permits, that addresses at a minimum the following:

   a.) A construction staging, storage, circulation and parking plan.

   b.) The developer shall instruct respective contractors that there is to be no wash out of concrete trucks on-site landscape areas. Further, the developer shall identify acceptable off-site dirt storage and disposal sites , obtain written permission by the owner and post a financial surety, to the satisfaction of the City, that will provide for the rehabilitation of

the said storage and disposal site.

c.) The landscape plan shall include a re-vegetation plan as required by the City.

d.) Any temporary parking signs, subject to Public Works Director and City Engineer approval, shall be addressed in the CMP.

e.) The applicant shall comply with applicable Utah Air Quality standards, regarding dust mitigation, and with any applicable Utah Water Quality standards and shall provide any necessary permits or evidence of compliance prior to issuance of building construction. Park City does not guarantee or monitor compliance with these standards.

f.) An existing conditions survey that identifies and determines existing grade shall be conducted by the applicant and submitted prior to issuance of a footing and foundation permit. A surveyor's certificate of finished floor elevations, tied to USGS elevations, shall be required for purposed of determining building heights. This survey shall be submitted to the building department prior to rough framing approval. This survey shall assist the Community Development Department in determining the grade for measurement of height of this project as defined in the Land Management Code.

7. Final architectural design and colors will be reviewed and approved by the Community Development staff prior to building permit issuance. All mechanical equipment shall be screened..

8. A master sign plan, reviewed and approved by the Planning Department, is required for this project. All individual signs shall comply with the Master Sign plan and each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.

9. The City Engineer shall review and approve appropriate excavation, grading, utility, public improvements and drainage plans for compliance with City standards as a condition precedent to permit issuance.

10. The Snyderville Basin Sewer Improvement District review and approval of the sewer plans is a condition precedent to Building Permit issuance.

11. Fireplaces in the individual condominium units shall be of a non-solid fuel burning type, such as gas fireplaces or pellet stoves. Wood burning fireplaces are allowed only in common areas.

V. EXHIBITS

A. LOCATION MAP
B. SITE PLAN
C. ELEVATIONS

D. CONSTRUCTION MANAGEMENT PLAN

M:\CDD\CDD\KAW\PC97\CHAT2.REP

MINUTES OF MARCH 12, 1997

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MARCH 12, 1997

COMMISSIONERS IN ATTENDANCE:

Chairman Fred Jones, Tom Calder, Bruce Erickson, Michael O'Hara, Diane Zimney

EX OFFICIO:

Patrick Putt, Planning and Zoning Administrator; Megan Ryan, Senior Planner; Kirsten Whetstone, Planner

---

The Commissioners and the Staff met in work session from 5:30 to 7:00 p.m. to review items on the regular agenda.

REGULAR MEETING - 7:00 P.M.

I. ROLL CALL

Chair Fred Jones called the meeting to order at 7:00 p.m. and noted that all Commissioners were present except Chris Larson and Karri Hays who were excused.

II. ADOPTION OF MINUTES

MOTION: Commissioner Erickson moved to APPROVE the minutes of February 26, 1997. Commissioner Zimney seconded the motion.

VOTE: The motion passed unanimously.

III. PUBLIC COMMUNICATIONS

There was no comment.

IV. STAFF/COMMISSIONERS' COMMUNICATIONS

Commissioner Erickson reported on the status of Flagstaff and the work done by the subcommittee consisting of Chair Jones and himself. They had a few opportunities to meet with the Staff, including Toby Ross, Nora Seltenrich, City Attorney Jodi Hoffman, and others, and with Hank Rothwell to discuss the staff report. Mr. Rothwell has suggested some alternative plans. The most recent meeting with the City Manager was today. Commissioner Erickson stated that the Planning Commission will go ahead with the meeting and the Staff recommendations with possible modifications to those recommendations on Wednesday, March 19. The only reason the meeting might not take place would be if Mr. Rothwell were to find

2. **Lot 23, Deer Valley Club Estates - The Chateau, Conditional Use Permit for 78 residential units**

Planner Whetstone reviewed the application for a small scale MPD for a project at Silver Lake at Deer Valley for 78 condominiums, 7,500 square feet of commercial, and approximately 16,000 square feet of convention and support commercial uses on 3.4 acres. The project is part of the Deer Valley Master Plan under the conditions of the Seventh Amended and Restated Master Plan. The Planning Commission has reviewed the project several times, and the Staff has prepared findings of fact, conclusions of law, and conditions of approval based on public input and discussions and Planning Commission comments. Planner Whetstone referred to Condition #5 and suggested that the last sentence be deleted. This is a residential project, and she wants to ensure that porch lights are standard incandescent bulbs. Chair Jones suggested modifying the previous sentence to read, "a landscape and lighting plan shall be approved by the Planning Staff." Planner Whetstone noted that the Staff will review a landscape plan to be sure that landscaping, especially on the north side, will provide adequate buffering and screening for those properties. Existing vegetation will be taken into consideration during that review.

Chair Jones opened the public hearing.

There was no input.

Chair Jones closed the public hearing.

MOTION: Commissioner O'Hara moved to APPROVE The Chateau MPD along with the findings of fact, conclusions of law, and conditions of approval, with a modifications to Condition #5 to state that the Landscape and Lighting Plans shall be approved by the Staff and deleting the final sentence regarding exterior lighting. Commissioner Calder seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - The Chateau CUP

1. This proposal requires Small Scale MPD approval because it is a part of a larger MPD known as the Deer Valley Resort Seventh Amended and Restated Large Scale MPD.

2. The proposed density is 78 units on the 3.4-acre site as allowed in the Deer Valley Resort Seventh Amended and Restated Large Scale MPD (Deer Valley MPD). The 7,500 square feet of commercial space is transferred to this site from the Silver Lake allotment as stated in the Deer Valley MPD. The amount

of support commercial (16,277) is based on 5% of the total floor area as described in the Deer Valley MPD document. Sixty-one (61%) percent of the site meets the definition of open space.

3. The adjacent street, Royal Street, is of a size and capacity to accommodate the traffic considerations of this development at an urban level of service.

4. Utilities are available to sustain the anticipated property uses. Detailed utility and construction plans for the project will be submitted to the Community Development Department and utility/service providers for review and approval.

5. The project complies with the fire and emergency access requirements, by virtue of a fire protection plan which addresses alternative methods of Code compliance, such as provision of Type 13D fire sprinkler systems, alternative access, fire separation of structures, and non-combustible roof materials.

6. Off-street parking and the internal circulation system are adequate for the project and meet the requirements of the Land Management Code, Section 13. All vehicular circulation occurs within the parking structure on site.

7. The size of the structures, as revised, ranges from two stories to four stories in height and 120' to 160' in length. The lower structures are to the rear abutting the single family lots, and the taller structure is to the front across from existing 3- and 4-story condominium projects.

8. Building height is determined by the RD zoning district and further restricted by a separate recorded agreement between Deer Valley Resort and the property owners of Lot 23 of the Amended Deer Valley Club Estates subdivision.

9. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner.

10. A construction management and phasing plan is required to protect the existing units from construction disturbance and to minimize the impacts of construction activity in the surrounding area.

11. A detailed excavation plan is required to assist the City in mitigating the impacts of the excavation of the parking structure on the residents of Park City, especially in Deer Valley.

12. The applicant has agreed to provide a final landscape plan for approval by the City. The plan will describe landscaping materials to adequately buffer the project from adjacent uses along property lines and Royal Street. The plan will also describe landscaping to enhance the pedestrian plazas, both internal to the project and along Royal Street.

13. The proposed pavers in Royal Street are not a part of this approval. A separate plan and encroachment permit application are required for CDD consideration of any proposed pavement detailing in Royal Street.

14. The proposal requires a total of 323 parking spaces, and 483 spaces are provided in the proposed parking structure.

Conclusions of Law - The Chateau CUP

1. The proposed project complies with all requirements outlined in the Land Management Code, specifically Sections 7.5 and 10.

2. The use as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.

3. The use as conditioned is consistent with the Park City Comprehensive Plan.

4. The use as conditioned is consistent with the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development and the Amended Deer Valley Club Estates subdivision plat.

5. Any effects in difference in use or scale have been reasonably mitigated through careful planning and/or conditions.

Conditions of Approval - The Chateau CUP

1. All standard project conditions shall apply.

2. All conditions of approval of the Amended Deer Valley Club Estates subdivision plat and the Deer Valley Resort Seventh Amended and Restated MPD continue to apply.

3. A financial guarantee, in a form and amount as acceptable to the City, for the value of all landscaping, public

improvements, and pedestrian amenities to be completed with this proposal, shall be provided to the City prior to condominium plat recordation or building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.

4. A final plat or record of survey shall be submitted to the City for review and approval and shall be recorded at the County prior to sale of individual condominium units. Conditions, Covenants, and Restrictions for this project shall be submitted to the City Attorney for review and approval and shall be recorded at the time of plat recordation.

5. The Planning Department's review and approval of an overall landscape and lighting plan, showing existing and proposed vegetation, and including a detailed limits of disturbance plan, is a condition precedent to issuance of a building permit for any of the units.

6. The developer shall provide a detailed Construction Management Plan (CMP) prior to issuance of any building permits that addresses at a minimum the following:
   a) A construction staging, storage, circulation and parking plan.
   b) The developer shall instruct respective contractors that there is to be no wash out of concrete trucks on on-site landscape areas. Further, the developer shall identify acceptable off-site dirt storage and disposal sites, obtain written permission by the owner, and post a financial surety to the satisfaction of the City that will provide for the rehabilitation of the said storage and disposal site.
   c) The landscape plan shall include a re-vegetation plan as required by the City.
   d) Any temporary parking signs, subject to Public Works Director and City Engineer approval, shall be addressed in the CMP.
   e) The applicant shall comply with applicable Utah Air Quality standards regarding dust mitigation and with any applicable Utah Water Quality standards and shall provide any necessary permits or evidence of compliance prior to issuance of building construction. Park City does not guarantee or monitor compliance with these standards.
   f) An existing conditions survey that identifies and determines existing grade shall be conducted by the applicant and submitted prior to issuance of a footing and foundation permit. A surveyor's certificate of finished floor elevations, tied to USGS elevations, shall

be required for purposes of determining building heights. This survey shall be submitted to the building department prior to rough framing approval. This survey shall assist the Community Development Department in determining the grade for measurement of height of this project as defined in the Land Management Code.

7. Final architectural design and colors will be reviewed and approved by the Community Development Staff prior to building permit issuance. All mechanical equipment shall be screened.

8. A master sign plan, reviewed and approved by the Planning Department, is required for this project. All individual signs shall comply with the Master Sign Plan, and each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.

9. The City Engineer shall review and approve appropriate excavation, grading, utility, public improvement and drainage plans for compliance with City standards as a condition precedent to permit issuance.

10. The Snyderville Basin Sewer Improvement District review and approval of the sewer plans is a condition precedent to building permit issuance.

11. Fireplaces in the individual condominium units shall be of a non-solid fuel burning type, such as gas fireplaces or pellet stoves. Wood burning fireplaces are allowed only in common areas.

3. 225 Heber Avenue - Poison Creek, Conditional Use Permit for construction in Frontage Protection Zone

Planner Ryan reported that this item came before the Planning Commission at the last work session on a different format because the project requires three types of approval. One is a plat amendment, the second is for design of construction in the Frontage Protection Zone, and the third is the review for new design approval by the Historic District Commission. These processes have been running simultaneously, and at the last work session the Planning Commission reviewed preliminary designs for the project which is an approximately 18,000-square-foot building on a .44 acre parcel located adjacent to the White Pine Touring property and across the street from the Gateway and lower City parking lot. It is also adjacent to the bike path. Last week the Planning Commission forwarded a positive recommendation to the City Council which is scheduled on the City Council's agenda the end of March. The Historic District Commission has been working on the design

iterations for over a year. The applicant has changed architects over time, and other matters have prolonged the process. The Historic District Commission is scheduled to take final action on March 17. The Staff requests that the Planning Commission consider the Conditional Use Permit which includes design and other criteria listed in the staff report. The Staff has prepared findings, conclusions, and conditions if the Planning Commission wishes to consider approval this evening and requests that specific design comments be forwarded to the Historic District Commission prior to their final action.

Norm Schoenherr, representing Babcock Design, the architect for the project, explained that the project is a two-level design with retail on the main level and condominium units on the second floor. Proposed underground parking would provide 21 spaces for retail and 13 spaces for the condominiums, totaling 34 parking spaces. The intent of the architectural design is, without imitating the surrounding historic structures, to combine some of the project design elements to create a pleasing project similar to the historic context in size, shape, and materials. However, new, carefully blended, defining features would set this building apart and distinguish it from older structures in the area. The goal is to create visual delight without becoming overly complex and to add to the character of the street without imitating existing structures.

Chair Jones asked if this was the same design reviewed by the Planning Commission at the last meeting. Planner Ryan confirmed that it is.

Chair Jones opened the public hearing.

Jim Powell read from the analysis section of the staff report, "The floor area ratio building formula for the HRC District does not apply to parcels located in the Heber Avenue Subzone Overlay" and asked what does apply. Planner Ryan explained that the setbacks and height limitations apply so that within the setbacks and height a certain volume can be created. Mr. Powell noted that this means a building can be solid within the heights and the setback. Planner Ryan explained that other architectural design guidelines apply which call for facade variation over certain lengths. Other design issues also come into play, but that is the basic development format when looking at the building envelope. Mr. Powell noted that, if a developer could fit the height and the setbacks and meet the criteria for the Historic District Commission for design, a building could be four stories or greater. Planner Ryan explained that the parking requirement also must be met for any use. Mr. Powell commented that the parking requirement could be bought. Planner Ryan did not confirm that remark. She replied

that the building design is bound by all other Code requirements. She acknowledged that Mr. Powell was correct that there are no Floor Area Ratios for this parcel and certain other parcels in that overlay zone.

Chair Jones closed the public hearing.

Chair Jones clarified that the requested action is for a Conditional Use Permit which is subject to final HDC approval for design. Planner Ryan explained that there are three separate processes, and the Planning Commission's action would relate strictly to the Conditional Use Permit for construction in the Frontage Protection Zone. Separately, the HDC will take action on March 17 for final design review approval for construction in the Historic District, and Planning Commission action would not preclude any action taken by the Historic District Commission.

MOTION: Commissioner Calder moved to forward a POSITIVE recommendation to the City Council for a Conditional Use Permit for construction within the Frontage Protection Zone with the findings of fact, conclusions of law, and conditions of approval outlined in the staff report. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Poison Creek CUP

1. The building will be approximately 18,000 square feet with retail and restaurant uses.

2. The height of the building is less than or equal to 35'.

3. Residential and retail uses are proposed. Any changes in use are subject to the City's parking ordinances as detailed in Chapter 13 of the Land Management Code. The building plans will be checked for uses prior to building permit issuance.

4. The building is located on an infill parcel on a main entry corridor to the City's Historic Main Street. Construction impacts on this infill parcel with limited parking and access will create significant impacts to the operations of normal vehicular and pedestrian business and activity in the immediate area.

5. The elevations submitted on January 23, 1997, are the elevations that have been reviewed and approved in substantial form by the Staff and Planning Commission. Historic District Commission review and approval is required on the final design and materials for this project.

6. The project is located on Heber avenue, one of the City's most heavily used vehicular and pedestrian areas. The project is also adjacent to the City's bike path and will substantially impact the use and circulation habits of users on the path. The developer has offered to realign and pave a portion of the bike path.

7. The proposed roof lines will create snow shed.

8. The applicants have stipulated to the conditions of approval.

Conclusions of Law - Poison Creek CUP

1. The elevations as submitted on January 23, 1997, substantially comply with Section 1.13(j) of the Land Management Code.

2. The use of the proposed structure, through planning and architectural detailing, is compatible with structures in the vicinity in mass, use, scale and circulation.

3. The proposed use is consistent with the Park City Comprehensive Plan.

4. Any negative effects of the project have been mitigated to the best extent possible through planning and conditions of approval.

Conditions of Approval - Poison Creek CUP

1. All Standard Project Conditions of Approval apply to this project.

2. The final building plans shall reflect substantial compliance with the elevations submitted and reviewed by the Planning Commission on March 12, 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 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 timelines, 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. An approximately 220-foot section of the bike path adjacent to the property shall be realigned and widened to a 10' paved standard. The realignment plan shall be submitted to the trails coordinator for review and approval prior to final building permit issuance.

8. Snow shed and roof line forms shall be reviewed and approved for safety compliance by the Chief Building Official prior to building permit issuance.

4. 220 King Road - Lot 2, Treasure Hill Subdivision, Conditional Use Permit for accessory apartment/small scale MPD/plat amendment

Planner Ryan reported that this matter is scheduled for public hearing this evening and is the third public hearing for this project. The request is for three separate actions:

1. A plat amendment to shift the pad originally approved under the Sweeney Treasure Hill subdivision.

2. A request for a small scale master planned development approval which was a condition of the subdivision plat.

3. A request for an accessory apartment within this proposal.

Planner Ryan noted that much of the public comment expressed concern over the extent of the shift of the plat, the size of the accessory apartment, and the compatibility of the use in the area. Other concerns included height and removal of vegetation in the area. She reported that the Staff has worked diligently with the applicant to address some of the concerns, and the plan being presented this evening is a redesign that is meant to address those concerns. The plat shift has changed based on direction from the Planning Commission to minimize any shift in the plat. The Staff believed the redesign would accommodate a structure that will fit

in the neighborhood and minimize impacts in the area. However, the impacts will be great simply due to the location of the structure. Planner Ryan reported that the revisions were reviewed by the Historic District Commission, and their final action is scheduled for March 17.

Planner Ryan reported on public comments received after the Staff report was prepared. Comments from Carol Sletta echoed Mr. Erlich's comments as identified in the staff report. Both are concerned about construction dust. King Road is not paved, and the concern relates to the significant amount of disturbance that will be created when grading and footings and foundations begin. They felt this would affect them adversely, and they have asked the Planning Commission to look at other types of paving mitigation. Planner Ryan explained that the City usually requires that a road be paved prior to issuance of a certificate of occupancy. These two citizens are requesting that it happen earlier in the process. She noted that Bill Mammen, the architect, brought to her attention that one condition of the Sweeney Master plan calls for a dust free surface. Planner Ryan requested that the Planning Commission discuss the issue in the hope of finding a resolution.

Bill Mammen explained that the revisions to the proposal are large changes, but they might not be immediately visible. The retaining wall is the same in terms of the amount of retaining wall, but it has been shifted so the majority occurs on the west side of the residence. The residence is L-shaped, which puts it in front of the high retaining wall. The north side of the property is almost natural grade, with a minimal amount of retaining for leveling. This is a steep slope which has been leveled off at the entry points only. Maximum grading will be done in areas hidden from everyone except the residents of the house. The shift in the building pad has been refined, and the home is now designed so it should be suitable for everyone. The shift was eight feet into the hillside for the purpose of stairstepping the retaining wall on that side of the house. Without the building pad shift, a 16-foot-high wall would be necessary instead of the proposed eight-foot-high wall stepped by five feet before putting another eight-foot-high wall.

Commissioner Erickson recalled that at a previous meeting the Planning Commission had questioned whether the grading would stay within the limits of disturbance in the building pad area. He felt it would from looking at the new drawings. Mr. Mammen replied that he was correct.

Chair Jones opened the public hearing.

Carol Sletta, a resident at 135 Sampson, was concerned with the massive truck driving up and down one leg of the switchback that currently exists. She was hoping the applicant would be required to pave the road. She referred to comments made by Mr. Mammen and Planner Ryan about making the road dust free and wanted to know how they intend to do that. Ms. Sletta asked how Mr. Sweeney will access his property for construction. Planner Ryan offered to have Planner Whetstone research a response. Ms. Sletta stated that she did not understand why more accessory apartments are necessary in the area. She referred to language in the Staff report and asked what difference it makes if a resident is seasonal or not. Planner Ryan explained that it is neither a positive nor a negative. It is a requirement of the accessory apartment that the landlord be present on the property so the whole unit is not rented out.

Bob Sfire, the property owner, explained that the design was completely different at the last meeting, and because they were turned down twice, they met the following day with Planner Ryan and Planner von Puttkammer to determine exactly what was wanted. The new plan is a result of that meeting and incorporates the requirements of the Planning Commission, the Staff, and the public. He felt it was important for the Planning Commission to understand that the site plan was redesigned and the house was shifted to act as a retaining wall for a visual benefit from town. He noted that this is his third time before the Planning Commission, and he was interested in getting the matter resolved.

Judy Scipioni asked if it would be difficult to require the applicant to pave the road before starting construction or if that is an out-of-the-ordinary request. Chair Jones felt the dust issue could be addressed through a condition of approval since there are several ways of mitigating dust. The disadvantage of paving the road first is that it gets chewed up in the construction process. Ms. Scipioni asked for an explanation of how dust can be controlled. Commissioner Erickson explained that tackifiers and materials that bind the soil together are available. He felt that imposing the burden of paving the road upon one house was an inequitable solution. If the Planning Commission elects to approve the matter, he stated that he would add a condition requiring the applicant to either pave the road or surface it with a material approved by the Community Development Department.

Bill Mammen questioned paragraph 4(f) of the Conditions of Approval for the small scale MPD. Commissioner O'Hara informed him that the Planning Commission will request that 4(f) be deleted because the requirement only applies to parcels 5 acres or larger.

Planner Whetstone responded to the question raised by Ms. Sletta regarding construction access for the Sweeney home by explaining

that there is not a definite construction plan at this time. The Staff is still working with City Engineer Eric DeHaan and Chief Building Official Ron Ivie on the matter. The intention is to have a majority of the larger construction traffic come off the switchback at Empire and Lowell.

Chair Jones closed the public hearing.

Chair Jones noted that this matter has three recommended actions that need to be taken separately.

Plat Amendment

MOTION: Commissioner Erickson moved to APPROVE the amendment to the plat in accordance with the findings of fact, conclusions of law, and conditions of approval relative to the plat outlined in the staff report. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Plat Amendment

1. The proposed amendment will shift the building pad by approximately 5' to the northwest.

2. The proposed amendment will not significantly increase the visual location of the single-family structure.

3. The proposed amendment will not significantly increase the impact to existing vegetation.

Conclusions of Law - Plat Amendment

1. There is good cause for the amendment because no increase in visual impacts will occur through the amendment.

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

Conditions of Approval - Plat Amendment

1. The City Attorney and City Engineer's approval of the plat amendment for compliance with State law, the Land Management Code, and these conditions of approval is a condition precedent to plat recordation.

2. The amended plat must be recorded prior to building permit issuance and must be recorded within one year of this approval, or this approval is considered null and void.

3. The plat shall note that all conditions of approval, notes, and restrictions of the Treasure Hill Subdivision are in full force and effect.

Small Scale MPD in accordance with the Treasure Hill Subdivision

Commissioner Erickson suggested a revision in the language of the small scale MPD conditions of approval by deleting Condition 4(f) relative to compliance with the Utah Water and Air Quality Standards for this project because they do not apply. He also added Finding #9 to state, "The road accessing this project is not currently paved and is in close proximity to several residential homes, and the road is also used by several other property owners." He felt that would support proposed Condition #5 that reads, "The portion of King Road used to access this project shall be paved or surfaced to control dust in a manner approved by the Community Development Department prior to the issuance of a footings and foundation permit in order to limit dust and disturbance on nearby residents. Further, the Community Development Department shall work to facilitate joint control of dust along this segment of the road with adjacent property owners."

Commissioner Erickson did not wish to make the motion as he was uncomfortable with the entire Sweeney Treasure Hills subdivision. He could vote in favor of the action, but he was not willing to recommend a motion for approval.

MOTION: Commissioner Calder moved to forward a POSITIVE recommendation to approve the small scale MPD in accordance with the Treasure Hills Subdivision Plat with the findings of fact, conclusions of law, and conditions of approval incorporating the additions as stated by Commissioner Erickson regarding paving or other surface to control dust and the elimination of Condition 4(f). Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Small Scale MPD

1. The project is for one single-family structure of approximately 1,976 square foot footprint which includes a garage and an approximately 587-square-foot Accessory Apartment.

2. The project will provide four parking spaces on site.

3. The project is in the HR-1 Zoning District and is subject to final design review from the Historic District Commission.

4. The project is subject to all conditions as recorded on the final subdivision plat for the Treasure Hill Subdivision plat. HDC final design review will ensure compliance with the recorded plat notes.

5. The project is located on a steep and difficult terrain requiring careful construction planning and mitigation.

6. Considerable excavation and dirt handling may be required with this project, and any off-site dirt storage creates the possibility of erosion and wind-borne fugitive dust. Any filling or excavation requires authorization from the property owner and the City and restoration security from the contractor or owner.

7. The Land Management Code and Park City Design Guidelines both address the importance of on-site project lighting and indicate that all landscape lighting and building lighting shall be of a cut-off type in order to be shielded from surrounding areas. As such, building and parking lighting specifications and fixture type and style will be reviewed and approved by the Community Development Department.

8. The applicants have stipulated to the Conditions of Approval.

9. The road accessing this project is not currently paved and is in close proximity to several residential homes. The road is also used by several other property owners.

Conclusions of Law - Small Scale MPD

1. The proposal for Lot 2 is in compliance with the criteria as outlined in Section 6.6 King Road Single Family Lots, of the Sweeney Properties Master Plan Approval Summary, dated June 1, 1990, and the recorded Treasure Hill Subdivision plat and Chapters 10 and 13 of the Land Management Code.

2. The Small Scale MPD at 220 King Road is consistent with the General Plan and will not be contrary to public interest.

3. The building achieved through this Small Scale MPD will be compatible with surrounding structures in use, scale, mass and circulation.

4. Any differences in use or scale have been mitigated through design solutions, planning and conditions of approval.

Conditions of Approval - Small Scale MPD

1. Final design review of 220 King Road is subject to Historic District Commission review and approval.

2. All Standard Project Conditions of Approval shall apply.

3. Lighting plans must be reviewed and approved by the Community Development Department with respect to location, light type, and fixtures under the Historic District Design Guidelines and the Land Management Code.

4. The Developer shall provide a detailed Construction Management Plan (CMP) prior to the issuance of any building permits that address at a minimum:
   a) A construction staging, storage, circulation and parking plan shall be submitted prior to issuance of any building permit.
   b) If the project is phased, each phase of the project shall be designed in order to construct those portions of the on-site circulation system necessary to provide adequate automobile and emergency equipment circulation to the extent required by the Community Development Department.
   c) The developer shall instruct the respective contractors that there is to be no wash-out of concrete trucks on on-site landscape areas. Further, the developer shall identify any off-site dirt storage site with the respective phase, obtain written permission by the owner, and post a financial surety, to the satisfaction of the City that will provide for the rehabilitation of the storage site.
   d) Landscaping shall be addressed prior to any construction activity on site.
   e) Any temporary parking signs, subject to the Public Works Director and City Engineer approval, shall be addressed in the CMP.
   f) The site plans and elevations are subject to final review and approval by the Historic District Commission.
   g) An existing conditions survey that identifies and determines the existing natural grade shall be conducted by the applicant and submitted prior to issuance of a footings and foundation permit. This existing conditions survey shall become part of the final site plans for this project and shall assist the Community Development Department in determining the grade for measurement of height of this project as defined in the Land Management Code. A surveyor's certificate of finished floor, tied to USGS elevations, will be submitted to the Building

Department prior to rough framing approval for the purposes of determining height.

g) The Construction Management Plan shall be reviewed in accordance with these Conditions of Approval and all applicable City codes and approved by the Chief Building Official and City Engineer prior to any building permit issuance.

5. The portion of King Road used to access this project shall be paved or surfaced to control dust in a manner approved by the Community Development Department prior to the issuance of a footings and foundation permit in order to limit dust and disturbance on nearby residents. Further, the Community Development Department shall work to facilitate joint control of dust along this segment of the road with adjacent property owners.

Accessory Apartment - Conditional Use Permit

MOTION: Commissioner Calder moved to APPROVE the Conditional Use Permit for an Accessory Apartment, giving consideration to the findings of fact, conclusions of law, and conditions of approval. Commissioner Zimney seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Accessory Apartment

1. The intent and purpose of the Accessory Apartment Ordinance is to encourage and promote affordable housing opportunities while protecting the existing quality of life found in single-family zones throughout the community.

2. The owner is a Park City resident and will reside seasonally at 220 King Road in Park City.

3. Two parking spaces are provided on site for the two bedrooms in the Accessory unit.

4. The proposed apartment is approximately 600 square feet and has two bedrooms.

5. Notice was given to everyone within 300' of the property.

6. There are not more than three accessory units within 300' of this project.

7. The Land Management Code, Section 8.19, requires a deed restriction to be filed with Summit County, a one-year review, and prohibits nightly rentals.

Conclusions of Law - Accessory Apartment

1. The application for an approximately 600-square-foot Accessory Apartment at 220 King Road is in compliance with Accessory Apartment regulations as outlined in Chapter 8.19 of the Park City Land Management Code and the nine criteria that must be satisfied to grant a Conditional Use Permit for this use in the HR-1 District, and;

2. A Conditional Use Permit for an Accessory Apartment at 220 King Road is consistent with the General Plan and will not be contrary to public interest.

3. The Accessory Apartment will be compatible with surrounding structures in use, scale, mass and circulation.

4. The effects of any differences in use or scale have been mitigated through design solutions, planning, and conditions of approval.

Conditions of Approval - Accessory Apartment

1. Prior to issuance of the building permit for 220 King Road, the applicant shall execute and record a deed restriction in a form approved by the City Attorney.

2. No nightly rentals are allowed.

3. An annual administrative review of the project shall occur one year after this approval.

5. 615 Woodside Avenue - Old Miners' Lodge Subdivision

MOTION: Commissioner Erickson moved to CONTINUE this matter until March 26, 1997. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission Meeting adjourned at 7:50 p.m.

Approved by Planning Commission Frederic L. Jones

March 31, 1997

Department of Community Development
Engineering • Building Inspection • Planning

F. Lynn Padan
Silver Lake Associates
P O Box 1937
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Name: 7815 Royal Street, The Chateaux

Project Description: Small scale MPD for 78 condominiums, 7,500 square feet of commercial, and approximately 16,000 square feet of convention and support commercial uses.

Date of Meeting: March 12, 1997

Action Taken By Planning Commission: Approved with the following Conditions of Approval.

Conditions of Approval:

1. All standard project conditions shall apply.
2. All conditions of approval of the Amended Deer Valley Club Estates subdivision plat and the Deer Valley Resort Seventh Amended and Restated MPD continue to apply.
3. A financial guarantee, in a form and amount acceptable to the City, for the value of all landscaping, public improvements, and pedestrian amenities to be completed with this proposal, shall be provided to the City prior to condominium plat recordation or building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.
4. A final plat or record of survey shall be submitted to the City for review and approval and shall be recorded at the County prior to sale of individual condominium units. Conditions, Covenants, and Restrictions for this project shall be submitted to the City Attorney for review and approval and shall be recorded at the time of plat recordation.
5. The Planning Department's review and approval of an overall lighting and landscape plan, showing existing and proposed vegetation, and including a detailed limits of disturbance plan, is a condition precedent to issuance of a building permit for any of the units.
6. The Developer shall provide a detailed Construction Management Plan (CMP), prior to issuance of any building permits, that addresses at a minimum the following:
   a.) A construction staging, storage, circulation and parking plan.

b.) The developer shall instruct respective contractors that there is to be no wash out of concrete trucks on-site landscape areas. Further, the developer shall identify acceptable off-site dirt storage and disposal sites , obtain written permission by the owner and post a financial surety, to the satisfaction of the City, that will provide for the rehabilitation of the said storage and disposal site.

c.) The landscape plan shall include a re-vegetation plan as required by the City.

d.) Any temporary parking signs, subject to Public Works Director and City Engineer approval, shall be addressed in the CMP.

e.) The applicant shall comply with applicable Utah Air Quality standards, regarding dust mitigation, and with any applicable Utah Water Quality standards and shall provide any necessary permits or evidence of compliance prior to issuance of building construction. Park City does not guarantee or monitor compliance with these standards.

f.) An existing conditions survey that identifies and determines existing grade shall be conducted by the applicant and submitted prior to issuance of a footing and foundation permit. A surveyor's certificate of finished floor elevations, tied to USGS elevations, shall be required for purposed of determining building heights. This survey shall be submitted to the building department prior to rough framing approval. This survey shall assist the Community Development Department in determining the grade for measurement of height of this project as defined in the Land Management Code.

7. Final architectural design and colors will be reviewed and approved by the Community Development staff prior to building permit issuance. All mechanical equipment shall be screened..
8. A master sign plan, reviewed and approved by the Planning Department, is required for this project. All individual signs shall comply with the Master Sign plan and each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.
9. The City Engineer shall review and approve appropriate excavation, grading, utility, public improvements and drainage plans for compliance with City standards as a condition precedent to permit issuance.
10. The Snyderville Basin Sewer Improvement District review and approval of the sewer plans is a condition precedent to Building Permit issuance.
11. Fireplaces in the individual condominium units shall be of a non-solid fuel burning type, such as gas fireplaces or pellet stoves. Wood burning fireplaces are allowed only in common areas

Date of Expiration: March 12, 1998

Sincerely,

Kirsten A. Whetstone, AICP
City Planner

KAW/rr

The ownership of the Chateaux at Silver Lake are proposing the addition of a Porte-cochere as well as the conversion of the part of the existing walkway alongside Royal Street into a pull through drive aisle. As times have changed relative to guest of the property, the original design of the vehicular circulation has become antiquated and no longer serves its need, and more importantly creates an unsafe environment for autos and pedestrians. The introduction and prevalence of ride share and other non rental cars creates a need for autos to be able to have a safe loading zone not on Royal Street. In addition, this proposal further isolated the pedestrian traffic from autos, enhances the connection to the "beach" across the street and provides clear wayfinding into the Chateaux. Currently, vehicles and pedestrians find themselves sharing the same space, and the problem is only exacerbated when lines of cars are parked on the street waiting for their riders, or backed up while trying to access the parking garage.

The proposed design utilizes the existing curb cuts into Royal Street, maintains all setback requirements for the entry and porte-cochere and enhances the landscape along Royal Street to both add more softscape as well as add to the wayfinding for pedestrians crossing the street.

All existing owners and in house shuttles will continue to use the garage, as well as the addition of staff to move the cars of new guests into the garage. The main added cars will be the ride share cars and vans which are currently using the curbs when the pull up and making u turns on the road which this solution is specifically designed to mitigate.

There would be no change to the internal circulation of the parking structure. The main change for site circulation is that rather than having cars waiting on the curb for pick ups, sitting on the curb when they are dropping off their guests, those cars would now be staged off Royal Street and in the drive aisle we are providing.

Planning Commission
Staff Report

Subject: 1800 Park Avenue
Applications: PL-24-05476 Master Planned Development
PL-22-05475 Conditional Use Permit
PL-24-06238 Subdivision
Author: Alec Barton, Senior Planner
Date: March 26, 2025
Type of Item: Administrative

Recommendation

(I) Review the Park and Kearns Master Planned Development, Conditional Use Permit, and Subdivision; (II) conduct a public hearing; and (III) consider denying the Applications based on the Planning Commission's October 23, 2024 review of the Applicant's October 9, 2024 project plans and determination that the project—as proposed—does not meet the requirements of the Land Management Code (LMC) regarding exceptions to building height (Exhibit A, Draft Final Action Letter).

Alternatively, the Planning Commission may consider directing staff to draft a Final Action Letter approving the proposed project with detailed Conditions of Approval outlining required modifications to comply with the LMC for the items the Planning Commission has not yet reviewed or evaluated, described below.

While the Applicant clearly requested Planning Commission Final Action on the October 9, 2024 project plans (Exhibit A, Attachments 3 and 4), on March 19, 2025, the Applicant submitted revised plans in an attempt to address project deficiencies (Exhibit B). The Applicant did not modify building height but made changes to proposed retail square footage and updated requirements for employee bicycle storage, parking, and the Housing Mitigation Plan. The Applicant also updated lockout and unit layouts.

The Applicant was provided with an opportunity to respond to an October 15, 2024 Affordable Housing Team Memo (Exhibit C) and Wall Consultant Group Traffic Impact Study Peer Review Memo (Exhibit D) evaluating the Applicant's draft Traffic Impact Study completed by Hales Engineering on October 16, 2024 (Exhibit E). Both memos detail deficiencies. While the Applicant indicated they would respond to the memos, they did not indicate they would submit substantial modifications to their proposed plans. However, even with preliminary review of the Applicant's responses to the memos and revised plans, the project still does not comply with the LMC.

ADDITIONAL ELEMENTS: While the draft Final Action Letter denying the project is limited to building height, there are additional elements of the project that require adequate evaluation:

- To approve an MPD, the Planning Commission must make findings:

- **Land Management Code Compliance** – The proposed project must comply with all requirements of the LMC (LMC Section 15-6-6(A).
  - **Parking and Access** – LMC Section 15-3-3(B)(6) requires parking to comply with Zoning District setbacks. The Applicant proposes parking within the side and rear setbacks. The proposed parking within a rear setback does not comply with LMC Section 15-2.18-3(D) *General Commercial Rear Setback Exceptions*, which requires a rear setback of at least five feet with a landscaping buffer. The proposed parking within a side setback does not comply with LMC Section 15-2.18-3(F)(8) *General Commercial Side Setback Exceptions*, which requires a side setback of at least three feet with a landscaping buffer.
    - The Applicant refers to the Bonanza Park Small Area Plan, which was adopted after the Applicant's submitted MPD and CUP applications. The Small Area Plan allows for limited on-street parking within dedicated rights-of-way. The Applicant does not propose dedicating right-of-way. Rather, the Applicant relies on adjacent properties to the east and the south for access to the proposed project site and for access and circulation for the parking within the side and rear setbacks, impacting potential future development considerations on adjacent properties. The Applicant drafted a Reciprocal Easement Agreement (Exhibit F) but has not obtained approval of the agreement nor cured the issue of parking within the side and rear setbacks.
  - **Requested Parking Reduction** – LMC Section 15-3-7 allows for parking reductions as part of an MPD and CUP review with submittal of a parking study. The Applicant requests a parking reduction but has not submitted a parking study completed by a traffic engineer as requested by the Planning Commission. Additionally, the Planning Commission has not been provided with an opportunity to adequately review the proposal. Lastly, on-site parking is associated with traffic, and traffic mitigation strategies outlined below require additional evaluation.
- **Affordable Housing** – The proposed project must be consistent with the employee Affordable Housing requirements adopted by the City Council (LMC Section 15-6-6(H)).
  - On October 16, 2024, the Applicant was provided with a memo from the City housing team, dated October 15, 2024, concluding the Applicant's October 9, 2024 plans do not meet the affordable housing obligations outlined in the 2021 Affordable Housing Guidelines (Resolution No. 05-2021). The housing team requested the Applicant provide clarification on 11 items.
  - Staff provided the Applicant with an opportunity to address the 11 items prior to the Applicant's requested Final Action.
  - On March 19, 2025, the Applicant submitted a response.

- On March 20, 2025, the housing team reviewed the Applicant's updated submittal and determined the Applicant has not provided an adequate response to the requests and clarifications and the proposed project does not comply with the Park City 2021 Housing Resolution criteria. Specifically:
    - *The applicant has not provided the required net liveable square footage for all condo-hotel unit types, including a detailed breakdown per unit type, as outlined in Request and Clarification #3. This information is essential to conduct a thorough analysis.*
    - *The applicant has failed to meet the Affordable Housing Obligations mandated by the 2021 Affordable Housing Guidelines, as detailed in Request and Clarification #4.*
    - *The applicant has not provided the required mix of unit types as outlined in Section 9.B.3 of the Affordable Housing Obligations. The Affordable Unit Equivalents must reflect the same proportional mix as the market-rate dwelling units. The applicant's removal of one-bedroom units in favor of only studio and large studio units does not comply with this requirement, as referenced in Request and Clarification #5.*

- **Traffic** – The proposed project must address and mitigate traffic (LMC Section 15-6-6-(P)). The Applicant's draft Traffic Impact Study completed by Hales Engineering on October 16, 2024, indicates the Level of Service for seven of the ten intersections will operate at an F during peak hours. Yet, staff and the Planning Commission have not been provided with an opportunity to evaluate comprehensive parking reductions, multi-modal transportation strategies, and effective Conditions of Approval to improve the Level of Service. On February 28, 2025, Wall Consultant Group evaluated the draft Traffic Impact Study and noted 18 areas requiring clarification. While the Applicant submitted a response on March 20, 2025, there is not sufficient time to evaluate.

Description

Applicant:	Seth Singerman, Yarrow Hotel Owner LLC
Applicant Representative:	Elliott Workgroup, LLC Justin Keys, Hoggan Lee Hutchinson
Location:	1800 Park Avenue
Zoning District:	Frontage Protection Zone General Commercial Zoning District
Adjacent Land Uses:	North – Olympic Welcome Plaza and Reid Office Building East – Commercial South – Fresh Market West – Park Avenue Condos

Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Conditional Use Permits, Master Planned Developments, and Subdivisions.[1]

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

Summary

Constructed in 1977, the DoubleTree by Hilton Hotel (formerly "The Yarrow") at 1800 Park Avenue has 182 rooms with restaurant and meeting room facilities on a prominent entry corridor at the corner of SR 224 (Park Avenue) and SR 248 (Kearns Boulevard).

The Applicant's October 9, 2024 plans propose creating one Lot for the 4.47-acre metes-and-bounds parcel and redeveloping the site with a mixed-use project with 230 residential units (170 market rate/Nightly Rental condominium units and 60 affordable housing units) totaling approximately 152,236 square feet, a 6,893-square-foot restaurant and bar, a 354-square foot coffee shop, 6,469 square feet of office space, 4,679 square feet of retail space, and approximately 70,000 square feet of Accessory Use exceptions including a lobby (2,400 square feet), internal courtyard and pool (9,200 square feet), pool service facilities (240 square feet), storage and mechanical space (3,870 square feet), restrooms (1,124 square feet), meeting and breakout space (6,199 square feet), hallways and common areas (30,420 square feet), elevators (14,000 square feet), administrative offices (423 square feet), and a spa/fitness center (2,823 square feet).

Background

The Planning Commission reviewed previous versions of this project:

- January 24, 2024 (Planning Commission Packet, Item 4.B; Meeting Minutes, p. 19).
- February 28, 2024 (Planning Commission Packet, Item 4.B; Meeting Minutes, p. 20).
- June 26, 2024 (Planning Commission Packet, Item 6.E; Meeting Minutes, p.29).

The Planning Commission's concerns centered on building height and development within the sensitive Frontage Protection Zone (FPZ) along Park Avenue and Kearns Boulevard.

On August 7, 2024, the Applicant filed a Request for Notice of Action and requested the Planning Commission make a determination on the merits of the application (Exhibit A, Attachment 1).

On August 28, 2024, the Planning Commission provided direction to deny the Applicant's request for an exception to the Zoning District building height within the FPZ and continued its review of the project to September 11, 2024 (Planning Commission

[1] LMC § 15-1-8

Packet, Item 6.C; Meeting Minutes).

On September 11, 2024 (Planning Commission Packet, Item 6.A; Meeting Minutes) and September 25, 2024, (Planning Commission Packet, Item 6.B; Meeting Minutes), the Applicant presented revised plans to remove all portions exceeding the maximum building height for the underlying Zoning District outside of the FPZ. The revised plans also reduced the portion of the Building Footprint extending into the FPZ to approximately 17 percent.

A majority of the Planning Commission found that the excess building height—with the exception of Building E (the building that includes affordable units)—failed to satisfy the criteria for a building height exception in LMC § 15-6-5(F). The Planning Commission requested updated drawings to reflect greater publicly accessible Open Space, enhanced landscaping and buffering along the south and east perimeters of the project Site, improved architectural variation, and improved flow and circulation throughout the project. In response, the Applicant resubmitted plans on October 9, 2024.

On October 23, 2025, the Planning Commission reviewed the updated plans and continued to find the Applicant did not meet the requirements of the LMC for increased building height (Planning Commission Packet, Item 5.A; Meeting Minutes, p. 8). The Commission continued the item to a date uncertain.

On February 14, 2025, the Applicant requested the Planning Commission take Final Action on the project plans dated October 9, 2024 (Exhibit A, Attachments 3 and 4). Please refer to the staff report and exhibits linked above for the analysis of the Applicant's requested building height exceptions and to the Findings of Fact in the draft Final Action Letter (Exhibit A).

Alternative Option
Should the Applicant desire additional review of newly submitted plans, the Applicant could withdraw their request for Final Action and the Planning Commission could direct staff to frame an issues list based upon the prior Staff Reports and the "additional elements" section above. If desired, the Planning Commission could direct staff to re-schedule the hearing and prepare a draft "Approval" Final Action Letter reflecting the necessary Conditions of Approval to achieve compliance with the LMC including: height, setbacks, parking, traffic mitigation, and affordable housing. The Planning Commission could also request that the Applicant obtain a preliminary determination from the Housing Authority/City Council regarding their Housing Mitigation Plan.

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 March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The *Park Record* published

courtesy notice on March 12, 2025.[2]

Public Input

Public input is included in Exhibit G.

Exhibits

A: Draft Final Action Letter
- Attachment 1: Applicant's August 7, 2024 Request for Notice of Action
- Attachment 2: Applicant's Project Plans dated October 9, 2024
- Attachment 3: Applicant's February 14, 2024 Request for Final Action
- Attachment 4: Applicant's Email Confirming Request for Final Action is for the October 9, 2024 Project Plans

B: Applicant's March 19, 2025 Project Plans
C: October 15, 2024 Housing Team Memo
D: Wall Consultant Group Peer Review Traffic Impact Study Memo
E: October 16, 2024 Hales Engineering Draft Traffic Impact Study
F: Draft Reciprocal Easement Agreement
G: Public Input

[2] LMC § 15-1-21

Planning Department

March 26, 2025

Elliott Workgroup, LLC
Justin Keys, Hoggan Lee Hutchinson

CC: Seth Singerman c/o Yarrow Hotel Owner, LLC

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1800 Park Avenue
Zoning District:	Frontage Protection Zone General Commercial
Applications:	Master Planned Development Conditional Use Permit Subdivision
Project Number:	PL-22-05476 – Master Planned Development PL-22-05475 – Conditional Use Permit PL-24-06238 – Subdivision
Action:	DENIED
Date of Final Action:	March 26, 2025
Project Summary:	The Applicant proposes creating a 4.47-acre lot to redevelop the site with market rate Nightly Rental condominium units, affordable housing units, a restaurant and bar, coffee shop, office space, retail space, and accessory uses including a lobby, meeting and breakout spaces, hallways and common areas, administrative offices, a spa/fitness center, storage and mechanical space, restrooms, and outdoor pool facilities.

Action Taken

On March 26, 2025, the Planning Commission conducted a public hearing and denied the Park and Kearns Master Planned Development (PL-22-05476), Conditional Use Permit (PL-22-05475), and Subdivision (PL-24-06238) because the proposed project does not comply with the Land Management Code requirements for building height exceptions according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 1800 Park Avenue contains the DoubleTree by Hilton Hotel (formerly “The Yarrow”) on a 4.47-acre metes-and-bounds parcel.
2. The existing 182-room hotel with restaurant and meeting room facilities was constructed in 1977.
3. The Applicant proposes redeveloping the site.
4. Land Management Code (LMC) Section 15-6-2 requires a Master Planned Development (MPD) application for projects with 20,000 square feet or more of residential uses and 10,000 square feet or more of commercial, retail, office, or mixed uses.
5. On December 8, 2022, the Applicant submitted an MPD application to redevelop the 4.47-acre site, proposing 170 market rate Nightly Rental condominium units and 60 affordable housing units (approximately 152,236 square feet), a 6,893-square-foot restaurant and bar, a 354-square-foot coffee shop, 6,469 square feet of office space, 4,679 square feet of retail space, and approximately 70,000 square feet of accessory uses including a lobby, meeting and breakout spaces, hallways and common areas, administrative offices, a spa/fitness center, storage and mechanical space, restrooms, and outdoor pool facilities (“the proposed project”).
6. LMC Section 15-6-5(G) requires MPDs to be designed in consideration of the characteristics of the site upon which it is proposed.
7. LMC Section 15-6-5(G) states that units within an MPD shall be clustered on the most developable and least visually sensitive portions of the site.
8. While not alone binding, LMC Section 15-6-5(N) requires the Planning Commission to review MPDs for consistency with the goals and objectives of the General Plan.
9. 1800 Park Avenue is in the Bonanza Park Neighborhood.
10. The 2014 General Plan states that “[d]ue 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” (General Plan, Neighborhoods 1, p. 163).
11. 1800 Park Avenue is in the Frontage Protection Zone (FPZ).
12. The 2014 General Plan advises that “[t]he FPZ helps to preserve scenic view corridors by providing a significant landscaped buffer between development and

highway uses by restricting the location and height of structures in the zone . . .” (General Plan, Neighborhoods 1, p. 171).

13. LMC Section 15-2.20-1 states the purpose of the FPZ is in part to:
    a. Preserve Park City’s scenic view corridors.
    b. Preserve and enhance the rural resort character of Park City’s entry corridor.
    c. Provide a significant landscaped buffer between development and highway uses.
14. LMC Section 15-2.20-4(A) prohibits structures within the first 30 feet of the FPZ.
15. LMC Section 15-2.20-4(B) requires a Conditional Use Permit (CUP) for structures within 30 feet to 100 feet of the FPZ.
16. 1800 Park Avenue is in the General Commercial Zoning District.
17. LMC Section 15-2.18-2(B)(4) requires a CUP for Multi-Unit Dwellings in the General Commercial Zoning District.
18. On December 8, 2022, the Applicant submitted a CUP application for the structures within the FPZ and Nightly Rental condominium units and affordable Multi-Unit Dwellings proposed within the project.
19. LMC Section 15-1-10(E)(8) requires the Planning Commission to consider whether the proposed CUP mitigates impacts of and addresses building mass, bulk, and orientation, and the location of buildings on the site, including the orientation to buildings on adjoining lots.
20. LMC Section 15-1-10(E)(11) requires the Planning Commission to consider whether the proposed CUP mitigates impacts of and addresses physical design and compatibility with the surrounding structures in mass, scale, style, design, and architectural detailing.
21. While not alone binding, LMC Section 15-1-10(E)(16) requires the Planning Commission to review CUPs for consistency with the goals and objectives of the General Plan.
22. LMC Section 15-2.18-4 states no structure in the General Commercial Zoning District shall be erected to a height greater than 35 feet from Existing Grade.
23. LMC Section 15-6-5(F) states building height requirements of the Zoning District in which an MPD is located shall apply, except that the Planning Commission may consider an increase in building height upon a site specific analysis.
    a. To request an exception to Zoning District building height, the Applicant must request a site-specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings for an increase in building height can be made, according to the six criteria

below. To grant building height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find the project meets all six criteria:

i. The increase in building height does not result in increased square footage or building volume over what would be allowed under the zone-required building height and density, including requirements for façade variation and design, but rather provides desired architectural variation, unless the increased square footage or building volume is from the Transfer of Development Credits.

ii. 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.

iii. There is adequate landscaping and buffering from adjacent properties and uses.

iv. Increased setbacks and separations from adjacent projects are proposed.

v. The additional building height results in more than the minimum open space required and results in open space that is publicly accessible.

vi. The additional building height is designed in a manner that provides a transition in roof elements in compliance with LMC Chapter 15-5 *Architectural Review*.

24. Even if the Planning Commission finds the Applicant meets their burden of proof that the six criteria for a building height exception are met, the Planning Commission *may consider* an increase in building height above the allowed General Commercial Zoning District as an exception to the LMC. The Planning Commission is not *required* to approve an increase in building height.
25. The keystone of the project review is the Applicant's requested exception to the General Commercial Zoning District maximum building height of 35 feet above Existing Grade.
26. On October 9, 2023, the Applicant submitted project plans for review.
27. On December 22, 2023, the Applicant submitted revised project plans for review.

28. The Applicant's project plans dated October 9, 2023, proposed an exception to the General Commercial Zoning District maximum building height of 35 feet to construct buildings within the FPZ ranging between 49 and 60.5 feet in height.
29. On January 24, 2024, and February 28, 2024, the Planning Commission conducted work sessions on the project plans and expressed concerns, reaching consensus, regarding requested building height exceptions within the FPZ.
30. The Applicant's project plans dated June 10, 2024, proposed an exception to the General Commercial Zoning District maximum building height of 35 feet to construct buildings within the FPZ at 45 feet in height with an additional seven-foot height for parapets, elevator penthouses, and mechanical screening.
31. On June 26, 2024, the Planning Commission conducted a public hearing on the project plans. The Planning Commission continued to express concerns, reaching consensus, regarding building height exceptions within the FPZ.
32. The Applicant's project plans dated July 12, 2024, proposed an exception to the General Commercial Zoning District maximum building height of 35 feet to construct buildings within the FPZ at 45 feet in height with an additional seven-foot height for parapets, elevator penthouses, and mechanical screening.
33. On August 7, 2024, the Applicant submitted a Request for Notice of Action and noted "[t]he Applicant is not seeking a speedy resolution through use of Utah Code § 10-9a-509.5(2). But it believes that its application is complete and is at a point where it is ready for a determination from the Planning Commission on the merits of its application" (Attachment 1).
34. On August 14, 2024, the Applicant submitted a subdivision application to create a 4.47-acre lot for the proposed project.
35. On August 28, 2024, the Planning Commission conducted a site visit, and the Applicant modeled elements of the requested building footprints and height.
36. On August 28, 2024, the Planning Commission indicated they would deny the Applicant's request for an exception to the 35-foot General Commercial Zoning District building height within the FPZ.
37. The Applicant's project plans dated September 3, 2024, were updated to shift requested building height exceptions outside of the FPZ.
38. At the September 11, 2024 and September 25, 2024 Planning Commission meetings, the Applicant presented revised plans that removed the excess building height outside of the FPZ. A majority of the Planning Commission expressed concerns that the Applicant's request to exceed the General Commercial Zoning District building height of 35 feet—with the exception of Building E (the building that includes affordable units)—still did not satisfy the

criteria for a building height exception outlined in LMC Section 15-6-5(F). The Planning Commission requested updated project plans with increased publicly accessible open space, enhanced landscaping and buffering along the south and east perimeters of the site, improved architectural variation, and improved flow and circulation throughout the project.

39. The Applicant submitted revised project plans dated October 9, 2024 (Attachment 2).
40. The October 9, 2024 project plans propose building heights up to 45 feet above Existing Grade with mechanical equipment and elevator shafts up to 49 feet above Existing Grade.
41. The October 9, 2024 project plans also propose building heights under the allowed 35 feet.

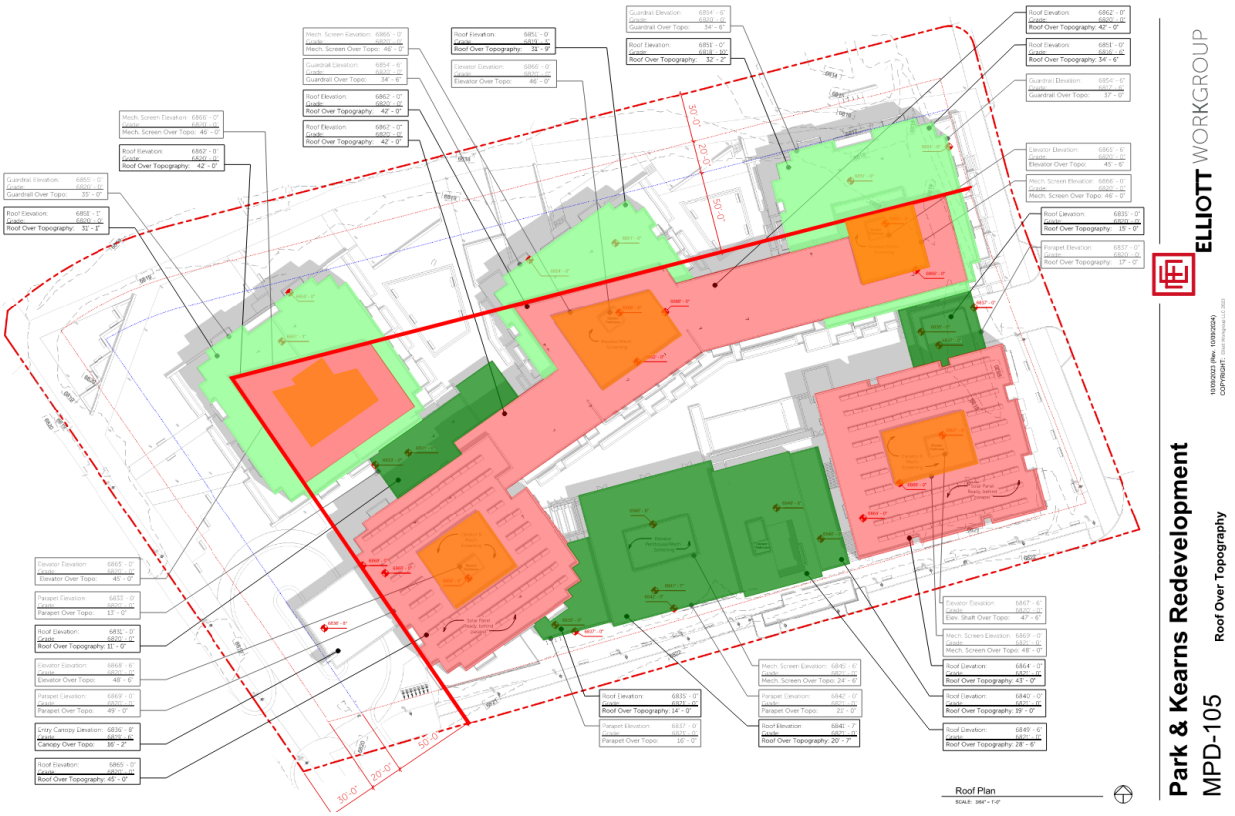


Figure 1: Applicant's Roof Over Topography submittal with staff highlights: red – requested building height exceptions; orange – requested rooftop mechanical equipment and elevator penthouse exceptions; light green – portions of the building up to ten feet under allowed building height, and dark green – portions of the project substantially below maximum building height.

42. On October 23, 2024, the Planning Commission conducted a public hearing on the revised project plans dated October 9, 2024.
    a. A majority of the Planning Commission found that the October 9, 2024 project plans did not meet the requirements of LMC Section 15-6-5(G) and two of the six criteria for additional building height outlined in 15-6-5(F)(2), (F)(3), and (F)(4):
        i. LMC Section 15-6-5(G) states that units within an MPD shall be clustered on the most developable and least visually sensitive portions of the site. The Applicant designed the site so that the south-facing buildings, the least visually impactful to the FPZ, are among the lowest buildings in the project.
        ii. Criteria 2: The buildings have not 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 not been mitigated as determined by the site-specific analysis.
        iii. Criteria 3: There is not adequate landscaping and buffering from adjacent properties and uses along the eastern and southern site perimeter.
        iv. Criteria 4: The Applicant does not provide sufficient increased setbacks and separations from adjacent projects to justify an increase in building height.
43. The Planning Commission encouraged the Applicant to continue modifications as there were favorable elements proposed in the plans. The Planning Commission clarified the Commission was not asking for a reduction in density from the proposed plans but requested shifting the height exception and/or proposed volume to areas where height as proposed in the current plan was below the 35-foot General Commercial Zoning District building height (including dark green areas in Figure 1 above) or where the Commission previously identified as a more compatible location.
44. The Planning Commission continued the item to a date uncertain.
45. The Applicant did not submit revised plans before requesting Planning Commission Final Action.
46. On February 14, 2025, the Applicant requested the Planning Commission take Final Action within 45 days on the MPD (PL-22-05476 [Applicant's letter erroneously references PL-24-05476]), CUP (PL-22-05475), and Subdivision (PL-24-06238) pursuant to Utah Code Section 10-9a-509.5(2) (Attachment 3).

47. On February 20, 2025, Planning staff emailed the Applicant to confirm the Applicant requested Final Action based on the plan set dated October 9, 2024.
48. On February 25, 2025, the Applicant responded to the email and indicated they request Planning Commission Final Action on the October 9, 2024 plan set (Attachment 4).
49. Because the keystone matter of building height was not sufficiently addressed by the Applicant, the Planning Commission has not had an opportunity to comprehensively review the proposed project for compliance with the MPD, CUP, or subdivision criteria. Therefore, this Final Action Letter is limited to evaluation of the Applicant's requested exception to building height only as was voted on by the Planning Commission in the October 23, 2024 meeting. Over the past five months, the Applicant has not made modifications to the proposed building height. However, the "Additional Elements" discussion in the March 26, 2025 Staff Report pages 1-3 is incorporated herein.
50. Prior analysis of the plan set dated October 9, 2024 demonstrates compliance issues with "Additional Elements" including setbacks, parking, and affordable housing. No setback or parking reductions were evaluated nor granted by the Planning Commission, and no affordable housing recommendations were forwarded to the Housing Authority/City Council.

Conclusions of Law

1. The Applicant does not comply with LMC Section 15-6-5(G)(1) because units are not clustered on the most developable and least visually sensitive portions of the site.
2. The Applicant did not meet their burden of proof to the Planning Commission that the necessary findings for an increase in building height can be made according to Criteria 2, Criteria 3, and Criteria 4 of LMC Section 15-6-5(F) *Master Planned Development Building Height*.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

Sarah Hall, Planning Commission Chair

CC: Alec Barton, Senior Planner

HOGGAN LEE HUTCHINSON

Justin Keys
Justin@hlhparkcity.com
Direct: 435.731.9195

August 7, 2024

VIA EMAIL

Park City Municipal Corporation
Park City Planning Commission
Attn: Rebecca Ward
rebecca.ward@parkcity.org
PO Box 1480
Park City, Utah 84060

Re: Request for Notice of Action – 1800 Park Avenue

Dear Director Ward,

This firm represents Singerman Real Estate (the "Applicant"), the owner of the property located at 1800 Park Avenue, Park City, Utah 84060 commonly referred to as "The Yarrow" or the "DoubleTree" hotel ("1800 Park"). Please accept this letter as a formal request to notice the upcoming August 28, 2024 Planning Commission meeting for potential action.

The Applicant submitted its original application for master planned development in 2022. Since that time, we have attended five separate work sessions (including one public hearing) with the Planning Commission to discuss the application. Additionally, the Applicant engaged in extensive public outreach, holding multiple open houses where it presented to members of the public as well as targeted groups such as the Park City Rotary Club.

At this juncture, the Applicant is prepared to notice its application for potential action, consistent with Park City LMC §§ 15-6-4(G), 15-1-12, and 15-1-21. Consistent with the requirements of LMC § 15-2-12(C), the Applicant provided a Notice Matrix with an electronic list of each Property Owner of record within the distance required to be noticed. We provide this formal request now, more than twenty-one (21) days prior to the August 28 Planning Commission Meeting so that Staff can meet the fourteen (14) day notice requirement of Section 15-1-21.

The Applicant is not seeking a speedy resolution through use of Utah Code § 10-9a-509.5(2). But it believes that its application is complete and is at a point where it is ready for a determination from the Planning Commission on the merits of its application.

We appreciate your efforts on our behalf. Please feel free to contact me if you have any questions regarding this formal request.

Very Truly Yours,
HOGGAN LEE HUTCHINSON



Justin J. Keys

Singerman Real Estate

Park & Kearns Redevelopment

(Yarrow Mixed Use)

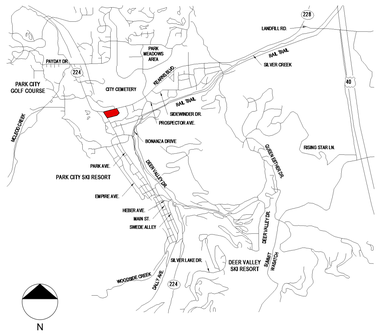
1800 Park Avenue, Park City, UT 84060

EWG Project # 2023-31

MPD & CUP

10/09/2023 (Rev. 10/09/2024)

VICINITY MAP



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT
YARROW HOTEL OWNER, LLC SINGERMAN REAL STATE 980 NORTH MICHIGAN AVE. STE. 1700 CHICAGO, IL 60611 CONTACT: SETH SINGERMAN PHONE: 312.544.9645	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: CARLA LEHIGH PHONE: 435.649.0092 EXT. 316
CIVIL ENGINEER	**LANDSCAPE ARCHITECTURE**
TALISMAN CIVIL CONSULTANTS 1588 SOUTH MAIN ST. SALT LAKE CITY, UTAH 84115 CONTACT: DAN BOURQUE PHONE: 801.743.1300	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: BART WOLTHIUS PHONE: 435.649.0092 EXT. 321
ELECTRICAL ENGINEER	**TRANSPORTATION ENGINEER**
VAN BOERUM & FRANK ASSOCIATTES 330 S 300 E SUITE 200 SALT LAKE CITY, UTAH 84111 CONTACT: LEWIS WONG PHONE: 801.530.3148	HALES ENGINEERING 1220 NORTH 500 WEST, STE 202 LEHI, UTAH 84043 CONTACT: JOSEPH BROWNING PHONE: 801.766.4343



LMC ANALYSIS

Existing Zone
General Commercial (GC)

Total Site Area
- 194,713 SF / 4.47 Acres

Master Plan Requirements

* Density:
- Based on Site Suitability Analysis (Refer to MPD-004)

* Open Space per LMC 15-6-5 D.1:
- Minimum Open Space: 35% (Refer to MPD-006)

* Set Backs per LMC 15-2.18-3 & 15-2.20-4:
Front Set Back: 30' (FPZ)
Side and Back: 25' (MPD)

* Building Height per LMC 15-2.18-4:
Building Height: 35'
Building Height Gable Roof: 40'
Building Height Mechanical Screening: +5'
Building Height Elevator: +8'

* Additional Building Height per LMC 15-6-5 F if:
- Density is not increased (Refer to MPD-004)
- Minimized visual impact (Refer to MPD-203 & 204)
- Appropriate Landscape & Buffering (Refer to MDP-007)
- Increased Set Backs (Refer to MPD-011)
- Increased Open Space (Refer to MPD-010)

* Site Planning per LMC 15-6-5 G:
- Based on Site Suitability Analysis (Refer to MPD-004 & MPD-004.1)

* Parking per LMC 15-3-6:
Hotel, Minor and Major
1 Space per room or suite and 1 space per 200 sf of leasable commercial space (Refer to MPD-090 & 010)

Multi-Unit Dwelling (Affordable Housing)
<1000 SF = 1 per unit
1000-2000 SF = 1.5 Spaces per Unit
>2000 SF = 2 Spaces per Unit

* Bicycle Parking per LMC 15-3-9:
Outdoor Bicycle
10 % of Required Off Street Parking
-Required Parking Stalls: 374 stalls
-Required Outdoor Bicycle Parking: 37.4
-Provided Outdoor Bicycle Parking: 40 (Refer to MPD-100 & 101)

Enclose Bicycle Storage
1 Bike per 3 Dwellings & 1 Bike every 10 Employees
-Required Bicycle Storage: 77 stalls (231 Dwelling Units/3)
-Provided Bicycle Stalls: 932 SF Bike Storage (Refer to MPD-101)

DRAWING INDEX

MPD-001	Cover Sheet
MPD-002	Density - Site Suitability Analysis
MPD-003	Set Backs Analysis
MPD-004	Open Space Analysis
MPD-005	Off-Street Parking Analysis 1
MPD-006	Off-Street Parking Analysis 2
MPD-006.1	Parking Analysis - Hales Engineering
MPD-007	Parking Management Plan
MPD-008	Building Height Analysis
MPD-009	Site Planning Analysis
MPD-010	Landscape and Lighting Analysis
MPD-011	Sensitive Lands & Mine Hazard
MPD-012	Housing Mitigation Plan
MPD-012.1	Housing Mitigation Plan
MPD-013	Walk/Bike/Childcare Study
MPD-014	Historic Site Report
MPD-015	Required Findings & Conclusions of Law
MPD-016	Unit Equivalent Calculations
MPD-017	Community Benefits
MPD-018	Bike Storage Analysis
MPD-020.	Aerial View
MPD-021	Existing Conditions / Survey
MPD-022.	Survey
MPD-023.	Site Plan
MPD-024.	Grading Plan
MPD-025.	Landscape Plan
MPD-026.	Landscape Buffer Type Analysis
MPD-027.	Tree Demo
MPD-028.	Uitlity Plan
MPD-029.	Snow Storage Plan
MPD-030.	Contextual Analysis
MPD-031	Contextual Analysis
MPD-032	Photometric Study
MPD-033	Lighting Cut Sheet
MPD-034	Solar Study
MPD-035	Public Transportation
MPD-036	Comparisons
MPD-100	Parking Level -1
MPD-101	Level 1
MPD-102	Level 2
MPD-103	Level 3
MPD-104	Level 4
MPD-105	Roof Over Topography
MPD-201	Elevations
MPD-202	Elevations
MPD-203	Height Analysis
MPD-204	Height Analysis
MPD-205	Facade Variation
MPD-206	Facade Variation
MPD-301	Rendered Elevations
MPD-302	Rendered Elevations
MPD-303	Renderings
MPD-304	Renderings
MPD-305	Renderings

Total Units
- Block A: (15) studios, (12) 1 bed,(09) 2 bed
- Block B: (10) studios, (18) 1 bed,(09) 2 bed,(2) 3+bed
- Block C: (25) studios, (02) 1 bed,(15) 2 bed,(4) 3+bed
- Block D: (23) studios, (14) 1 bed,(09) 2 bed,(3) 3+bed
- Block E: (18) studios, (42) 1 bed

Total.....(91) studios, (88) 1 bed, (42) 2 bed, (9) 3+ bed
230 Units

Total Building Areas
- Level -1: (106,387 SF)
- Level 1: 81,193 SF
- Level 2: 63,875 SF
- Level 3: 62,007 SF
- Level 4: 45,739 SF

Total.....252,814 SF

PROJECT DESCRIPTION

This amendment to the MPD and CUP for the above referenced project represents a response to comments and input received from the Park City Planning Commission during the previous work sessions. We have modified the design in response to the comments received and are proceeding with the MPD while the AMPD portion of the application has now been integrated into a single MPD. The amended MPD Application for 1800 Park Avenue still proposes a complete redevelopment of the site. The redevelopment will require the demolition of the existing 182 room hotel structure and construction of a new mixed-use project on the site.

One of the goals of the project team is to create a project that serves as a gateway, transitioning from the Frontage Protection Zone to this mixed-use redevelopment and the entire Bonanza Park redevelopment area beyond. In keeping with requests from Planning Commissioners, the modified submittal breaks up the building masses and moves the buildings back from Kearns Boulevard and Park Avenue. This materially opens up the site and reduces the impression of the buildings along both streets.

The design removes the existing surface parking along Kearns Boulevard, Park Avenue, and along the property line adjacent to Holiday Village. Most of the parking servicing the project will be within an underground parking garage accessed off Kearns Boulevard with a consolidated curb cut directly across from the Jess Reid Building's eastern parking lot entrance. The entrance to the parking garage will be between the two existing, poorly functioning, curb cuts. The existing curb cuts will be removed. This revision of curb cuts will accommodate the latest designs for a grade-separated pedestrian crossing near
Snow Creek Boulevard. And, the existing parking along Park Avenue and Kearns Boulevard will be redeveloped as open space within the Frontage Protection Zone, improving the aesthetic presence at one of the primary entrances into Park City.

The project as planned accommodates the tunnel studies that were developed at the Kearns Boulevard and Snow Creek drive intersection. When and if the City decides to move forward with the tunnel project(s) the current concepts can be executed with this design. The design also envisions a new pedestrian and bicycle trail along Park and Kearns. This will remove the minimal sidewalk along both streets and create a more attractive and safer pedestrian experience.

Commercial and Meeting Spaces, will be located along the South and East perimeters of the site. The design includes a sidewalk in front of these spaces and provides adjacent pull-in parking to accommodate the commercial uses. The design implements concepts planned for this area under the General Plan and the contemplated redevelopment of the district.

Entrance to the lobby for the nightly rental condominiums is proposed through the existing south curb cut along Park Avenue, while the north curb cut on Park Avenue will be abandoned.

As proposed, the building is developed as five building blocks that are connected four levels. Four of the building blocks contain nightly rental condominiums and the fifth block is comprised of rental affordable housing units. Creation of these building blocks reduces the visual mass of the project by creating substantial openings along the perimeter of the project. The improved building massing and increased setbacks are made possible through the use of a height exception allowed within the LMC MPD section of the code. The three blocks along Kearns Boulevard Protection Zones are designed at three stories with a forth story that is set back from the primary building facades outside the 100' FPZ. Block A which contains the main entrance to the building is entirely outside of the 100' Frontage Protection Zone at four stories.

Redevelopment of the existing hotel site will result in a project that significantly reduces the impervious surface area, and enhances the street frontage and pedestrian experience, while taking advantage of water-wise landscaping and minimizing water run-off. The design of the project also incorporates the following sustainable design principles and methods: efficient use of space, high performance mechanical systems, industry leading insulated thermal envelope, gray field development, proximate location to pedestrian pathways and public transportation, in addition to other sustainable techniques.

As a mixed-use project, a parking management plan will be submitted to describe the shared use parking concepts allowing for a reduction in overall parking requirements.

This project represents a great opportunity to improve the current condition of the project site and to provide a catalyst for the redevelopment of the surrounding district. The project team looks forward to working with the City on this project.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup, LLC 2023

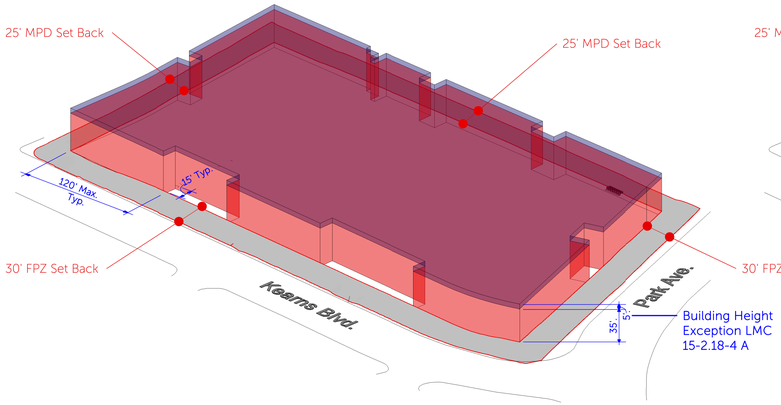
Cover Sheet

MPD-001

LMC 15-6-5 A. MPD Requirements - Density

The Planning Commission shall approve the type of Development, number of units, and Density permitted on a given Master Planned Development Site based on a Site Suitability Analysis. The Master Planned Development shall not exceed the maximum Density in the Zoning District, except as otherwise provided in this Section. The Site shall be looked at in its entirety, including all adjacent Property under the same ownership, and the Density shall be located in the locations that support the goals set forth in Section 15-6-1.

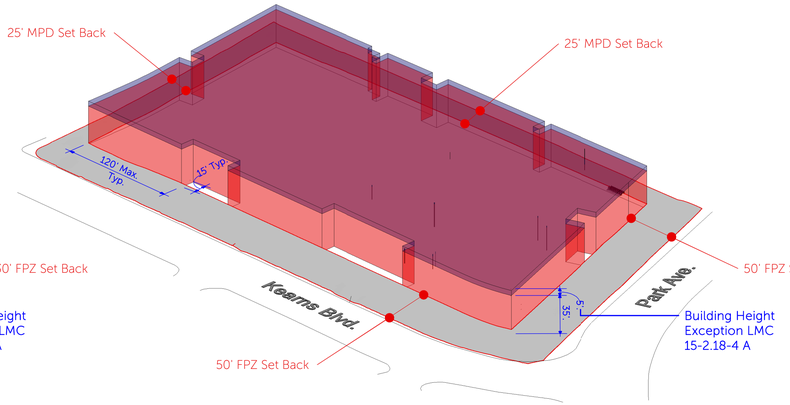
Refer to Site Suitability Analysis at 30', 50' and 100' FPZ Set Back below. In all cases the proposed density is less than allowed.



Buildable Volume at 30' FPZ

427,424 SQ FT (3 Floor Plates Above Grade)

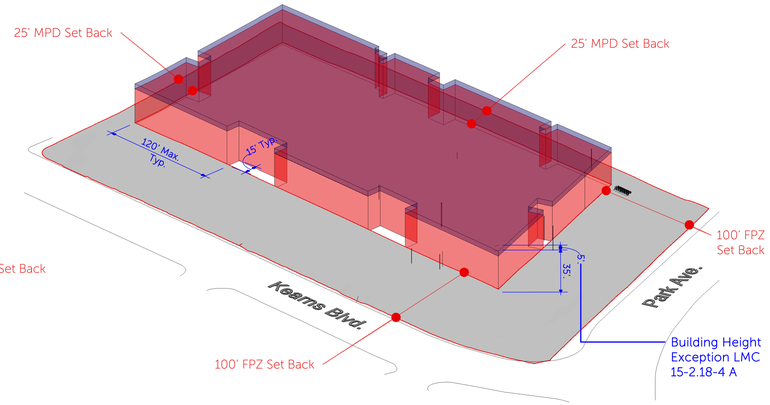
4,986,609 CF



Buildable Volume at 50' FPZ

380,486 SQ FT (3 Floor Plates Above Grade)

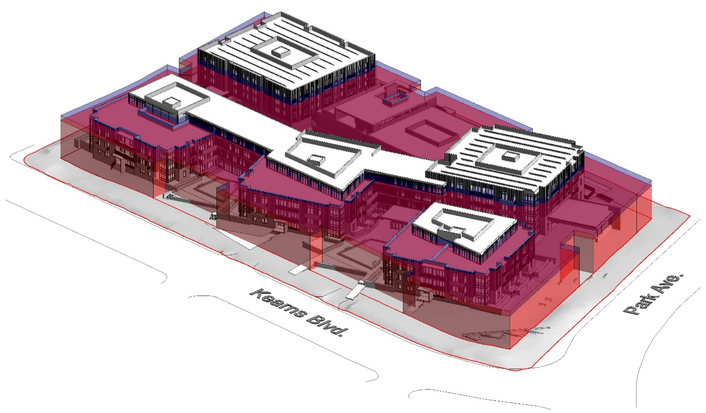
4,439,001 CF



Buildable Volume at 100' FPZ

269,749 SQ FT (3 Floor Plates Above Grade)

3,147,071 CF

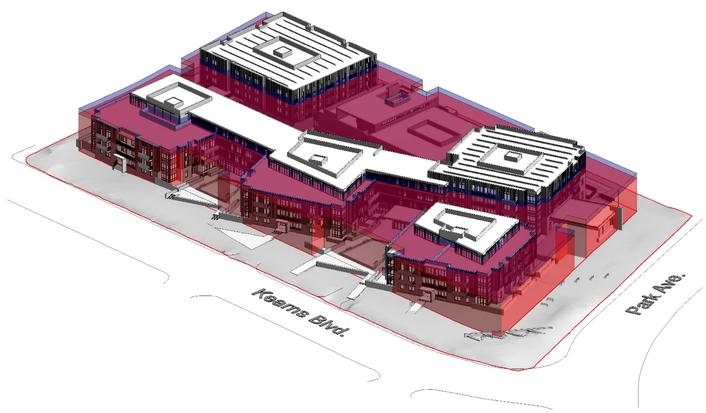


Proposed Development at 30' FPZ

252,814 SF

2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....4,986,609 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 45% LESS THAN ALLOWED

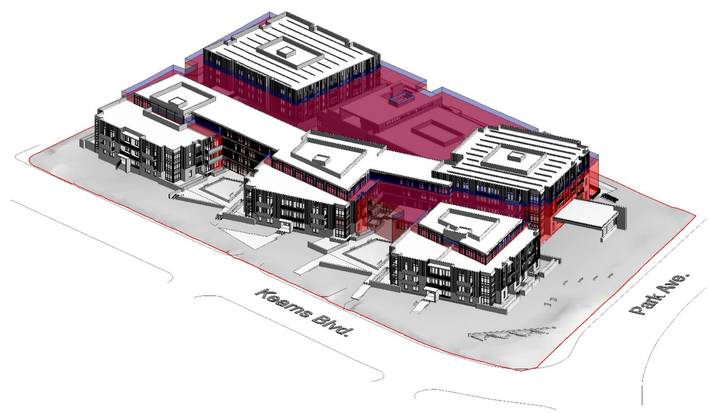


Proposed Development at 50' FPZ

252,814 SF

2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....4,439,001 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 38% LESS THAN ALLOWED



Proposed Development at 100' FPZ

252,814 SF

2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....3,147,071 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 12% LESS THAN ALLOWED

ELLIOTT WORKGROUP

06/26/24

COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

MPD-002

Density - Site Suitability Analysis

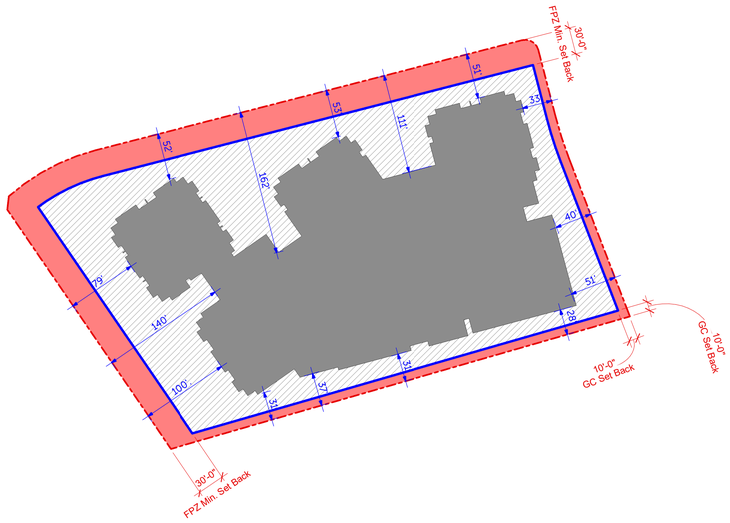
LMC 15-2.18-3 GC Lot & Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development activity must comply with the following minimum yards:

A. FRONT SETBACK. The minimum Front Setback is twenty feet (20') for all Main and Accessory Buildings and Uses. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided all on-Site parking is at the rear of the Property or underground. The Frontage Protection Overlay Zone (FPZ) requires a minimum landscaped buffer of thirty-feet (30') in width abutting the Street. See Section 15-2.20.
A 30' Front Setback has been apply, property is located within the FPZ. Encouraging reduction of Setback if parking is at rear of property or underground, which is the case of the proposed development.

B. REAR SETBACK. The minimum Rear Setback is ten feet (10'). The Prospector Overlay allows reduced site requirements for designated Affected Lots. See Section 15-1-2.18-3(I).
A 10' Rear Setback has been apply to analysis below.

C. SIDE SETBACK. The minimum Side Set Back is ten feet (10').
A 10' Side Setback has been apply to analysis below.



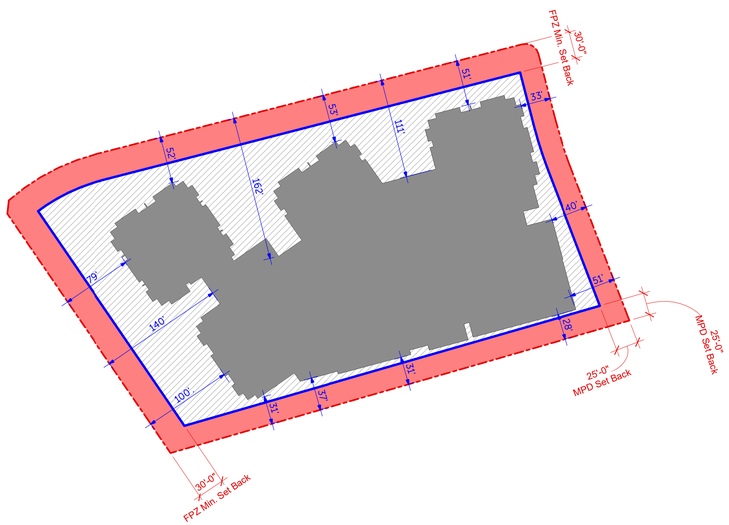
Property	194,652 SF (4.5 Acres)
Set Back Area	35,876 SF
Area of Increased Set Back	65,664 SF
Proposed Footprint	93,112 SF

- GC Increased Set Back SF..... 65,664 SF
- 183% Increase in Setback Area over GC Zone Setbacks

LMC 15-6-5 C. MPD Requirements - Set Backs

The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than two (2) acres. The Planning Commission may decrease the required perimeter Setback from twenty-five feet (25') for Master Planned Development Applications greater than two (2) acres to the zone-required Setback if it is necessary to provide desired architectural interest and variation

The parcel developed is over 2 acres, the side and rear set backs have been increased to 25'.



Property	194,652 SF (4.5 Acres)
Set Back Area	47,473 SF
Area of Increased Set Back	54,066 SF
Proposed Footprint	93,112 SF

- MPD Increased Set Back SF..... 54,066 SF
- 113% Increase in Setback Area over MPD Setbacks

LMC 15-2.20-4. FPZ Lot & Site Requirements

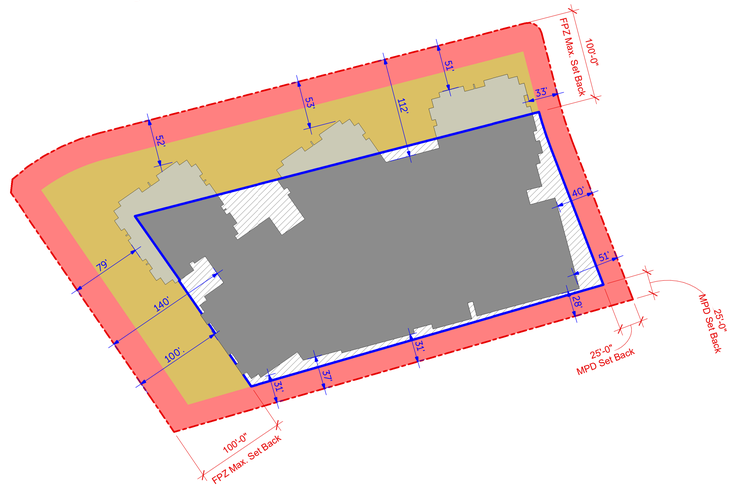
Lot and Site Requirements and Building Heights for all Development Activities and uses within the Frontage Protection Zone must be consistent with the underlying Zoning District and are subject to the following additional requirements:

A. Regardless of the zone Setback and Yard requirements, except as otherwise provided herein, no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way.
No Structure is being proposed within in the 30' of the nearest highway.

B. All Construction Activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit and is subject to all applicable review criteria as stated in Section 15-1-10. Review of projects within the FPZ shall include design review criteria as stated in LMC Chapter 15-5.
A CUP Application has been submitted along with this MPD Package.

C. To minimize curb cuts, driveways, and Access to Park City's primary highways and Streets, Access to Property in the FPZ shall be from existing City Streets when possible, rather than direct highway Access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways. Two curb cuts are being removed and one is being relocated to a safer location. Refer to Site Plan.

D. The Planning Department shall review all proposals for pedestrian and bicycling pathways and trails through the FPZ. Trails and sidewalks may occupy Setback Areas. Open Space, preservation of view corridors, protection and enhancement of Sensitive Lands such as wetlands and meadows, and buffer Areas shall be considered in the review.
Pedestrian and Bicycling pathways, and plazas are being proposed through out the FPZ. Refer to Landscape Plan.



Property	194,652 SF (4.5 Acres)
Set Back Area	47,473 SF
Allowed Development with a CUP	54,554 SF
Area of Increased Set Back	13,244 SF
Proposed Footprint	79,420 SF
Proposed Footprint within 100' FPZ	13,693 SF

ELLIOTT WORKGROUP

Park & Kearns Redevelopment

MPD-003

Set Backs Analysis

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-6-5 D.1 MPD Open Space Requirements

MINIMUM REQUIRED. All Master Planned Developments shall contain a minimum of sixty percent (60%) Open Space as defined in Chapter 15-15, with the exception of the General Commercial (GC), Historic Residential Commercial (HRC), Historic Commercial Business (HCB), and the Historic Residential (HR-1 and HR-2) Zoning Districts.

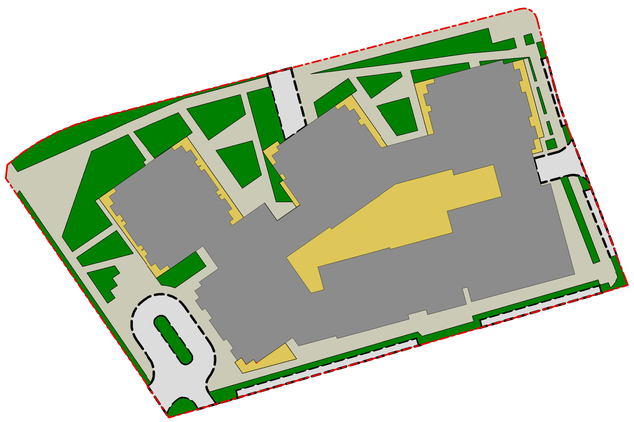
The property is located within the GC Zoning District, the minimum 60% open space does not apply.

LMC 15-6-5 D.2 MPD Open Space Requirements

The minimum Open Space requirement for redevelopment of existing Developments shall be thirty percent (30%).

a. For Applications proposing the redevelopment of existing Developments, the Planning Commission may reduce the required Open Space to thirty percent (30%) in exchange for project enhancements in excess of those otherwise required by the Land Management Code that may directly advance policies reflected in the applicable General Plan sections or more specific Area plans. Such project enhancements may include, but are not limited to, Affordable Housing, greater Landscaping buffers along public ways and public/private pedestrian Areas that provide a public benefit, increased landscape material sizes, public transit improvement, public pedestrian plazas, pedestrian way/trail linkages, Public Art, and rehabilitation of Historic Structures

The proposed Public Landscaped Open Space (greenways, pathways, plazas and other similar uses) is ‹ 41.4
Also the proposed development includes 60 Affordable Housing Units, adequate landscape buffering (Refer to MPD-025) based on adjacent land uses and enhance public landscaped areas that include public art and preservation of current Historic Structures (Refer to MPD-014).



- Property.....194,652 sq. ft. (100%)
- Surface Parking & Driveways.....15,071 sq. ft. (7.7% not included Open Space Calculation)
- Propose Building Footprint.....81,727 sq. ft. (42% not included Open Space Calculation)
- Amenity Space.....17,339 sq. ft. (8.9% not included Open Space Calculation)
- Public Plazas, Pedestrian and Bicycling Trails, Pathways, etc.....47,069 sq. ft. (24.2%)
- Public Landscaped Areas .....33,436 sq. ft. (17.2%)

- Proposed Public Plazas, Pathways, etc.....47,069 SF (24.2%)
- Proposed Public Garden, greenways, etc.....33,436 SF (17.2%)
- Provided Public Open Space ‹ 41.4% (38% over the baseline)

LMC 15-6-5 D.3 MPD Type of Open Space

The Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development. The Commission's determination shall be based on the guidance given in the General Plan. Landscaped Open Space may be utilized for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. Open Space may not be utilized for Streets, roads, driveways, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.

The landscape plan creates a green buffer along Kearns Boulevard and Park Avenue. The plan incorporates a signature trail that wraps around the west, north, and east side of the property. Plazas are incorporated for public art and community gathering areas along Kearns Boulevard. Additional plaza space is created at the intersection of Kearns Blvd and Park Ave, and adjacdnt to the drop-off area. The south and east side of the property creates public sidewalk and gathering areas that support the commercial uses along with street trees to delineate space. See Buffer Drawing for more detail.



ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-004

Open Space Analysis

LMC 15-6-5 E.1 MPD Off Street Parking

The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information: Refer to analysis below, also to Hales Engineering Report dated 10/09/2024.

1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

a. As a nightly-rental condominium use, the LMC requires an analysis for both a "Multi-Family Use" and a "Hotel Use. See Tables 1 & 2 below:
b. The calculations above show the Multi-Family use requires the most parking at 360.57 parking stalls.

Table 1

Park & Kearns Mixed-Use Parking Calculations (Hotel) V24 10/01/2024

	quantities		parking required		spaces required
Hotel/Condo	182				182
studio	73	keys	1	per key	73.00
1 bedroom	46	keys	1	per key	46.00
2 bedroom	42	keys	1	per key	42.00
lockout	12	keys	1	per key	12.00
3 bedroom (<2000 SF)	8	keys	1	per key	8.00
3 bedroom (>2000 SF)	1	keys	1	per key	1.00
Hotel Restaurant/Bar	7,303	square feet	1	per 200 sf	36.52
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	2,543	square feet	1	per 200 sf	12.72
Office	6,469	square feet	1	per 200 sf	32.35
					323.58
	242	keys			

Table 2

Park & Kearns Mixed-Use Parking Calculations (Multi-Family) V24 10/01/2024

	quantities		parking required		spaces required
Hotel/Condo	170				196.00
studio	73	units	1	per unit	73.00
1 bedroom	46	units	1	per unit	46.00
2 bedroom	42	units	1.5	per unit	63.00
3 bedroom (<2000 SF)	8	units	1.5	per unit	12.00
3 bedroom (>2000 SF)	1	units	2	per unit	2.00
Hotel Restaurant/Bar	7,303	square feet	1	per 100 sf	73.03
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	9,012	square feet	3.5	per 1,000 sf	31.54
Office	0	square feet	3.5	per 1,000 sf	0.00
					360.57
	230	units			

2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.

a. The existing Doubletree Hotel on the project site is in the same location, is similar in use, and is similar in key count as the proposed project. It has successfully operated as a hotel for over forty years.
ii. The existing hotel has 168 parking spaces.
iii. Below is a review of the existing hotel parking requirements using the current Land Management Code:
- Hotel Rooms: 182 - 182 spaces
- 5% of the residential Unit Equivalents for exemption - 3.570 sf
- Meeting Space: 9,437 sf - area over 5% - 5,867 sf - 29.34 spaces
- Hotel Restaurant/Lounge: 5,000 sf - area over 5% - 1,430 sf - 7.15 spaces

The current Land Management Code would require 219 spaces.
iv. The existing parking is equivalent to a 23.29% parking reduction as compared to the current Land Management Code Requirements.

b. There are few examples of similar projects locally that are in current operation. As a mixed-use project, 1800 Park has a similar occupancy type as the Newpark development, located in Kimball Junction. Though the Newpark project is significantly larger.
i. Following is a breakdown of the Newpark occupancies by type and parking.
- Commercial: 123,000 sf - 566 stalls
- The Commons Commercial: 12,500 sf - no dedicated spaces
- The Commons Residential: 38 dwelling units - no dedicated spaces
- Newpark Terrace: 60 dwelling units - 68 stalls +3 ADA spaces
- Newpark Residences: 71 townhomes - 71 spaces
- Newpark Flats: 43 Apartments - 53 spaces

ii. A concise synopsis of the parking at the Newpark Development shows that the property has 135,500 sf of commercial and 212 total residential units and a total of 761 parking spaces.
iii. The effective rate of the commercial parking is approximately 4 spaces per 1,000 sf and the residential parking is approximately .9 spaces per unit.
iv. Based on the existing uses in Newpark the parking calculations from the LMC would require approximately 1000 spaces. This is a parking reduction of approximately 24%.

c. Another example that has a similar occupancy type is Rail Central Building Three, located on Bonanza Drive in Park City, though this project is significantly smaller.
i. Following is a breakdown of the Rail Central occupancies by type and parking.
- Commercial (Wholesale): 6,500 sf - 14 spaces
- Residential: 24 units - 12 spaces
- Total parking provided - 29 spaces

ii. The parking for the residential units are calculated at .5 spaces per unit. The units are studio type units and parking is regulated by application for parking passes and have an associated nominal cost.
iii. Adding the additional 3 spaces to the commercial, the effective rate of the commercial parking is 2.3 spaces per 1,000 sf.
iv. A baseline calculation of uses would require 47 parking spaces. This a parking reduction of approximately 38%.

d. With comparison projects having parking reductions of 24% to 38% the requested 23% parking reduction is in line with these comparable projects.

3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.

a. See parking Tables 1 & 2 below in item 1.

4. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

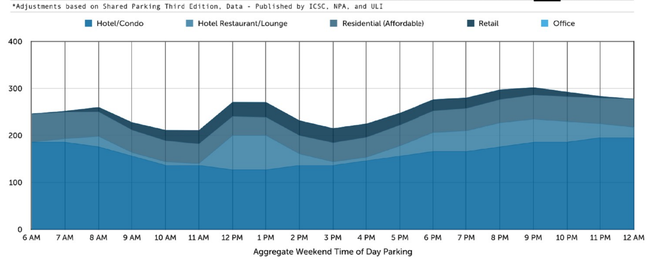
a. An analysis has been performed for time of day adjustments on both a Weekday and a Weekend based on "Shared Parking Third Edition" data, published by ICSC, NPA, and ULI. With the adjustments, the Weekday and Weekend were found to have the same parking demand. The highest demand is at 9PM with 303 spaces. See Table 3 below:

Table 3

Kearns & Park Mixed-Use Weekend Time of Day Adjustments (100% Occupancy) V24 10/01/2024

Land Use	User	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Hotel/Condo	Combined	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
		186	186	176	157	137	137	127	127	137	137	147	157	167	167	176	186	186	196	196
Hotel Restaurant/Bar	Combined	0%	10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
		0	7	22	7	7	4	73	73	24	7	7	22	40	44	51	49	44	29	22
Residential (Affordable)	Resident	100%	95%	88%	80%	75%	70%	68%	65%	65%	68%	71%	74%	77%	80%	83%	86%	89%	92%	100%
		60	57	53	48	45	42	41	39	39	41	43	44	46	48	50	52	53	55	60
Retail, Multi-tenant	Combined	1%	5%	30%	50%	70%	90%	95%	100%	100%	95%	90%	80%	75%	70%	65%	50%	30%	10%	0%
		0	2	9	16	22	28	30	32	32	30	28	25	24	22	21	16	9	3	0
Office	Combined	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		247	252	261	228	212	211	271	271	232	215	225	248	277	280	298	303	293	284	278

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI



b. Additionally, an analysis has been performed for mixed-use occupancy adjustment factors. This is a cumulative analysis and uses the Weekend 9PM parking demand. The highest demand is January and February with 292 spaces. See Table 4 below:

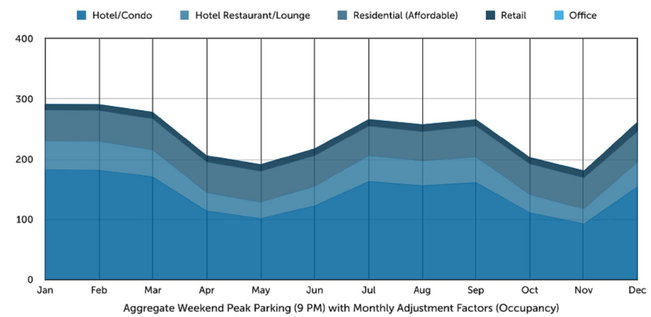
Table 4

Kearns & Park Mixed-Use Monthly Occupancy Adjustments Factors at 9PM V24 10/01/2024

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	183	182	171	115	102	123	163	156	162	112	93	155
Hotel Restaurant/Bar	Combined	98.1%	97.9%	91.9%	61.5%	54.8%	66.0%	87.8%	84.0%	86.8%	60.0%	50.0%	83.2%
	9PM WKND	48	48	45	30	27	32	43	41	42	29	24	41
Residential (Affordable)	Resident	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	52	52	52	52	52	52	49	49	52	52	52	52
Retail, Multi-tenant	Combined	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%
	9PM WKND	9	10	11	11	11	11	12	12	10	11	12	16
Office	Combined	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		292	291	279	207	192	218	267	258	266	204	181	263

*Adjustments based on Shared Parking Third Edition, Data - Published by ICSC, NPA, and ULI
*Hotel Adjustments based on Actual Maximum Occupancy during each Month (November 2022 through October 2023)

High Season	
Low Season	
Shoulder Season	



ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-005
Off-Street Parking Analysis 1

LMC 15-6-5 E.1 MPD Off Street Parking

The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:

5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

a. In addition to hourly and monthly adjustments a modal adjustment using a reduction of 5% is being proposed. See Table 5 below:

i. This project is immediately adjacent to the newly improved Fresh Market Transit Stop. This stop accommodates a large number of bus routes for Park City Transit and High Valley Transit and has proven to be highly used by both employees and visitors of the current hotel, reducing the need for parking.

ii. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car, reducing the need for parking.

iii. Hotel will provide a shuttle service that will be made available to the hotel visitors.

iv. Hotel Visitors and Restaurant Users will have Valet parking available.

v. Full-Time Residents, Restaurant, Retail, and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are on and adjacent to the Site reducing the need for parking.

vi. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits reducing the need for parking.

vii. The project is located close to retail and services for the Full-Time Residents which will allow pedestrian access and thus reduce the need for parking.

viii.Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons.

ix. The project has secure bike storage, bike racks, and will have a Summit Bike Share location adjacent to the entry.

x. The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

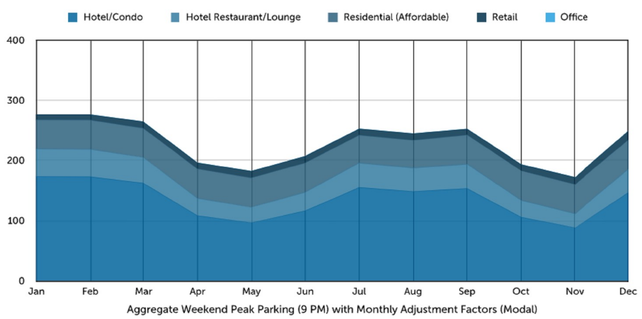
Table 5

Kearns & Park Mixed-Use Monthly Modal Adjustments Factors at 9PM — V24 — 10/01/2024

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	174	173	163	109	97	117	155	149	154	106	88	147
Hotel Restaurant/Bar	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	46	46	43	29	25	31	41	39	40	28	23	39
Residential (Affordable)	Resident	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	49	49	49	49	49	49	47	47	49	49	49	49
Retail, Multi-tenant	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	9	9	10	10	11	11	10	11	10	10	11	15
Office	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	0	0	0	0	0	0	0	0	0	0	0	0
Totals		277	277	265	196	182	207	253	245	253	193	172	250

*Adjustment Reflect Alternative Transportation Use. Hotel Employees are Frequent Users of Free Bus Transit and Large Bus Transit Stop is Adjacent to the Site. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car. Retail and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways wich are On and Adjacent to the Site. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits. Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons. *The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

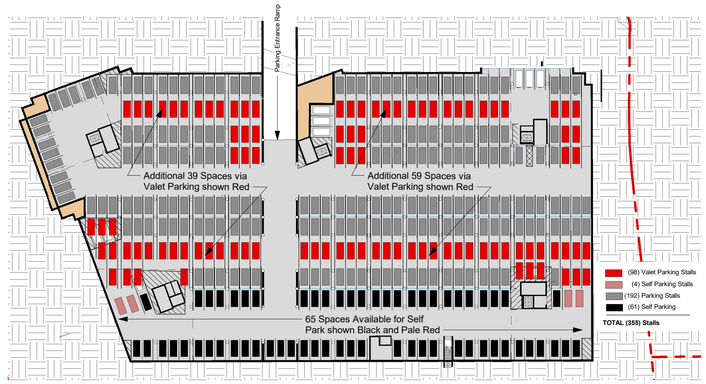
High Season	
Low Season	
Shoulder Season	



Aggregate Weekend Peak Parking (9 PM) with Monthly Adjustment Factors (Modal)

6. Provisions for overflow Parking during peak periods.

a. During peak periods, overflow parking will be provided in the garage through the implementation of valet parking. An additional 98 spaces can be provided. See graphic below of parking garage with valet configuration:



7. 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.

a. The proposed project does not include any Density increase.

b. The proposed parking reduction will not adversely impact the surrounding property as the Implementation of the Parking Management Plan provides the ability to provide overflow parking that provides 380 parking spaces through a valet program. And, additionally, another 12 short term parking spaces that have not been included in the calculations can be accommodated in the hotel and the drop-off area for the meeting area. This provides a total of 392 spaces which is greater than the 361 spaces shown in the calculations in Tables 1 & 2.

- LMC Parking Calculation.....375 Stalls
- Parking Analysis Adjustment.....277 Stalls
- Parking Provided (Surface & Underground).....288 Stalls (23% Reduction)
- Overflow Parking.....392 Stalls

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-006

Off-Street Parking Analysis 2

MEMORANDUM

Date: October 9, 2024

To: Park City

From: Hales Engineering

LICENSED PROFESSIONAL ENGINEER
NO. 12841338
Joseph S. Browning
10/09/2024
STATE OF UTAH

Subject: Park City Kearns & Park Parking Study

UT23-2615

Introduction

This memorandum discusses the parking study completed for the proposed Kearns & Park development located in Park City, Utah. The study identifies the Park City parking supply rates as well as some reductions that were applied. A vicinity map of the project site is shown in Figure 1.



Figure 1: Site vicinity map of the project in Park City, Utah

Project Description

The development consists of 170 condo/hotel units, 60 affordable apartment units, office and retail space, and a hotel restaurant. A supply of 288 stalls is currently planned for the project, with 263 stalls in the parking garage and 25 stalls adjacent to the building. A site plan is provided in Appendix A.

City Parking Code

The Park City code specifies parking rates for various land use types. The required parking rates found in Park City code for the study land uses are shown in Table 1. The calculations for the parking required by Park City are shown in Table 2. At the request of the City, multifamily rates were used to calculate required parking for the hotel/condo units. It is also worth noting that the leasing office was assumed to park under the multifamily rates rather than with the remainder of the office space on-site since many apartment complexes contain leasing offices.

According to The Yarrow, hotel guests at the current site represent 80% of the patrons of the on-site restaurant. To be conservative, the trip generation for the restaurant was reduced by 75%. As shown, it is anticipated that Park City would require 287 stalls for the proposed development, considering that restaurant patrons will primarily be guests staying at the development.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
Affordable Housing	Studio	0.5
	1 Bedroom	1.0
Hotel	Studio & 1 Bedroom	1.0
	2 & 3 Bedroom	1.5
Multi-Tenant Retail	KSF	3.5
Restaurant	KSF	10.0
Office	KSF	3.0

Source: Park City code, 2024

Table 2: City Parking Calculations

City Parking Calculations Park City - Kearns & Park PS						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Affordable Housing: Studio	18	Units	0.50	9	0%	9
Affordable Housing: 1 Bedroom	42	Units	1.00	42	0%	42
Multi-Unit Dwelling: Studio & 1 Bedroom	119	Units	1.00	119	0%	119
Multi-Unit Dwelling: 2 & 3 Bedroom	50	Units	1.50	75	0%	75
Multi-Unit Dwelling: 3 Bedroom (>2,000 SF)	1	Units	2.00	2	0%	2
Multi-Tenant Retail	2.5	KSF	3.50	9	0%	9
Restaurant	7.3	KSF	10.00	73	75%	19
Office	4.0	KSF	3.00	12	0%	12
TOTAL				341		287

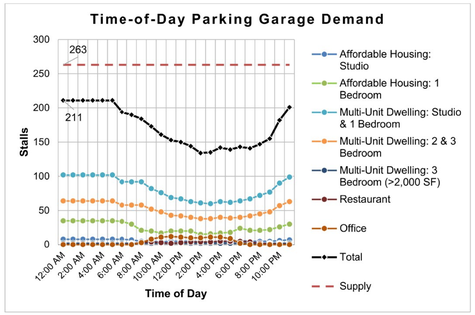
Source: Park City code, 2024.

Parking Reductions

Park City allows for potential parking requirement reductions for affordable housing developments based on a number of criteria from Section 15-6.1-9D of the City code. There is no provided quantification for how much reduction can be applied from implementing each of these strategies. However, there are quantitative measures provided in a South Salt Lake study from national sources that were applied to estimate the potential reduction that these strategies could have. Since those quantitative measures are in a per unit rate, a ratio was used to calculate a percentage reduction based on nationwide rates found in the Institute of Transportation Engineering (ITE), *Parking Generation Manual*, 5th Edition, 2019. The following criteria are listed in the Park City code with the reduction percentage listed in parentheses:

- **The development is within ¼-mile from a bus stop that includes a waiting shelter consistent with City standards (11%)**
  - There are multiple bus stops adjacent to the development within a quarter mile that offer waiting shelters.
- **Bicycle parking exceeds the requirements of Section 15-3-9 (4%)**
  - New construction of Multi-Unit Dwellings must provide at least three (3) bicycle Parking Spaces or ten percent (10%) of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. The development is planning on exceeding the required off-street parking spaces. There will also be a Summit Bike Share Station on the site.
- **The development provides dedicated parking spaces for resident carshare vehicles (4%)**
  - The development is planning on providing resident carshare vehicles. If this is pursued, it is recommended that at least 4 car-share vehicles be provided for the development.

Figure 2: Time-of-Day Parking Garage Demand



Comparison and Recommendation

A comparison of the proposed supply, Park City's parking requirement, and the recommended supply based on the ITE time-of-day parking demand rates are shown in Table 4. Based on the information provided, it is anticipated that the proposed parking in the site plan will accommodate the anticipated parking demand. In the event of an unexpected surge in demand larger than has already been discussed, the valet parking service is able to double-park vehicles in the parking garage.

Table 4: Parking Comparison

Source	# of Stalls
Proposed Site Plan	288 (263 garage + 25 storefront)
City Requirement	287
Parking Reduction	251
Time-of-Day **Parking Garage** Analysis	211

Based on these parking demand reductions, the supply of parking stalls for the affordable housing could be reduced by 19% and supply for the hotel rooms could be reduced by 15%. Based on the demand rates in the Park City Code, the parking reductions measures would suggest a reduced demand of 251 parking stalls, as shown in Table 3.

Table 3: City Parking Calculations with Reductions

City Parking Calculations with Reductions Park City - Kearns & Park PS						
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Stalls	% Red.	Total Stalls
Affordable Housing: Studio	18	Units	0.50	9	19%	8
Affordable Housing: 1 Bedroom	42	Units	1.00	42	19%	35
Multi-Unit Dwelling: Studio & 1 Bedroom	119	Units	1.00	119	15%	102
Multi-Unit Dwelling: 2 & 3 Bedroom	50	Units	1.50	75	15%	64
Multi-Unit Dwelling: 3 Bedroom (>2,000 SF)	1	Units	2.00	2	0%	2
Multi-Tenant Retail	2.5	KSF	3.50	9	0%	9
Restaurant	7.3	KSF	10.00	73	75%	19
Office	4.0	KSF	3.00	12	0%	12
TOTAL				341		251

Source: Park City code, 2024.

Time-of-Day Parking Demand

Due to the mix of uses on-site, it is unlikely that peak demand for all uses will occur at the same time of the day. To account for this, Hales Engineering referred to ITE *Parking Generation* (6th Edition, 2023) to identify time-of-day parking demand rates for the study land uses that are expected to use the 263 parking stalls in the underground parking garage. The 25 surface parking stalls are expected to primarily serve the retail use. ITE has gathered time-of-day paring demand rates to estimate the demand for parking for every hour of the day.

Hales Engineering calculated the anticipated parking demand based on rates found in Park City code and applying the parking reductions. The number of stalls needed throughout the day based on these rates is shown in Figure 2. As shown, the analysis suggests that the peak parking demand for the proposed project parking garage will be 211 stalls. Any additional parking stalls provided as part of the project are anticipated to meet the daily demand for any other occasional surges in demand.

Conclusions

Based on a time-of-day parking demand analysis from ITE data and reductions from travel demand management strategies, it is anticipated that the proposed supply of 263 parking garage stalls and 25 surface level parking stalls will be sufficient.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

ELLIOTT WORKGROUP
10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-006.1
Parking Analysis - Hales Engineering

Parking Management Plan

General Operations

1. Property management of the property will implement a parking management system that supports vehicular access to the property and manages the use of the parking spaces associated with the property.
2. Overnight parking will only be allowed for the Hotel/Nightly Rental use and the Affordable Housing use. The parking garage and surface parking will be accessed nightly after Restaurant and Bar operating hours. Vehicles without appropriate passes displayed will be removed from the site at the vehicle owner's expense.
3. Vehicle repair in the parking garage is strictly prohibited (including oil changes). Anyone who works on a vehicle in the parking garage will be in violation of the lease agreement.
4. Surface parking is intended for short-term use to service the office, retail, restaurant, and bar. No overnight parking is allowed for these uses.
5. Only vehicles that are licensed and in operating condition are allowed on the property.

Hotel/Nightly Rental Operations

1. Parking passes will be issued to Hotel/Nightly Rental users that will allow access to the parking garage at the rate of one (1) pass per key. These passes will allow overnight parking and will be required to be displayed.
2. Parking passes will be issued to necessary Hotel/Nightly Rental operations employees as determined by the hotel operator and will be required to be displayed.
3. Parking passes will be issued to Owners of the Nightly Rental units at the rate of one (1) pass per unit. These Owners may not use the parking area if their unit is in use as a nightly rental.
4. Employees of the Hotel/Nightly Rental Operator will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Operator.
5. The Hotel/Nightly Rental Operator will provide an optional Valet service that is operated out of the Lobby/Check-in area.
6. The North East corner of the garage will be assigned as the first area of implementation for valet parking. This area is the farthest from the hotel entry and a good distance from the stair and elevator access to the Affordable Housing.
7. If the need increases, the valet area can expand first to the North West and then to the South area shown in the Valet Parking graphic.
8. The Hotel Operator will provide a shuttle service that will be made available to the hotel visitors.

Affordable Housing Operations

1. Residents will be required to apply for parking passes. Issued parking passes will be required to be displayed. Vehicles without a valid displayed parking pass or that do not adhere to the parking policy will be towed at the vehicle owner's expense.
2. Parking is limited to one (1) parking space per 1 bedroom apartment. And one (1) parking space per every two (2) studio apartments. Fifty-one (51) spaces will be available.
3. Residents will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for the residents.
4. Guests of the Affordable Housing residents will be allowed to park in the parking garage but will require a guest pass to be displayed. It is the responsibility of the Resident to notify guest(s) of the parking policies and issue a guest parking pass to the guest(s). Guest parking passes are for temporary guest parking and not to be used for tenant vehicles. Improper use of guest parking passes will result in a lease violation and/or vehicle towed at the vehicle owner's expense.
5. In the case of implementation of valet parking, Residents will be allowed to self park in the South portion of the garage as shown in the graphic for valet parking in the Parking Analysis. These areas are identified as black or pale red rectangles on the graphic and provides 68 spaces, which is more than the parking passes issued for the Affordable Housing Residents.
6. Failure to comply with any provisions of the parking agreement may result in termination of the lease agreement and or eviction proceedings, in addition to all other available legal remedies.
7. Residents will be required to sign the parking agreement document as part of the lease.

Meeting Operations

1. The Meeting spaces are intended to service the operations of the Hotel/Nightly Rental use and as such do not increase demand on the parking for the property.
2. In the case of a meeting that is open to guests of other Nightly Rental properties, the drop-off area at the hotel lobby entrance will be available for shuttle service and private car service.
3. The Operator may schedule meetings servicing local users in times when the vacancy rates are low and thus parking demand is low. This will primarily occur in Low Season and Shoulder Season as described in Tables 4 & 5 in the Parking Analysis section. Parking will be available in the garage for these uses.
4. No overnight parking will be allowed in association with this use.

Restaurant and Bar Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. The Restaurant and Bar Operator will provide an optional Valet service that is operated from a podium at the sidewalk.
3. Parking passes will be issued to necessary Restaurant and Bar operations employees as determined by the Restaurant and Bar Operator and will be required to be displayed.
4. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Restaurant and Bar.
5. No overnight parking will be allowed in association with this use.

Office and Retail Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. Parking passes will be issued to necessary Office and Retail operations employees as determined by the Office and Retail Operators and will be required to be displayed.
3. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Office and Retail Operators.
4. No overnight parking will be allowed in association with this use.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

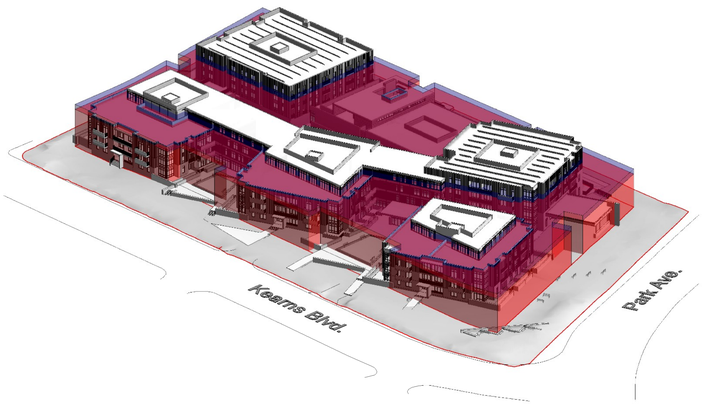
MPD-007

Parking Management Plan

LMC 15-6-5 F.1 MPD Criteria for Bldg. Height Exceptions

The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits

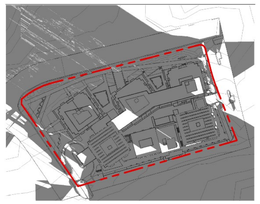
Refer to Site Suitability Analysis at MPD-002. In all cases the proposed density is less than the allowed.



- Allowable CF with 30' FPZ Set Back.....4,986,609 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- 45% LESS THAN ALLOWED

LMC 15-6-5 F.2 MPD Criteria for Bldg. Height Exceptions

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


Winter Solstice - 9AM


Winter Solstice - 12PM


Winter Solstice - 3PM


Winter Solstice - 6PM

A Solar Study has been done during the different Equinox and Solstice of the year, every three hours and the proposed buildings do not have any impact to the neighboring properties. Refer to sheet MPD-034.

LMC 15-6-5 F.3 MPD Criteria for Bldg. Height Exceptions

There is adequate Landscaping and buffering from adjacent Properties and Uses



Five (5) Buffer Types have been implemented in the site design along the perimeter of the site. Each Buffer Type is designed to meet the specific needs of the uses and locations. Refer MPD-026 for Buffer Type Information and refer to MPD-007 for Planting Plan.

LMC 15-6-5 F.4 MPD Criteria for Bldg. Height Exceptions

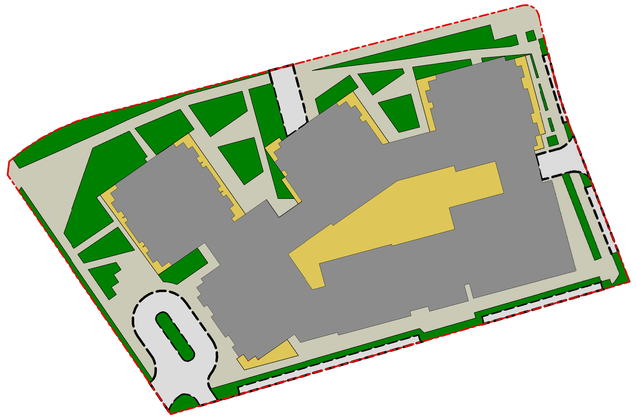
Increased Setbacks and separations from adjacent projects are proposed



- MPD Increased Set Back SF..... 54,066 SF
- 113% Increase in Set Back Area over MPD Setbacks

LMC 15-6-5 F.5 MPD Criteria for Bldg. Height Exceptions

The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible



- Proposed Public Plazas, Pathways, etc.....47,069 SF (24.2%)
- Proposed Public Garden, greenways, etc.....33,436 SF (17.2%)
- 37.8% Increase in Open Space over the 30% MPD Baseline

LMC 15-6-5 F.6 MPD Criteria for Bldg. Height Exceptions

The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District


Elevation 1 - Facade Variation



The Facade length along each side of the property is over 120', as per LMC 15-5-6.B a minimum of 15' of variation is required, the highlighted red areas on the elevations show the proposed combined variation horizontally and vertically, in all cases bigger than 15'. Refer to MPD-205 and MPD-206.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-008

Building Height Analysis

LMC 15-6-5 G.1 MPD Site Planning

Units shall be clustered on the most developable and least visually sensitive portions of the Site. Open Space shall separate the clusters. The Open Space should be designed so that existing Significant Vegetation is maintained on the Site.

The proposed blocks have been placed strategically located through out the site, to allow natural light not only as a benefit of the user but also the environment. Optimizing natural light usage in buildings can cut energy consumption by up to 40%. Open spaces in between blocks B, C and D separate clusters and provide significantly facade variation. Refer to MPD-027 Tree Demo, for Existing Vegetation to be maintained on Site.



LMC 15-6-5 G.2 MPD Site Planning

Projects shall be designed to minimize Grading and the need for large retaining Structures.

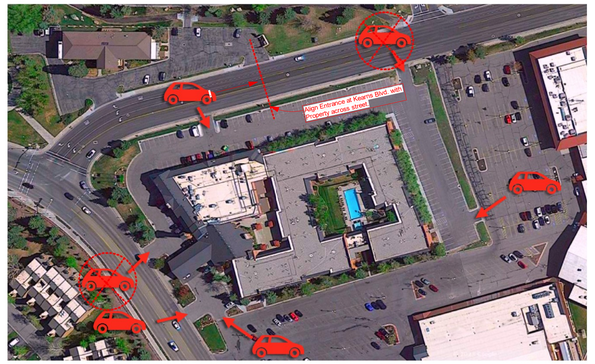
Minimum revisions to existing grade are being proposed. Refer to Grading Plan at MPD-024.



LMC 15-6-5 G.3 MPD Site Planning

Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.

Minimum revisions to existing grade are being proposed. The Vehicular Access is being improved by removing two existing ones. The relocation of the remaining access at Kearns Blvd. is being realigned, improving the overall safety and traffic flow. Refer to MPD-022 Site Plan and MPD-028 Utility Plan.



LMC 15-6-5 G.4 MPD Site Planning

Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible. Applicants may be required to grant the City a trail easement to connect proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.

There is not existing trails on site, only 5' unsafe sidewalks along Kearns Blvd. and Park Ave. The proposed trails are consistent with the Park City Trails Master Plan and Small Area Plan, which includes a 12' Signature Trail along the West, North and East property perimeter. Refer to MPD-022 Site Plan, MPD-025 Landscape Plan and MPD-026 Buffer Types.



LMC 15-6-5 G.5 MPD Site Planning

Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

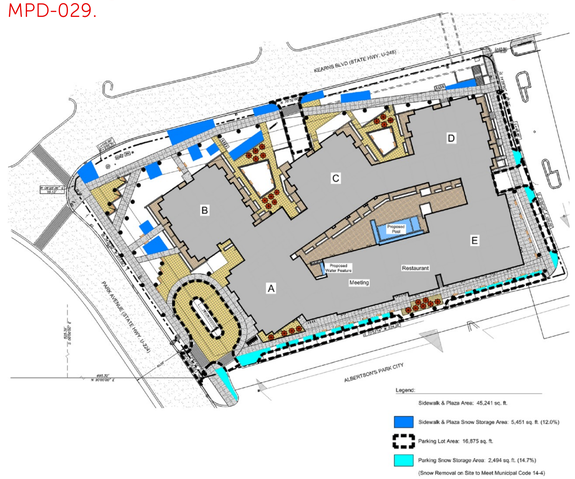
The proposed trails are consistent with the Park City Trails Master Plan and Small Area Plan, which includes a 12' Signature Trail along the West, North and East property perimeter. Refer to MPD-022 Site Plan, MPD-025 Landscape Plan and MPD-026 Buffer Types.



LMC 15-6-5 G.6 MPD Site Planning

The Site plan shall include adequate Areas for snow removal and snow storage. The Landscaping plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

Snow storage areas on-site are identified on Snow Storage Plan. Refer to MPD-029.



LMC 15-6-5 G.7 MPD Site Planning

The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Master Planned Development to the trash and recycling containers.

The proposed design includes a Service Entrance with adequate turning radius to allow semitrucks into a Loading Dock and Trash Enclosure at the eastern side of the property. The trash enclosure will hold trash and recycling commercial containers. Refer to MPD-101 Level 1.

LMC 15-6-5 G.8 MPD Site Planning

The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

The proposed Site layout includes a drop off area at the main entrance on the Southwest area. Refer to MPD-022 Site Plan, MPD-007 for Parking Management Plan and MPD-035 for Public Transportation.

LMC 15-6-5 G.9 MPD Site Planning

Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

The proposed design includes a Service Entrance with adequate turning radius to allow semitrucks into a Loading Dock and Trash Enclosure at the eastern side of the property. Refer to MPD-101 Level 1.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-009

Site Planning Analysis

LMC 15-6-5 H MPD Landscape and Lighting Requirements

A preliminary Landscaping plan must be submitted with the Master Planned Development Application. The Landscaping plan shall comply with all criteria and requirements of Section 15-5-5(N) LANDSCAPING. All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to issuance of Certificates of Occupancy. Lighting must meet the requirements of Section 15-5-5(J).

Refer to Landscape Plan at MPD-025. The site is currently developed and landscaped, there is not noxious weed on site currently. Refer to sheet MPD-033 for Lighting Fixtures Cut sheet.

LMC 15-5-5 N.1 Architectural Design Guidelines - Landscaping Plan

A complete landscape plan is required for (I) new Development and/or Construction Activity proposed for an unimproved Lot or property and/or undisturbed natural Lots or property; (II) renovations or Construction Activity that modifies the Building Footprint; and (III) projects proposing to modify over 50% of the Landscaped Area. Landscape plans shall incorporate best practices for water conservation. The landscape plan shall:

a. *Identify the intended plant materials indicating the botanical name and the common name for:*
   See Planting Plan MPD-025

b. *Utilize the concept of Water Wise Landscaping for selecting plants, plant location, irrigation methods, and mulching of all Landscaped Areas.*
   Plants selected for the plant schedule are native and/or native like to the area and meet the waterwise plant requirements. Irrigation in the planting beds will be drip irrigation. Planting bed to receive a 4" depth of bark mulch.

c. *For properties not included in a Historic District and for properties listed Landmark or Significant on Park City's Historic Sites Inventory, include plantings and ground cover in the Wildland Urban Interface Immediate Ignition Zone 0-5 feet and the Wildland Urban Interface Intermediate Ignition Zone 5-30 feet (Park City Municipal Code § 11-21-1(I) The 2006 Utah Wildland-Urban Interface Code).*
   Not Applicable

d. *Indicate the percentage of the lot that is landscaped.*
   21% of the site will be landscaped

e. *Indicate the percentage of the lot containing Impervious Surfaces, including driveways, parking areas, patios, and decks.*
   79% of the site contains impervious surfaces

f. *Indicate the percentage of the landscaping that is irrigated.*
   All landscape material will be irrigated, 100%

g. *Identify the 50 percent (50%) of any Water Wise Landscaped Area comprised of appropriate approved non-invasive drought-tolerant plants.*
   Not Applicable

h. *Identify Hydrozoning (grouping of plants based on irrigation needs) or Xeriscaping (sustainable, low-water landscaping) locations.*
   Plants have been grouped with similar irrigation needs

i. *Identify all existing Significant Vegetation, which shall remain and be maintained on Site and protected during construction.*
   - *If the Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a Conditional Use, Master Planned Development, Historic District Design Review approval, or building permit review, it may be replaced with equivalent landscaping in type and size.*
   - *The Forestry Board and Planning Director may grant exceptions if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code.*
   - *Multiple trees from the City's approved Wildland-Urban Interface Planting List, clumped and grouped together with canopies of the clusters being no closer than 18 feet to the next closest cluster within the Intermediate Zone, no cluster exceeding (5) five trees or cover more than 15% of the Intermediate Ignition Zone, whichever is lesser, and with vegetation not closer than 10 feet to any portion of a structure with vegetation at full grown height and size, equivalent in caliper to the size of the removed Significant Vegetation in the Intermediate Ignition Zone may be considered instead of replacement in kind and size.*
   - *Significant Vegetation preservation shall be prioritized, but where applicable, Significant Vegetation may be removed or replaced to comply with Firewise Landscaping and/or Defensible Space regulations in Chapter 11-21 Utah Wildland-Urban Interface Code as approved by the Planning Director and Forestry Board.*

   Trees that will remain have been identified on the tree demo plan MPD-027

k. *Identify Artificial turf, which is recommended to be non-toxic synthetic, plant based, and/or made of recycled materials with reduced petroleum-based polymers. Artificial turf is allowed to be used in limited quantities on decks, pathways, recreation and play areas. Installation of artificial turf shall not pool water and be installed to allow for drainage.*
   Artificial turf areas to be determined.

l. *Comply with Park City Municipal Code Chapter 11-21, Utah Wildland-Urban Interface Code.*
   Plan will comply with Utah Wildland-Interface Code. There are no noxious weeds on site currently.



Bioswale Images

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-010

Landscape and Lighting Analysis

LMC 15-6-5 I Sensitive Lands Compliance

Applicants for a Master Planned Development that contains any Area within the Sensitive Land Overlay Zone shall conduct a Sensitive Lands Analysis and shall conform to the Sensitive Lands Chapter 15-2.21.

The property is outside the Sensitive Lands Overlay area. Refer to Map below.



LMC 15-6-5 L Mine Hazards

All Master Planned Development Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan.

The property is outside the Mining Hazard Ordinance Overlay area. Refer to Map below.



ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-011

Sensitive Lands & Mine Hazard

Therefore, the proposed redevelopment effectively exceeds its incremental affordable housing demand created by the redevelopment by over 21 AUEs calculated as follows:

Required AUE's per Hotel Criteria for	
Proposed Development	26.33
Less: AUE's from Existing Use	(20.45)
Equals	5.88 net new AUE's required for proposed MPD
Versus	26.33 provided by the new MPD redevelopment

EXISTING HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Existing Yarrow Hotel	*quantities*	*employee rate*	*employees*	*mitigation rate*	*workers per household*
Hotel	room/suite	per room		20%	1.5
Guest Rooms	182	0.6	109.2	21.84	14.56
	182		109.2	21.84	14.56
	total area	*unit equivalent*	*employee rate*	*employees*	*mitigation rate*	*workers per household*
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	5,000	5.0	6.5	32.50	6.50	4.33
Meeting Space	9,437	9.4	1.3	12.27	2.45	1.64
		14.4		44.77	8.95	5.97
Total Existing Yarrow Hotel Affordable Unit Equivalents						20.53

The final count of units required may adjust slightly with final preparations of plans and to address City input, however the required square footage provided will exceed the requirements per the Resolution which reads:

Final Unit Requirement Calculations. The final calculations for the number of affordable units and the rental rate for these units shall be made by staff utilizing the calculation formulas in Section 8 and Section 20 of this Housing Resolution. All calculations are subject to approval by the Park City Housing Authority prior to the issuance of building permits for the project.

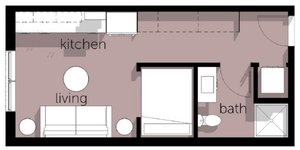
SUMMARY OF Affordable Housing Mitigation Calculations.

The proposed project will deliver more Affordable Housing Unit Equivalents than required pursuant to the 2021 Park City Affordable Housing Resolution even using the most stringent calculation method and giving no credit for the housing demand being displaced by replacing the existing Doubletree operations.

Affordable Homes Configurations:

Yarrow Owner proposes to deliver 26.94 AUEs of Affordable Housing on-site integrated into the project as 60 units in a dedicated residential building as follows:
The proposed design of the units are as follows:

Proposed Affordable	*quantities*	*area*	*total area*	*affordable unit equivalent*
Residential (Affordable)	60			900
studio	18	332.0	5,976	6.64
1 bedroom	42	435.0	18,270	20.30
Total Proposed Affordable			24,246	26.94



Studio Affordable Housing (332 SF)



One Bedroom Affordable Housing (435 SF)

The proposed Affordable Housing Units are located on-site in a dedicated residential building block integrated into the overall redevelopment as noted on the site plan below. The building features a private outdoor area for the exclusive use of the permanent residents and their guests. The building is designed for efficiency to minimize maintenance and energy use, and to create a community environment different than the transient uses in the market rate hotel condominium buildings.



As can be seen from the elevation below, the Affordable Homes will book end a new strip of neighborhood commercial space and sit at the corner adjacent to existing grocery store, gym, restaurants, and other neighborhood amenities. At the other end of the new pedestrian plaza and trail sits the main entrance for the hotel condominiums where the existing DoubleTree lobby sits today.



All affordable housing shall be deed restricted and subject to Park City affordable housing guidelines including affordable rent restrictions. All the affordable housing is proposed to be built in the 1st residential phase of the redevelopment.

ELIGIBILITY AND PRICING

All required Affordable Units will be maintained as deed restricted affordable rental homes as required by the 2021 Housing Resolution. A qualified property management company shall manage the rental and ongoing operation of the units.

Deed restricted affordable housing units will be made available at rents for households at 80% AMI or below for Summit County updated on an annual basis. All rental units will submit annual compliance surveys in accordance with the recorded deed restrictions.

The table below from Mountain Lands Community Housing Trust shows the particulars of the AMI in Summit County. Pursuant to the requirements of the 2021 Housing Resolution, the proposed Yarrow Redevelopment will provide housing at rents attainable for households at or below 80% AMI.

2024 SUMMIT COUNTY AMI INCOME LIMITS (Based on Household size)

	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person
Support Community Housing TAKE ACTION							
60% AMI	$64,260	$73,440	$82,620	$91,800	$99,180	$106,500	$113,880
70% AMI	$74,970	$85,630	$96,390	$107,100	$115,640	$124,250	$132,790
80% AMI	$85,680	$97,920	$110,160	$122,400	$132,240	$142,000	$151,840
90% AMI	$96,390	$110,160	$123,930	$137,700	$148,680	$159,750	$170,730
100% AMI	$107,100	$122,400	$137,700	$153,000	$165,300	$177,500	$189,800
120% AMI	$128,520	$146,880	$165,240	$183,600	$198,360	$213,000	$227,760
150% AMI	$160,650	$183,600	$206,550	$229,500	$247,800	$266,250	$284,550

Rental rates for each type of unit will be reset annually according to the published AMI for the project location. In 2024 representative rents would be as follows:

Unit Type	Occupants	*AMI -80%	Income %	Yearly Rent	Monthly Gross Rent	No. of Units
Studio	1	$85,680	30%	$25,704	$2,142	18
1 Bedroom	2	$97,920	30%	$29,376	$2,448	42
Total						60

Eligibility for the affordable rental housing at the redevelopment will be based on the AMI standards as noted. For the initial lease up of the available units, Yarrow Owner proposes to use a geographic waterfall approach in selecting from applicants, in the following priority:

1. Qualifying applicants employed in the City of Park City, 84060.
2. Qualifying applicants employed within the Park City School District boundaries.
3. Qualifying applicants employed within 84098
4. Qualifying applicants employed within Summit County.

There shall be no time limit required in selecting between orders of priority. Rather, when all qualifying applicants from a category have been exhausted, applicants from the next order of priority shall immediately be given priority. This waterfall provision shall only apply at the initial generation of any waitlist and selection for the proposed affordable housing units.
Subsequent leasing of available units shall be made available to qualifying applicants on a first-come-first-serve basis from the existing waitlist.

Yarrow Owner may enter into one or more master leases with local employers whereby local employers may lease a block of units to meet the housing needs of their qualifying employees. The priority of any such master leases shall follow the same geographic waterfall provided previously. Any such master leases must be consistent with the remaining provisions of this Housing Mitigation Plan, as it may be amended from time to time.

AMENITIES
The proposed Redevelopment includes numerous amenities for both its residents and the community at large. Permanent residents in Block E have exclusive access to a private secure rooftop terrace for their enjoyment. Over 38% of the remaining site has been dedicated to publicly accessible open space with safe protected bike and pedestrian trails surrounding the entire site. There are two community greens for lounging, recreation and special events like Mountain Town Music concerts. The proposed project provides covered onsite bike parking for every unit as well as available covered parking with available charging infrastructure for vehicles. The site is located in the commercial core of Park City immediately adjacent to grocery stores, schools, health care, restaurants, and recreation.
This area is also the source of many jobs in park city allowing many residents to walk or bike to work and school. The site is next to the most frequented transit stop in the city for easy access beyond the immediate area and there will be a Summit Bike Share Station onsite for the convenience of residents and the community at large. This location and the provided facilities are designed to encourage alternative transit options over private vehicle trips. These features are key to minimizing traffic impacts and saving residents significant expense associated with vehicle ownership and operation.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-012.1
Housing Mitigation Plan

LMC 15-6-5 J MPD Employee / Affordable Housing

Master Planned Developments Applicants shall submit a housing mitigation plan that addresses employee Affordable Housing required by the adopted housing resolution in effect at the time of a complete Application.

A Housing Mitigation Plan has been submitted and discussed with the PCMC Housing Department. Refer to updated Housing Mitigation Plan below and MPD-012.1

Yarrow Hotel Owners, LLC Housing Mitigation Plan

Yarrow Hotel Owners, LLC (Yarrow Owner) is pleased to incorporate this Housing Mitigation Plan as a part of its Amended Master Planned Development application for the proposed redevelopment of the existing DoubleTree by Hilton Hotel (The Yarrow) located at 1800 Park Avenue, Park City. This proposed plan has been crafted to comply with the 2021 Park City Affordable Housing Resolution.

Background

Built in 1977, the Doubletree by Hilton Park City-Yarrow is a 182-room full-service hotel with over 10,000 square feet of meeting and convention space, approximately 3800 square feet of restaurant and bar, and over 15,000 square feet of lobby and support commercial space. Operating since 1977, the 132,330 square foot Yarrow property today does not contain or provide any affordable housing.
The proposed Yarrow MPD redevelopment would provide 60 deed-restricted affordable housing units on-site as part of a vibrant mixed-use, mixed-income community in the commerce heart of town. The site has immediate access to schools, shops, services, jobs, and recreation. The site sits adjacent to heavily served transit stops and at a junction of highly trafficked pedestrian and bike routes despite the current lack of adequate pedestrian or bike infrastructure. The proposed redevelopment would enhance regional connectivity with massive on-site trail and infrastructure improvements by dedicating nearly 40% of the site to the public realm. The mixed-use redevelopment is designed to accommodate additional area connectivity and redevelopment to help make the dream of a vibrant Bonanza Park community a reality.

Proposed Mitigation Plan

In connection with the complete redevelopment of the site, Yarrow Owner proposes to construct affordable housing on site as part of the MPD. The number will meet the requirements of the 2021 Park City Affordable Housing Resolution. The 2021 Housing Resolution calls for a total affordable housing contribution based on an employee mitigation calculation for various uses. The affordable housing requirement is calculated by Affordable Unit Equivalents (AUE) which equates to 900 square feet. In the case of condominium/hotel
type of developments, the Resolution requires the application of the more demanding criteria between that for a hotel and that for a multifamily project. Commercial areas are assessed an employee generation rate pursuant to the specific type of commercial use contemplated, like restaurant, retail, or office, etc. The Resolution reads as follows:

SECTION 8. CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

1. Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

RESIDENTIAL GENERATION CALCULATION EXAMPLE An Applicant has received approval for a 128-unit Master Planned Development. The dwelling units are of varying sizes totaling 328,000 square feet which equals 164 RUEs.

1. 164 RUEs (total units approved) multiplied by.20 (residential mitigation rate) equals 32.8 Affordable Unit Equivalents (AUEs).
2. One AUE equals 900 square feet of net livable space.
3. The total approved units for this Master Planned Development is 128 market rate units plus 32.8 AUEs equaling 29,520 total net square feet of additional livable space.

2. Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

Type of Use	Full Time Equivalents (2080 hours) per 1,000 Net Leasable SF
Restaurant/Bar	6.5
Education	2.3
Finance/Banking	3.3
Medical Professional	2.9
Other Professional Services	3.7
Personal Services	1.3
Real Estate/Property Management	5.9
Commercial/Retail	3.3
Recreation/Amusements	5.3
Utilities	2.9
Lodging/Hotel	.06/room
Condominium Hotel	Greater of lodging/hotel calculation or residential mitigation rate
Overall/General	4.4

The Overall/General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.

Applying the Hotel Criteria for employee generation for the Yarrow MPD redevelopment proposed results in the larger number of required AUE's at 26.33 AUE or 24,245 square feet of affordable housing as noted in the table below:

Park & Kearns Employee Generation & Unit Equivalent Calculations (Hotel) v24 — 10/01/2024

Proposed Redevelopment	quantities	employee rate	employees	mitigation rate	workers per household
Hotel/Condo	room/suite	per room		20%	1.5
studio a	55	0.6	33	6.6	4.40
ADA studio (exempt)	1		0	0	0.00
studio corner	2	0.6	1.2	0.24	0.16
studio b	6	0.6	3.6	0.72	0.48
studio c	9	0.6	5.4	1.08	0.72
1 bedroom	32	0.6	19.2	3.84	2.56
ADA 1 bedroom (exempt)	1		0	0	0.00
1 bedroom corner	4	0.6	2.4	0.48	0.32
1 bedroom suite a	7	0.6	4.2	0.84	0.56
1 bedroom suite b	2		0	0	0.00
2 bedroom corner	29	0.6	17.4	3.48	2.32
ADA 2 bedroom (exempt)	1		0	0	0.00
2 bedroom a	6	0.6	3.6	0.72	0.48
2 bedroom b	6	0.6	3.6	0.72	0.48
lockout	12	0.6	7.2	1.44	0.96
3 bedroom Top Floor a	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor b	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor c	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor d	2	0.6	1.2	0.24	0.16
3 bedroom Top Floor e	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor f	1	0.6	0.6	0.12	0.08
3 bedroom Top Floor g	1	0.6	0.6	0.12	0.08
ADA 3 bedroom Top Floor (exempt)	1		0	0	0.00
	182		105.6	21.12	14.08

	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1		0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699 ***					
		27.8		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						26.33

Applying the Multifamily Criteria results in a lower required number of AUEs (24.58) as noted in the table below:

Park & Kearns Employee Generation & Unit Equivalent Calculations (Multi-Family) v24 — 10/01/2024

Proposed Redevelopment	quantities	area	total area	unit equivalent	aue required
Hotel/Condo	room/suite			2,000	20%
studio a	55	450	24,750	12.375	2.48
ADA studio (exempt)	1	450	0	0	0.00
studio corner	2	476	952	0.476	0.10
studio b	6	489	2,934	1.467	0.29
studio c	9	535	4,815	2.4075	0.48
1 bedroom	32	571	18,272	9.136	1.83
ADA 1 bedroom (exempt)	1	571	0	0	0.00
1 bedroom corner	4	476	1,904	0.952	0.19
1 bedroom suite a	7	594	4,158	2.079	0.42
1 bedroom suite b	2	705	1,410	0.705	0.14
2 bedroom corner	29	1,187	34,423	17.2115	3.44
ADA 2 bedroom (exempt)	1	1,187	0	0	0.00
2 bedroom a	6	1,224	7,344	3.672	0.73
2 bedroom b	6	1,254	7,524	3.762	0.75
3 bedroom Top Floor a	1	1,742	1,742	0.871	0.17
3 bedroom Top Floor b	1	1,702	1,702	0.851	0.17
3 bedroom Top Floor c	1	1,966	1,966	0.983	0.20
3 bedroom Top Floor d	2	1,782	3,564	1.782	0.36
3 bedroom Top Floor e	1	2,148	2,148	1,074	0.21
3 bedroom Top Floor f	1	1,853	1,853	0.9265	0.19
3 bedroom Top Floor g	1	1,771	1,771	0.8855	0.18
ADA 3 bedroom Top Floor (exempt)	1	1,546	0	0	0.00
	170		123,232	61.62	12.32

	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1	0.0	0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699					
		16.3		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						24.58

INDEPENDENT CALCULATION BASED UPON ACTUAL DATA

Today, The Doubletree operates with an average of 53.5 Full Time Equivalent Employees (FTEE's)inclusive of all food & beverage and banquet employees. This results in an Observed Employee Generation Rate of 0.3 employee/room which is more typical of hotels of this size in the market. Applying this actual employee generation rate (.3) to the hotel portion of the proposed redevelopment results in a Housing Mitigation Rate of 6.96 AUEs (174 rooms x .3 = 52.2 employees x 20% mitigation rate= 10.4 / 1.5 employees per household.) Adding 11.78 AUEs required for the proposed new commercial areas results in an 20.45 AUE requirement for the proposed MPD based upon actual data. To fulfil the requirements of the resolution Yarrow Owner proposes to provide 60 Affordable Housing Units totaling 26.33 AUE's or 24,246 square feet of on-site affordable housing meeting the requirement as noted below:

Proposed Affordable	quantities	area	total area	affordable unit equivalent	additional aue proposed	required
Residential (Affordable)	60			900		
studio	18	332.0	5,976	6.64		
1 bedroom	42	435.0	18,270	20.30		
Total Proposed Affordable			24,246	26.94	2.36	24.58

The Proposed Affordable AUE exceeds the requirement based upon historical data by 8.20AUEs, with out giving credit for the existing property.

It is worth noting that the proposed Yarrow Redevelopment is not generating entirely new demand for affordable housing from the site. In fact, applying the Housing Resolution to the existing Hotel operations results in 18.89 AUEs or over 17,000 square feet of Affordable Housing Demand which would be displaced by the proposed redevelopment (see next page.)

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-012
Housing Mitigation Plan

1/4 mi

5 Minutes

2 Minutes

3/4 mi

15 Minutes

3 Minutes

1 mi

20 Minutes

5 Minutes

Site Location

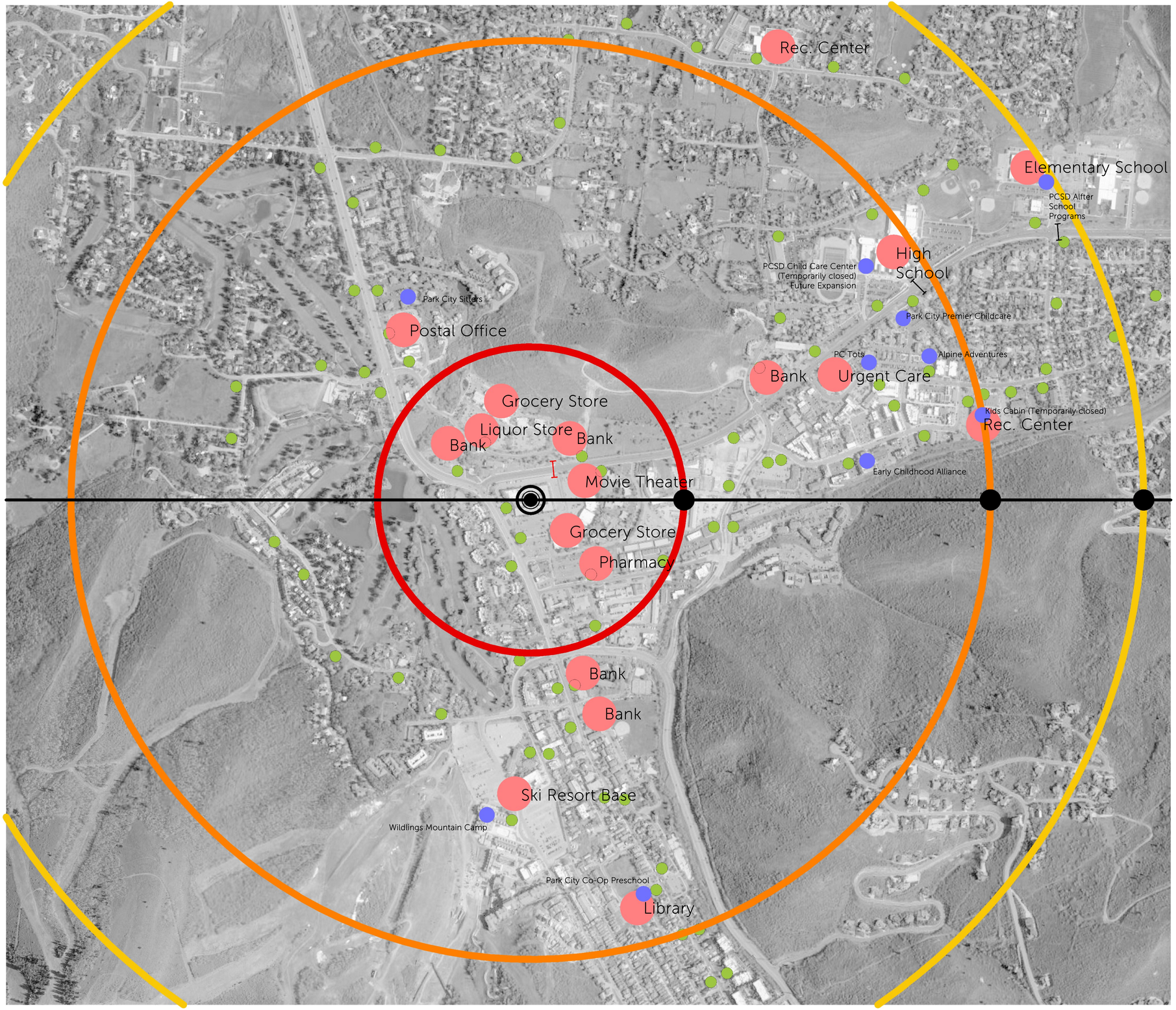
Amenities

Bus Stops

Child Care

Underpass

Future Underpass



Census Data Household Size and Children

Summit County's household size is consistent with Utah's, but the population of children is significantly lower than in the rest of the state, and, for children under 5, is even lower than the national average.

	Summit County	Utah	US
Household Size =	3.1 %	3.1%	2.6%
0 to 5 years old =	4.8 %	7.1%	5.7%
6 to 18 years old =	23.1%	28.4%	16.8%
15 to 18 years old =	14.7 %	11.7%	16.8%
% in poverty	5.8%	8.6%	8.6%
Totals	82		

A child care center is not provided currently on site, there are 9 existing facilities within 15 minute walk and 3 minute bike ride.
If there is a future desire a Child Care Center would like to be included as an Allowed Use.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-013

Walk/Bike/Childcare Study

All Master Planned Development Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional.

Refer to Historic Site Report from Chronicle Heritage, dated October 5,2023 below. It is proposed to rehabilitate the monument and leave on its current location. Once the City finalizes the pedestrian tunnel design, the owner is open to find a location within the property, the goal is to avoid relocating it more than one time.

CHRONICLE HERITAGE

T: 602.261.7253
info@paleowest.com

PHOENIX HQ
319 East Palm Lane
Phoenix, AZ 85004

October 5, 2023

Yarrow Hotel Owner, LLC
1800 Park Avenue
Park City, Utah 84060

RE: ABOVE-GROUND HISTORIC STRUCTURES REVIEW FOR THE PROPERTY AT 1800 PARK AVE, IN PARK CITY, SUMMIT COUNTY, UTAH

INTRODUCTION

Chronicle Heritage, LLC (Chronicle) completed an above-ground resources assessment for Yarrow Hotel Owner, LLC (Client) for the 1800 Park Ave Project in Park City, Summit County, Utah (Project). The project is in Section 9 of T2S R4E, Summit County, Utah. The Client provided map coordinates and a description of the Project to Chronicle in September of 2023.

This inventory was done to meet Park City's municipal code 15-6.1-11 (O) regarding Affordable Master Planned Developments. The code indicates that "Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional."

This letter report provides the results of the background research as well as an assessment of the potential for the project area to contain National Register of Historic Places (NRHP) eligible or listed above-ground *historic properties* that are protected under the National Historic Preservation Act. For the background research, Chronicle conducted a literature review at the Utah State Historic Preservation Office (SHPO), compiling information derived from the National and State Registers of Historic Places, historic aerials, and maps to determine if any architectural/historical resources are known to be in the project area.

ABOVE-GROUND RESOURCES

For the 1800 Park Ave Project, the Above-Ground Study Area (Study Area) (Figure 1) is considered to include those cultural resources (buildings, structures, objects, or sites) that are in the Study Area and one parcel deep around it. Chronicle conducted a literature review for this area to identify any previously recorded resources. A review of SHPO survey files revealed that there are no previously recorded resources in the Study Area. The Glenwood Cemetery was noted as being listed on the NRHP; however, the cemetery is located about 650 m southwest of the Study Area.

Through field survey, Chronicle Architectural Historian, Katie Remensnyder, identified no buildings that are over 50 years old in the Study Area. Historic aerial imagery indicates that all of the buildings in the Study Area were constructed after 1973. However, one object, a Daughters of Utah Pioneers (DUP) Historic Marker was identified and recorded (Figure 2).

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker

and a 3 ft diameter bell placed on top of the base. The bell was moved from its original location at the town hall and appears to have been painted numerous times. The plaque reads:

Daughters of Utah Pioneers
No. 128,
Erected 1948,
PARK CITY PIONEERS

> At this site, the first settlers entered Park City. George G. Snyder, his wife Rhoda, and their three children had cleared their way through the forest to arrive at their destination on May 25, 1872. On July 4, 1872, a celebration was held, a U.S. flag flown to the breeze, and the name Park City given officially to the town. Mrs. Snyder and daughters made the flag from a bed-sheet, a red flannel baby blanket and blue silk handkerchief. The bell hung atop the City Hall from 1902 to 1948.

RECOMMENDATIONS

The following is Chronicle's NRHP recommendation for this historic object. As part of this study, these sites were evaluated for eligibility to the NRHP based on criteria present in federal regulations outlined in *36CFR 60.4*:

> *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*
>
> *(A) that are associated with events that have made a significant contribution to the broad patterns of our history; or*
> *(B) that are associated with the lives of persons significant in our past; or*
> *(C) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
> *(D) that have yielded, or may be likely to yield, information important in prehistory or history.*

Recommendations regarding the site's eligibility for the NRHP were made based on the retention of historic integrity and the above-cited criteria.

DUP Marker No. 128 NRHP Recommendation

The most prominent feature of this marker, erected by the Daughter of Utah Pioneers in 1948, is the bell from the town hall. Because the bell is a "fragment of a larger resource" (NRHP Bulletin 15), it has lost integrity of location, design, setting, materials, workmanship, and association. Further, due to the commercialization and changing nature of this part of Park City, the site lacks integrity of feeling. Although this site can be associated with the broad patterns of settlement and early settlers in Park City, it does not retain the integrity necessary to convey its significance. Further, this object does not "demonstrate its ability to convey its significance as opposed to other sites"(NRHP Bulletin 15), and is recommended not eligible under Criterion A and B. The marker does not represent a type, period, or method of construction nor was it created by a master and is recommended not eligible under Criterion C. Further, there is little potential for this object to contain additional information that could answer questions important to the history of the area and is therefore, recommended not eligible under Criterion D.

Based on the literature review, no previously recorded historic resources exist in the Study Area. One new object was recorded as part of this Study, a DUP Marker denoting the first flag raising in Park City with the City Hall bell on top. This DUP marker was recommended not eligible for the NRHP under any Criteria. Therefore, Chronicle recommends that the 1800 Park Avenue project will have No Effect on Significant Historic Resources.

HISTORIC SITE SHORT FORM

(11/17)

UTAH OFFICE OF HISTORIC PRESERVATION
For Section 106 Review Only
(Do not use this form to record archeological sites)

1 IDENTIFICATION
Historic Property Name (if known): Daughters of Utah Pioneers Monument *106 Project Title:* 1800 Park Ave, Park City
Address: ~1800 Park Ave *Lat/Long (Optional):*
City, County: Park City, Summit County Geographical Data (Optional):

2 EVALUATION
Evaluation (select one)

☐ *The property is considered* **Eligible** *at this time because it is already listed in the National Register* **or**
- is at least 50 years old **and** retains its historic integrity (minimal alterations to key features), and has potential significance.

☑ *The property is considered* **Not Eligible** *at this time because it:*
- is less than 50 years old, **or** is 50 years or older but there have been major alterations to key features.

3 DOCUMENTATION

Required	*Research Sources (optional, check all sources consulted, whether useful or not)*
☑ *Upload two photos*	☐ *abstract of title*
☐ *site sketch map (optional)*	☐ *tax card & photo*
☐ *other:*	☐ *building permit*
	☐ *Sanborn Maps*
	☑ *other:*

4 ARCHITECTURAL DESCRIPTION AND HISTORY

Date of Construction: 1948 *No. of Stories:* 0 *Use*
Building Type: Other Type *Building Style:* Other *Original Use:* Other
Foundation Material: Concrete *Wall Material(s):* Stone *Current Use:* Other
Additions: ☑ *none* ☐ *minor* ☐ *major (describe below)* *Alterations:* ☑ *none* ☐ *minor* ☐ *major (describe below)*
No. of contributing outbuildings and/or structures: *No. of non-contributing outbuildings and/or structures:*

Briefly describe the original building, any major additions or alterations and their dates, and associated outbuildings and structures. Also provide a brief history of the building's construction and use (if known). Use continuation sheets as necessary for additional photos and text.

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker and a 3 ft diameter bell placed on top of the base. The bell was

5 PROPOSED ACTION
Describe the impending action (e.g., road widening, rehabilitation, alteration, demolition). Use continuation sheets as necessary for additional photos and text.

This project may involve moving the monument. Although the monument is recommended not eligible for listing on the NRHP, it is still important to the community and to the Daughters of Utah Pioneers. It is therefore, recommended that the Daughters of the Utah Pioneers be notified so that they can participate in the relocation process.

Form completed by: Wendy Simmons Johnson *Date (mo/yr):* 92023

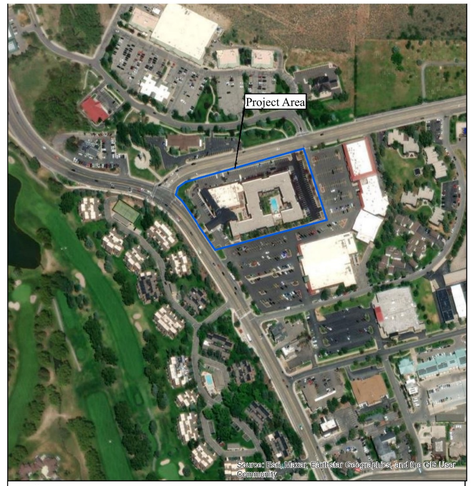


Figure 1. Location of the 1800 Park Ave Study Area in Park City, Utah.

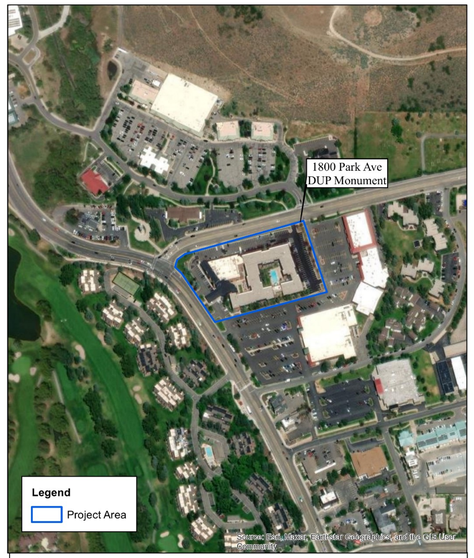


Figure 2. Location of the 1800 Park Ave, DUP Monument, Park City, Utah.

6 PHOTO UPLOAD
Upload your images. Please upload at least one current and clear image.
If you have additional documents, such as a site sketch map or project area map (a map for each individual property is not required if project features multiple properties; just submit one map highlighting all properties in project area), please submit those as a separate pdf or attach as part of the agency letter.





ELLIOTT WORKGROUP
10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-014
Historic Site Report

LMC 15-6-6 MPD Required Findings and Conclusions of Law

The Planning Commission must make the following findings in order to approve a Master Planned Development. In some cases, conditions of approval will be attached to the approval to ensure compliance with these findings. The Master Planned Development, as conditioned:

LMC 15-6-6A

Complies with all requirements of the Land Management Code

Refer to MPD Requirements Analysis on sheets MPD-002 thru MPD-016.

LMC 15-6-6B

Meets the minimum requirements of Section 15-6-5;

Refer to MPD Requirements Analysis on sheets MPD-002 thru MPD-016.

LMC 15-6-6C

Provides the highest value of Open Space

The project exceeds the baseline percentage of open space. It includes open space types appropriate for each location of the site. These open space types range from linear green spaces, plazas, commercial sidewalks, signature trails, and general gathering areas.

LMC 15-6-6D

Strengthens and enhances the resort character of Park City

Maintaining a hotel use at this location continues to support the Park City Resort Character. The design incorporates stone, steel, and wood in a composition that is familiar to the mining heritage and the resort development as seen at the base area of Park City Mountain and Deer Valley.

LMC 15-6-6E

Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible

Refer to MPD-014 Historic Site Report for preservation of existing Historic Object and MPD-027 Tree Demo for preservation of existing vegetation along Kearns Blvd.

LMC 15-6-6F

Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses

The project is compatible with the surrounding residential, commercial, retail, and office uses in both use and scale.

LMC 15-6-6G

Provides amenities to the community so that there is no net loss of community amenities

Refer to MPD-017 Community Benefits.

LMC 15-6-6H

Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete

Refer to MPD-012, MPD-012.1 Affordable Mitigation Plan and MPD-016 Unit Equivalent Calculations.

LMC 15-6-6I

Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site

The site is not located with the Sensitive Lands as defined in the LMC. The entire site is developable and the building has been pulled away from Kearns Boulevard and Park Avenue.

LMC 15-6-6J

Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections

. Refer to MPD-035 Public Transportation, MPD-007 Parking Management Plan and MPD-013 Walk/Bike Study.

LMC 15-6-6K

Was noticed and the Planning Commission held a public hearing in accordance with this Chapter

Staff published notice on the City's website and the Utah Public Notice website and mailed courtesy notice to property owners within 300 feet on June 12, 2024. The Park Record published courtesy notice on June 12, 2024.

LMC 15-6-6L

Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application

A third party energy consultant during design development and construction document phases and is willing to explore Energy Use Intensity requirements. The Applicant Proposes:

a. Installing 58 Electric Charging Stations for 20% of the parking stalls prior issuance of a Certificate of Occupancy
b. Constructing all-electric multi-family units
c. Installing windows specificity designed for mountain climate with performance of R-5 to R-9
d. Installing exterior insulation that exceeds the requirements of the Building Code.
e. Incorporating bioswales in the landscaping to collect and remove pollutants from stormwater.
f. Constructing building that are solar PV ready.

LMC 15-6-6M

Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies

The property is outside the Mining Hazard Ordinance Overlay area. Refer to MPD-011.

LMC 15-6-6N

Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance

The project is in the Park City Soils Boundary. Geotechnical Investigation has been completed for the property. The project will comply with requirements during the construction phase of the project.

LMC 15-6-6O

Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan

Existing Historic Structure is proposed to be rehabilitated, the monument preserve its current location. Once the City finalizes the pedestrian tunnel design, the owner is open to find a location within the property, the goal is to avoid relocating it more than one time. Refer to MPD-014 Historic Site Report

LMC 15-6-6P

Addresses and mitigates traffic.

A Traffic Impact Study is currently being coordinated between Hales Engineering (Traffic Consultant) and the PCMC Engineering Department. xxxxxx

10/09/2023 (Rev. 10/09/2024) COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-6-8 MPD 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. 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. On the Tables below, One (1) UE equates 2000 SF has been use for Multi Family calculation.

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.
On the Tables below, Affordable Housing and ADA units have not been accounted on calculations.

LMC 15-6-8A. Calculating Residential Units

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.
The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

LMC 15-6-8A. Lockouts

For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit. Lockouts have been included on Hotel UE calculation.

LMC 15-6-8B. Support Commercial within Residential MPD

Within a Hotel or Nightly Rental condominium project, the Floor Area of Support Commercial uses may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents. Any unused support commercial floor area may be utilized for meeting space Uses. The Support Commercial and Meeting Room is less than 10% of the Residential UE in both Hotel and Multi Family calculations (11,452 SF < 12,699 SF)

LMC 15-6-8C. 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. The Support Commercial and Meeting Room is less than 10% of the Residential UE in both Hotel and Multi Family calculations (11,452 SF < 12,699 SF)

LMC 15-6-8D. 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.*The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

LMC 15-6-8E. 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, Laundry facilities and storage, Employee facilities, 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 The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

EXISTING HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Existing Yarrow Hotel		quantities	employee rate	employees	mitigation rate	workers per household
Hotel		room/suite	per room		20%	1.5
Guest Rooms		182	0.6	109.2	21.84	14.56
		182		109.2	21.84	14.56
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	5,000	5.0	6.5	32.50	6.50	4.33
Meeting Space	9,437	9.4	1.3	12.27	2.45	1.64
		14.4		44.77	8.95	5.97
Total Existing Yarrow Hotel Affordable Unit Equivalents						20.53

EXISTING PARKING ANALYSIS

Existing Yarrow Hotel	area	rooms/suites/ keys	total area parking required		spaces required
Hotel					
Guest Rooms		182	71,400	1	182.00
Deluxe 2 Doubles	380	18	6,840		
Deluxe 2 Queen	380	101	38,380		
Deluxe King	380	31	11,780		
Queen ADA	380	5	1,900		
Studio King	380	12	4,560		
Studio Double	380	7	2,660		
Parlor Suite Kings	640	6	3,840		
Executive Suite King	720	2	1,440		
		182	71,400	1	182.00
	total area	allowed support space	area over allowed support commercial parking required		spaces required
Support Commercial		5%	1/200 sf		
Hotel Restaurant/Lounge	5,000	3,570	1,430.0	0.005	7.15
Meeting Space	9,437	3,570	5,867.0	0.005	29.34
		7,140.0		0.01	0.00	36.49
Total Building Area						132,330
Total Parking Required						219.00
Total Parking Available						168
Percentage Reduction						23.29%

HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Proposed Redevelopment		quantities	employee rate	employees	mitigation rate	workers per household
Hotel/Condo		room/suite	per room		20%	1.5
studio a		55	0.6	33	6.6	4.40
ADA studio (exempt)		1		0	0	0.00
studio corner		2	0.6	1.2	0.24	0.16
studio b		6	0.6	3.6	0.72	0.48
studio c		9	0.6	5.4	1.08	0.72
1 bedroom		32	0.6	19.2	3.84	2.56
ADA 1 bedroom (exempt)		1		0	0	0.00
1 bedroom corner		4	0.6	2.4	0.48	0.32
1 bedroom suite a		7	0.6	4.2	0.84	0.56
1 bedroom suite b		2		0	0	0.00
2 bedroom corner		29	0.6	17.4	3.48	2.32
ADA 2 bedroom (exempt)		1		0	0	0.00
2 bedroom a		6	0.6	3.6	0.72	0.48
2 bedroom b		6	0.6	3.6	0.72	0.48
lockout		12	0.6	7.2	1.44	0.96
3 bedroom Top Floor a		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor b		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor c		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor d		2	0.6	1.2	0.24	0.16
3 bedroom Top Floor e		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor f		1	0.6	0.6	0.12	0.08
3 bedroom Top Floor g		1	0.6	0.6	0.12	0.08
ADA 3 bedroom Top Floor (exempt)		1		0	0	0.00
		182		105.6	21.12	14.08
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1		0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699 ***					
		27.8		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						26.33

Proposed Affordable	quantities	area	total area	affordable unit equivalent	additional aue proposed	required
Residential (Affordable)	60			900		
studio	18	332.0	5,976	6.64		
1 bedroom	42	435.0	18,270	20.30		
Total Proposed Affordable			24,246	26.94	0.61	26.33

MULTI-FAMILY EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Proposed Redevelopment	quantities	area	total area	unit equivalent	aue required
Hotel/Condo	room/suite			2,000	20%
studio a	55	459	24,750	12.375	2.48
ADA studio (exempt)	1	459	0	0	0.00
studio corner	2	476	952	0.476	0.10
studio b	6	489	2,934	1.467	0.29
studio c	9	535	4,815	2.4075	0.48
1 bedroom	32	571	18,272	9.136	1.83
ADA 1 bedroom (exempt)	1	571	0	0	0.00
1 bedroom corner	4	476	1,904	0.952	0.19
1 bedroom suite a	7	594	4,158	2.079	0.42
1 bedroom suite b	2	705	1,410	0.705	0.14
2 bedroom corner	29	1,187	34,423	17.2115	3.44
ADA 2 bedroom (exempt)	1	1,187	0	0	0.00
2 bedroom a	6	1,224	7,344	3.672	0.73
2 bedroom b	6	1,254	7,524	3.762	0.75
3 bedroom Top Floor a	1	1,742	1,742	0.871	0.17
3 bedroom Top Floor b	1	1,702	1,702	0.851	0.17
3 bedroom Top Floor c	1	1,965	1,966	0.983	0.20
3 bedroom Top Floor d	2	1,782	3,564	1.782	0.36
3 bedroom Top Floor e	1	2,148	2,148	1.074	0.21
3 bedroom Top Floor f	1	1,853	1,853	0.9265	0.19
3 bedroom Top Floor g	1	1,771	1,771	0.8855	0.18
ADA 3 bedroom Top Floor (exempt)	1	1,546	0	0	0.00
	170		123,232	61.62	12.32
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	4,184	4.2	6.5	27.20	5.44	3.63
Rooftop Bar	3,119	3.1	6.5	20.27	4.05	2.70
Retail	2,543	2.5	3.3	8.39	1.68	1.12
Office (Prof. Services)	6,469	6.5	3.7	23.94	4.79	3.19
Lobby Retail	2,136	2.1	0.0	0.00	0.00	0.00
Spa & Fitness	2,811	2.8	1.3	3.65	0.73	0.49
Breakout Rooms	1,148	1.1	1.3	1.49	0.30	0.20
Meeting Hall	5,051	5.1	1.3	6.57	1.31	0.88
Coffee Shop (exempt)	306	0.3	1.3	0.40	0.08	0.05
Total Exempt	11,452					
10% of Residential UE	12,699					
		16.3		91.91	18.38	12.25
Total Proposed Redevelopment Affordable Unit Equivalents						24.58

Proposed Affordable	quantities	area	total area	affordable unit equivalent	additional aue proposed	required
Residential (Affordable)	60			900		
studio	18	332.0	5,976	6.64		
1 bedroom	42	435.0	18,270	20.30		
Total Proposed Affordable			24,245	26.94	2.36	24.58

- Existing Building.....20.45 AUEs
- Proposed Building (Hotel).....26.33 AUE's Req.
- Proposed Building (Multi-Family).....24.58 AUE's Req.
- AH Units Provided.....26.94 AUEs.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-016

Unit Equivalent Calculations

Affordable Housing

60 Units of deed restricted affordable housing units with a range of affordability for households with incomes between 50% - 80% of AMI.



Outdoor Community Spaces

Over 1.7 acres of public open space, creating a landscaped greenbelt surrounding the property and new community greens.



Connectivity

Over 1500 feet of new 12’ multi-use paths separated from traffic, enhancing the pedestrian experience at this critical and highly trafficked intersection. Also designed to work with the proposed pedestrian tunnel that crosses Kearns Boulevard.



Bike Share Station

Design hosts a new Summit bike Share Station to supplement the highly popular station across Park Avenue.



Underground Parking

Replace the sea of asphalt surrounding the current building with underground parking for 263 cars, plus covered bike parking and charging facilities.



Transit Oriented Development

Property is adjacent to heavily used Park City and High Valley Transit stops.



Community Facilities

In addition to making land available for the Park City’s planned Kearns Boulevard tunnel, the project would deliver several million dollars’ worth of public infrastructure created at private expense.



Transit Stop Improvements

The design improves access to the Fresh Market transit stop through improved connections to crosswalks and bike share facilities.



Sustainable Development

The project is designed to EnergyStar, yielding low Energy Use Intensity, and all electric residential and lodging units which eliminates residential unit C02 emissions. The entire project will consume less energy than the existing property.



ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-017

Community Benefits

LMC 15-3-9 Bicycle Parking Requirements

LMC 15-3-9A. Bicycle Parking Requirements

Outdoor bicycle parking is an area where one bicycle may be securely stored with both wheels resting on a stable surface and conveniently accessed and removed without requiring the movement of other bicycles, vehicles, or other objects.

1. *Outdoor bicycle parking must:*
   - a. *Be inverted-U, post and ring, corral, or other as approved by the City Engineer and Transportation Planning Department;*
   - b. *Be mounted in concrete;*
   - c. *Be galvanized or stainless steel, coated with PVC or thermoplastic, and resistant to rust, corrosion, hammers, and saws;*
   - d. *Provide secure racks in which both the bicycle frame and wheel may be locked by the user using a U-lock;*
   - e. *Be designed to prevent damage to the bicycle and to facilitate easy and secure bicycle parking without interference from or to adjacent bicycles;*
   - f. *Be installed no more than fifty feet (50') from the primary entrance;*
   - g. *Be located in convenient, highly visible, active, well-lighted areas that are easily accessible from the Right-of-Way, bicycle lanes, and/or trails and pathways;*
   - h. *Meet the dimension, setback, and installation requirements outlined in the NACTO or AASHTO design guidelines, as approved by the City Engineer or Transportation Planning;*
   - i. *Be Compatible in design and function with the surrounding Buildings and Street furniture;*
   - j. *Be protected from vehicles;*
   - k. *Be maintained in good condition, appearance, and repair;*
   - l. *Be protected from weather by existing structures such as overhangs or awnings or by natural elements such as a tree canopy;*
   - m. *Be clear of ice, snow, and any other obstructions;*
   - n. *Not obstruct pedestrian or ADA accessibility.*

The proposed outdoor bicycle parking meets with the criteria above. Refer to MPD-023 Site Plan, MPD-100 Level-1 & MPD-101 Level 1 Floor Plan for outdoor locations.



2. *Outdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles. Applicants granted a reduction in Off-Street parking by the Planning Commission must satisfy outdoor bicycle parking for the full Off-Street parking requirement. One percent (1%) or minimum of one (1) bicycle parking space of the outdoor bicycle parking shall provide parking at least three feet (3') by ten feet (10') per space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.*

-Required Parking Stalls: 361 stalls
-Required Outdoor Bicycle Parking: 36.1
-Provided Outdoor Bicycle Parking: 37 (Refer to MPD-100 & 101)
& 1 oversize stall (3'x10')

LMC 15-3-9B. Enclosed Bicycle Storage

Enclosed bicycle storage provides secure long-term storing and locking of bicycles.

1. *Enclosed bicycle storage must:*
   - a. *Be located within the Parking Structure or Building for which it is required*
     The proposed Enclosed Bike Storage is located on enclosed storage on Parking Level & Level 1. Refer to MPD-100 & MPD-101
   - b. *Be enclosed with solid walls or floor-to-ceiling fencing;*
     Proposed Bike Storage on Level 1 Storage has solid walls at Level 1 and floor to ceiling enclosure on proposed locations at Level -1
   - c. *Be securely locked and access-controlled;*
     Proposed Bike Storage on Level -1 and 1 will be securily locked and will have access controlled.
   - d. *Contain racks for support and locking of individual bicycles;*
     Racks will be provided and individual locking as well.
   - e. *If not located on the ground floor, be accessible by an elevator with interior dimensions of at least eighty inches (80") by fifty-four inches (54"); and*
     Bike Storage is located at ground floor and Parking Level. Elevators to Parking Level meet the requirement above
   - f. *Provide electrical outlets for e-bike charging*
     Outlets will be provided on each of the proposed locations

Enclosed bicycle storage shall be provided as follows:

2. a. *For one (1) bicycle per three (3) Dwelling Units for Multi-Unit Dwellings with ten (10) or more Dwelling Units, and*
   b. *For one (1) bicycle per ten (10) employees generated for Uses as outlined in Resolution No. 05-2021, as amended*
3. *Five percent of the Enclosed Bicycle Storage shall be at least three feet (3') by ten feet (10') per parking space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.*
4. *Applicants required to provide ten (10) or more Enclosed Bicycle Storage spaces shall include a bicycle repair station.*

Refer to MPD-016 for Unit Calculation and Employee Generation used on Enclosed Bicycle calculation below.

Residential
170 units + 60 units = 230 units /3 = 77 spaces

Employees
91.91 + 105.6 =197.51 198 employees /10 = 20 spaces

Total 97 Indoor spaces

5% of Indoor spaces = 5 spaces which are required to be 3' x 10'
(Proposed on Parking Level, Refer to MPD-100)

And this requires a Bicycle Repair Station
(Proposed on North East area, next to outdoor bicycle parking, Refer to MPD-101)

As an Alternate, the hotel employees will not all park at the same time as there are three 8 hour shifts in a day. At most we would need 1/2 of the enclosed spaces for the Hotel Use.

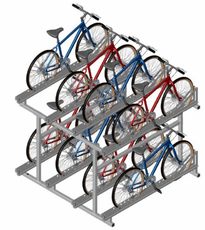
Residential
170 units = 60 units = 230 units /3 = 77 spaces

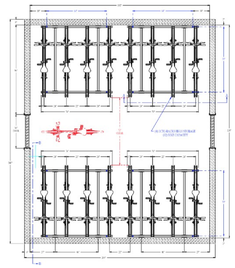
Employees
46 + 105.6 = 152 employees /10 = 16 spaces

Total 93 Indoor spaces

5% of Indoor spaces = 5 spaces which are required to be 3' x 10'
(Proposed on Parking Level, Refer to MPD-100)

And this requires a Bicycle Repair Station
(Proposed on North East area, next to outdoor bicycle parking, Refer to MPD-101)





LMC 15-3-9C. Exceptions

This Section does not apply to Summit Bike Share.

Summit Bike Share has been proposed on South West area, this section doesn't apply to it.

LMC 15-3-9D. Alternative Compliance

The Planning Commission may reduce or modify the required outdoor bicycle parking and enclosed bicycle storage when the Applicant demonstrates a plan that achieves secure bicycle parking facilities that best suits the Uses and physical constraints of a Site.

Not Applicable

LMC 15-3-9E. Paymney-In-Lieu

Structures with zero Setback requirements or Properties where Outdoor Bicycle Parking or Enclosed Bicycle Parking would negatively impact access, circulation, or snow removal, may pay a fee in-lieu for required bicycle parking.

Not Applicable

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-018
Bike Storage Analysis



Park & Kearns Redevelopment

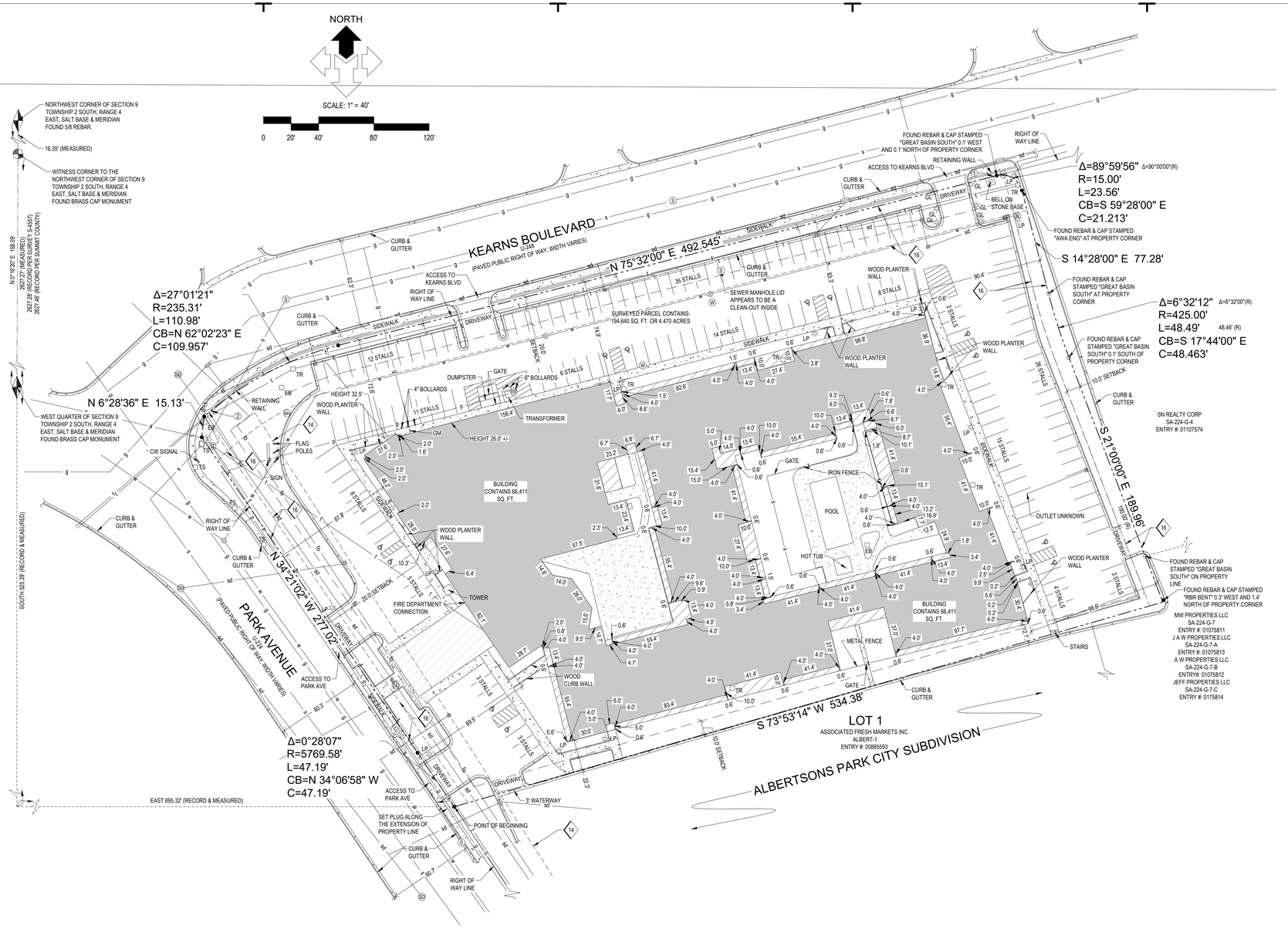
MPD-020.

Aerial View

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP



TITLE INFORMATION

THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING RECORD EASEMENTS, ADJOINERS AND OTHER DOCUMENTS THAT MIGHT AFFECT THE QUALITY OF TITLE TO TRACT SHOWN HEREON WAS GAINED FROM TITLE COMMITMENT NO. 1244369 PREPARED BY STEWART TITLE GUARANTY COMPANY. EFFECTIVE DATE: MAY 21, 2021, AT 8:00 AM.

DESCRIPTION PER TITLE REPORT

THE FOLLOWING DESCRIBED REAL PROPERTY IS LOCATED IN SUMMIT COUNTY, STATE OF UTAH:

BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF PARK AVENUE (STATE HIGHWAY U-224), SAID POINT BEING SOUTH 525.39 FEET AND EAST 695.32 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTHWESTERLY, ALONG SAID RIGHT OF WAY, ON A CURVE TO THE LEFT, HAVING A RADIUS OF 5769.58 FEET, THROUGH A CENTRAL ANGLE OF 0°28'07", A DISTANCE OF 47.19 FEET TO A POINT(CHORD BEARS NORTH 34°06'58" WEST, 47.19 FEET) ; THENCE NORTH 34°21'02" WEST ALONG SAID RIGHT OF WAY A DISTANCE OF 277.02 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF KEARNS BOULEVARD (STATE HIGHWAY U-248); THENCE NORTH 6°28'36" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 15.13 FEET TO A POINT OF NON-TANGENCY; THENCE NORTHEASTERLY ON A CURVE TO THE RIGHT, ALONG SAID RIGHT OF WAY, HAVING A RADIUS OF 235.31 FEET, THROUGH A CENTRAL ANGLE OF 27°01'21", A DISTANCE OF 110.98 FEET TO A POINT OF NON-TANGENCY (CHORD BEARS NORTH 62°02'23" EAST, 109.957 FEET); THENCE NORTH 75°32'00" EAST, ALONG SAID HIGHWAY, A DISTANCE OF 492.545 FEET TO A POINT OF TANGENCY; THENCE SOUTHEASTERLY, ON A CURVE TO THE RIGHT; HAVING A RADIUS OF 15 FEET , THROUGH A CENTRAL ANGLE OF 90°00'00", A DISTANCE OF 23.56 FEET TO A POINT OF TANGENCY (CHORD BEARS SOUTH 59°28'00" EAST, 21.213 FEET); THENCE SOUTH 14°28'00" EAST A DISTANCE OF 77.28 FEET TO A POINT OF TANGENCY; THENCE SOUTHEASTERLY, ON A CURVE TO THE LEFT, HAVING A RADIUS OF 425.00 FEET, THROUGH A CENTRAL ANGLE OF 6°32'00", A DISTANCE OF 48.46 FEET TO A POINT OF TANGENCY (CHORD BEARS SOUTH 17°44'00" EAST, 48.463 FEET); THENCE SOUTH 21°00'00" EAST, A DISTANCE OF 190.00 FEET TO A POINT; THENCE SOUTH 73°53'14" WEST 534.38 FEET TO THE POINT OF BEGINNING.

SCHEDULE B-2 EXCEPTIONS

14 AN EASEMENT FOR RIGHT OF WAY (WIDTH NOT DISCLOSED) FOR ELECTRIC TRANSMISSION AND DISTRIBUTION FACILITIES AS CREATED IN FAVOR OF UTAH POWER AND LIGHT COMPANY BY INSTRUMENT RECORDED JULY 18, 1938, AS ENTRY NO. 62920 IN BOOK V OF MISCELLANEOUS AT PAGE 520 OF OFFICIAL RECORDS.
SURVEY FINDINGS: SHOWN HEREON

15 RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED EXECUTED BY UNITED PARK CITY MINES COMPANY DATED AUGUST 8 1972, AS ENTRY NO. 116520 IN BOOK M-40 AT PAGE 52.
SURVEY FINDINGS: SURVEYED PARCEL FALLS WITHIN CITED DOCUMENT, BLANKET IN NATURE

16 RESERVATIONS CONTAINED IN THAT CERTAIN SPECIAL WARRANTY DEED AND AGREEMENT BY AND BETWEEN GREATER PARK CITY COMPANY, UTAH CORPORATION AND COMSTOCK ASSOCIATES, A UTAH GENERAL PARTNERSHIP, RECORDED JUNE 21, 1974, AS ENTRY NO. 123544 IN BOOK M-57 AT PAGE 405 OF OFFICIAL RECORDS, SET FORTH, IN PART, AS FOLLOWS:
SURVEY FINDINGS: SHOWN HEREON

SURVEY NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO PROVIDE AN "ALTA/NSPS LAND TITLE SURVEY" ON THE SUBJECT PROPERTY PER CLIENTS REQUEST. THE BASIS OF BEARING FOR THIS SURVEY IS NORTH 00°16'20" EAST ALONG THE SECTION LINE BETWEEN THE FOUND BRASS CAP MONUMENT AND A FOUND 5/8 REBAR MARKING THE WEST QUARTER AND THE NORTHWEST CORNER RESPECTIVELY OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN, AS SHOWN ON THIS SURVEY. THE SURVEYED PROPERTY LINES WERE ESTABLISHED PER DEED. THIS VERIFIED ALONG THE EASTERLY PROPERTY LINES BY A SURVEY PREPARED BY GREAT BASIN SOUTH, ON FILE WITH THE OFFICE OF THE SUMMIT COUNTY RECORDER AS S0004557 AND ALONG THE SOUTH BY THE RECORDED PLAT FOR ALBERTSON'S PARK CITY SUBDIVISION.

SURVEYOR'S CERTIFICATE

TO YARROW HOTEL OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY, YARROW RESORT TRS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, STEWART TITLE GUARANTY COMPANY, MIDCAP FINANCIAL TRUST, A DELAWARE STATUTORY TRUST, AS AGENT, ITS SUCCESSORS AND ASSIGNS AS THEIR INTEREST MAY APPEAR.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 13, 14, 16, 17, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 24, 2021.

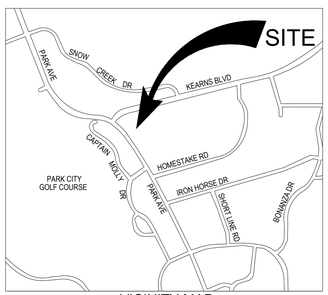
DATE OF PLAT OR MAP: JUNE 10, 2021

DAVID B. DRAPER
LICENSE NO. 6861599

PROFESSIONAL LAND SURVEYOR — DAVID B. DRAPER — No. 6861599 — 06/10/21 — STATE OF UTAH

TABLE "A" ITEMS

1. SEE GENERAL NOTE 2
2. SHOWN HEREON
3. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THE SUBJECT PARCEL LIES WITHIN ZONE X PER FLOOD INSURANCE RATE MAP 49043C0917D, EFFECTIVE 3-23-2021.
4. SHOWN HEREON
6(A). INFORMATION SHOWN HEREON PER PRIOR MCNEIL SURVEY, NO UP TO DATE INFORMATION PROVIDED
6(B). INFORMATION SHOWN HEREON PER PRIOR MCNEIL SURVEY, NO UP TO DATE INFORMATION PROVIDED
7(A). SHOWN HEREON
7(B)(1). SHOWN HEREON
7(C). SHOWN HEREON
8. SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK SHOWN HEREON.
9. 156 REGULAR STALLS, 12 ADA STALLS, TOTALING 168 PARKING STALLS ON SITE.
10. NOT APPLICABLE
13. ADJOINING OWNERS SHOWN HEREON.
14. SITE IS AT THE INTERSECTION OF KEARNS BOULEVARD AND PARK AVENUE
16. NONE OBSERVED
17. NO OBSERVED RECENT STREET OR SIDEWALK REPAIR. NO PROPOSED CHANGES TO STREET RIGHT OF WAY LINES HAVE BEEN MADE AVAILABLE BY THE CONTROLLING JURISDICTION



VICINITY MAP
SCALE: N.T.S.

LEGEND

	ADJOINING PROPERTY LINE	FH	FIRE HYDRANT
	ADJOINING LOT LINE	W	WATER MANHOLE
	PROPERTY LINE	WV	WATER VALVE
	MONUMENT LINE	EB	ELECTRIC BOX
	EASEMENT LINE	CB	COMMUNICATION BOX
	SET BACK LINE	EM	ELECTRIC METER
x	EXISTING FENCE	LP	LIGHT POLE
p	POWER LINE	GL	GROUND LIGHT
t	TELEPHONE LINE	CO	CLEAN OUT
w	WATER LINE	S	SANITARY SEWER MANHOLE
s	SANITARY SEWER LINE	GM	GAS METER
sd	STORM DRAIN LINE	C	COMMUNICATION MANHOLE
	CONCRETE		STORM DRAIN CATCH BASIN
	BUILDING	SD	STORM DRAIN MANHOLE
	BUILDING OVERHANG	MH	MANHOLE
	PROPERTY CORNER (SEE GENERAL NOTE 2)	ICV	IRRIGATION CONTROL VALVE
	TELEPHONE RISER	TS	TRAFFIC SIGNAL BOX
	SIGN		

SIGNIFICANT OBSERVATIONS

① ROCK BASE OF BELL 0.2' NORTHWESTERLY OF PROPERTY LINE

② END OF RETAINING WALL 1.0' SOUTHEASTERLY OF PROPERTY LINE

GENERAL NOTES

1. McNEIL ENGINEERING OR McNEIL ENGINEERING - SURVEYING L.C., MAKES NO REPRESENTATIONS AS TO THE EXISTENCE OF ANY OTHER RECORD DOCUMENTS THAT MAY AFFECT THIS PARCEL OTHER THAN THOSE SHOWN IN THE EXCEPTIONS OF SCHEDULE B-2 AS SHOWN HEREON.

2. CORNER MONUMENTS WERE SET WITH 5 / 8 REBAR & CAP OR NAIL & WASHER STAMPED "MCNEIL ENG" UNLESS OTHERWISE NOTED HEREON.

3. THIS MAP MAKES NO ASSUMPTIONS AS TO ANY UNWRITTEN RIGHTS THAT MAY EXIST BY AND BETWEEN THE ADJOINING LANDOWNERS.

4. COURSES AND DISTANCES SHOWN ON THIS MAP ARE MEASURED DIMENSIONS UNLESS SHOWN WITHIN PARENTHESIS, INDICATING A RECORD COURSE OR DISTANCE. RECORD INFORMATION IS TAKEN FROM CITED TITLE COMMITMENT, DEEDS OF RECORD, SUBDIVISION PLATS, ROADWAY DEDICATION PLATS, CITY ATLAS PLATS, FILED SURVEYS OR OTHER SOURCES OF RECORD INFORMATION.

5. NO OBSERVED EVIDENCE OF CEMETERIES OR BURIAL GROUNDS.

6. THERE IS DIRECT VEHICULAR AND PEDESTRIAN ACCESS TO AND FROM KEARNS BOULEVARD AND PARK AVENUE, EACH A DEDICATED PUBLIC RIGHT-OF-WAY.

ZONING INFORMATION

ZONE = "GC" GENERAL COMMERCIAL DISTRICT

SETBACKS;
FRONT: 20 FEET MINIMUM; 20 FT FRONT SETBACK MAY BE REDUCED TO 10 FEET, PROVIDED ALL ON-SITE PARKING IS AT THE REAR OF THE PROPERTY OR UNDERGROUND.
SIDE INTERIOR: 10 FEET MINIMUM (INTERIOR); ON CORNER LOTS, THE SIDE YARD THAT FACES A STREET IS CONSIDERED A FRONT YARD AND THE SETBACK MUST NOT BE LESS THAN 20 FEET.
REAR: 10 FEET MINIMUM
PARKING SET BACK: 5 FEET MINIMUM, UNLESS A DRIVEWAY EXCEPTION IS USED, UNENCLOSED PARKING AREAS SHALL GENERALLY INCLUDE LANDSCAPING ON ALL PERIMETER PROPERTY LINES.

SITE AREA;
SITE AREA: NO MINIMUM LOT AREA OR LOT WIDTH REQUIREMENT.

BUILDING HEIGHT;
MAXIMUM HEIGHT: 35 FEET FROM EXISTING GRADE.
EXISTING HEIGHT: 2 STORIES (PER CLIENT)

DENSITY;
DENSITY REQUIREMENTS: NO REQUIREMENT LISTED.
EXISTING BUILDING FOOT PRINT: SQUARE FOOTAGE OF THE GROUND BUILDING FLOOR AREA WAS NOT PROVIDED ON THE SURVEY.

OFF-STREET PARKING:
PARKING FORMULA(S): HOTEL, MINOR AND MAJOR - 1 SPACE PER ROOM OR SUITE, AND 1 SPACE PER 200 SF OF SEPARATELY LEASABLE COMMERCIAL SPACE. PER SPENCER CAWLEY, PLANNER, IF THE RESTAURANT OR RETAIL SHOP LEASES THE SPACES FROM THE HOTEL, THEN IT WOULD COMMERCIAL SPACE. THE HOTEL'S LICENSE (NOT A SEPARATE BUSINESS) SO THAT WOULD NOT BE CONSIDERED 'LEASABLE COMMERCIAL SPACE.'
REQUIRED PARKING SPACES: (182 X 1) = 182 TOTAL PARKING SPACES (FOR PURPOSE OF THIS REPORT, IT WAS ASSUMED THAT THE SUBJECT HOTEL DOES NOT HAVE SEPARATE LEASABLE COMMERCIAL SPACE)
EXISTING PARKING SPACES: 168 TOTAL PARKING SPACES (INCLUDING 12 HANDICAPPED)

ALL ABOVE ZONING INFORMATION IS PER ZONING REPORT PREPARED BY NATIONAL ZONING ASSOCIATES, LLC DATED MAY 27, 2021, SUPPLIED BY CLIENT .

McNEIL ENGINEERING
Economic and Sustainable Designs, Professionals You Know and Trust
8610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcneilengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

DOUBLE TREE HOTEL

1800 PARK AVENUE
PARK CITY, UTAH
LOCATED IN THE NORTHWEST 1/4 OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, S.L.B & M.

REV	DATE	REVISIONS DESCRIPTION
1	6/1/2021	COMMENTS AND UPDATED TITLE REPORT
2	6/4/2021	COMMENTS AND ZONING REPORT
3	6/9/2021	REVISE PARKING COUNT & COMMENTS

PROJECT NO:	21328
CAD FILE:	21328 ALTA
DRAWN BY:	KSL
CALC BY:	DBD
FIELD CREW:	HBD
CHECKED BY:	DBD
DATE:	6/10/2021

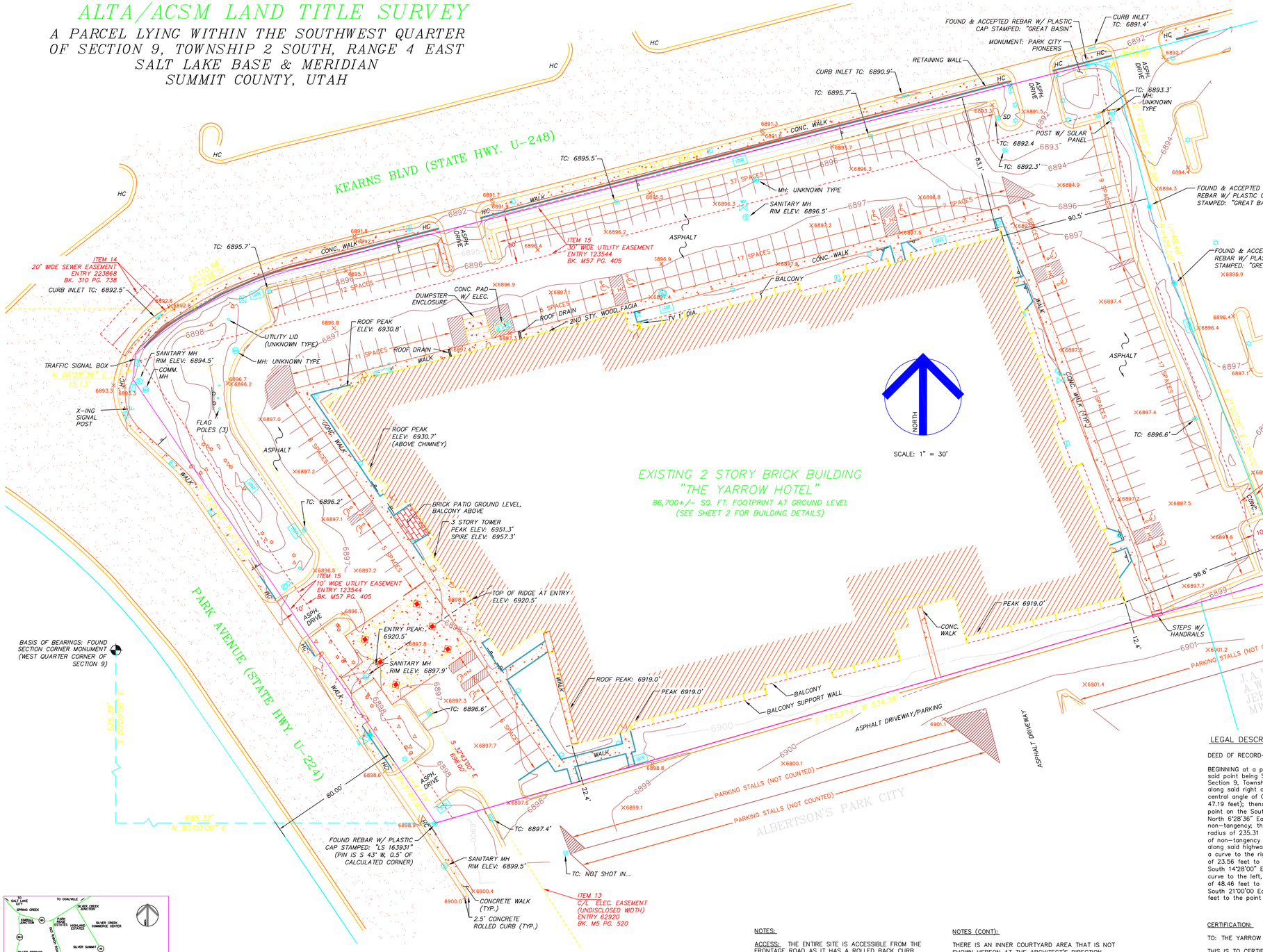
ALTA/NSPS LAND TITLE SURVEY

1 of 1

S:\2021\Files\21328\Survey\Prod Dwg\21328 Alta.dwg Dwg Jun 10, 2021 - 9:59am

ALTA/ACSM LAND TITLE SURVEY

A PARCEL LYING WITHIN THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN SUMMIT COUNTY, UTAH

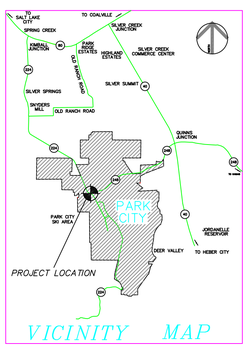


LEGEND

- FOUND OR SET REBAR W/ CAP (AS DESCRIBED)
- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- SANITARY SEWER MANHOLE
- SANITARY SEWER STUB
- ELECTRIC METER
- ELECTRIC BOX OR OUTLET
- ELECTRIC VAULT
- OUTDOOR ELEC. OUTLET
- LAMP POST
- FLOOD LIGHT
- TELEPHONE PEDESTAL
- IRRIGATION BOX
- GAS METER
- GUARD POST
- TRAFFIC LID
- GAS VALVE
- UTILITY POLE
- 6932.2 SPOT ELEVATION
- HANDICAP PARKING SPACE
- HC HANDICAP ACCESS
- CURB INLET
- CATCH BASIN
- SIGN
- LANDSCAPING
- FENCE
- 6" x 6" WOOD RETAINING WALL

TREE DIAMETER ANNOTATED TO EDGE OF DRIP LINE

- CONIFEROUS TREE
- DECIDUOUS TREE
- ROUNDED CONC. LANDSCAPING CURB



NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO CONDUCT AN ALTA/ACSM LAND TITLE SURVEY ON THE PROPERTY DESCRIBED IN THE PROVIDED TITLE REPORT ISSUED BY HIGH COUNTRY TITLE, FILE NO. 24108, EFFECTIVE DATE AUGUST 21, 2007 AT 8:00 AM.

EXISTING SURVEY MONUMENTS ON THE SUBJECT LOT AND THE FOUND SECTION CORNER WERE USED TO REESTABLISH THE PROPERTY CORNERS. EVIDENCE FOR THIS SURVEY WAS TAKEN FROM SAID TITLE REPORT, RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

THE BASIS OF BEARING IS BETWEEN FOUND CORNERS AS SHOWN HEREON. ALL BEARINGS AND DISTANCES SHOWN ARE THE EQUIVALENT OF RECORD UNLESS NOTED.

SURVEY COMPLETED: 09/27/2006

THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON.

NOTES:

ACCESS: THE ENTIRE SITE IS ACCESSIBLE FROM THE FRONTAGE ROAD AS IT HAS A ROLLED BACK CURB AND GUTTER. THERE ARE NO SPECIFIC CURB CUTS OR ENTRANCES DESIGNATED.

FLOOD ZONE DESIGNATION: THE PARCEL IS DESIGNATED AS "ZONE X" ON THE FEMA MAP# 49043C0917C EFFECTIVE DATE MARCH 16, 2006.

ZONING: THE PARCEL RESIDES IN THE "GENERAL COMMERICAL" ZONE AS DEFINED BY PARK CITY CODE.

NO OBSERVABLE EVIDENCE OF EARTHWORK OR CONSTRUCTION HAS BEEN SEEN WITH THE EXCEPTION OF THE NEW SIDEWALK AND RETAINING WALL ALONG THE NORTHERLY BOUNDARY, ADJACENT TO KEARNS BOULEVARD. IN CONJUNCTION WITH THIS, THERE HAVE BEEN NO CHANGES IN RIGHT OF WAYS ADJACENT TO THE SUBJECT PROPERTY.

NO OBSERVABLE EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

THERE ARE 162 STANDARD PARKING STALLS AND 12 HANDICAP ACCESSIBLE STALLS WITHIN THE BOUNDARY OF THE PROPERTY.

NOTES (CONT):

THERE IS AN INNER COURTYARD AREA THAT IS NOT SHOWN HEREON AT THE ARCHITECT'S DIRECTION. IT CONTAINS AN IN GROUND POOL AND PERTINENT CONCRETE PATIO AREAS.

TITLE COMMITMENT

SCHEDULE B, PART II, EFFECTIVE DATE AUGUST 21, 2007 AT 8:00 A.M.

ITEM 12. SAID PROPERTY LIES WITHIN THE BOUNDARIES OF THE PROSPECTOR LANDSCAPING AND MAINTENANCE OF SOIL COVER ORDINANCE, ENTRY NO. 311124, BOOK 529, PAGE 755 OF THE OFFICIAL RECORDS .

ITEM 13. SHOWN HEREON.

ITEM 14. SHOWN HEREON.

ITEM 15. SHOWN HEREON.

ITEM 16 THROUGH 22: NOT SHOWN HEREON.

LEGAL DESCRIPTION

DEED OF RECORD-SUBJECT PARCEL

BEGINNING at a point on the Easterly right of way line of Park Avenue (State Highway U-224), said point being South 525.39 feet and East 695.32 feet from the West quarter corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence Northwesterly, along said right of way, on a curve to the left, having a radius of 5769.58 feet, through a central angle of 0°28'07" a distance of 47.19 feet to a point (chord bears North 34°06'58" West 47.19 feet); thence North 34°21'02" West along said right of way a distance of 277.02 feet to a point on the Southerly right of way line of Kearns Boulevard (State Highway U-248); thence North 6°28'36" East along said right of way, a distance of 15.13 feet to a point of non-tangency; thence Northeasterly on a curve to the right, along said right of way , having a radius of 235.31 feet, through a central angle of 27°01'21", a distance of 110.98 feet to a point of non-tangency (chord bears North 62°02'23" East 109.957 feet); thence North 75°32'00" East along said highway, a distance of 492.545 feet to a point of tangency; thence Southeasterly, on a curve to the right, having a radius of 15 feet, through a central angle of 90°00'00 a distance of 23.56 feet to a point of tangency (chord bears South 59°28'00" East 21.213 feet); thence South 14°28'00" East a distance 77.28 feet to a point of tangency; thence Southeasterly on a curve to the left, having a radius of 425.00 feet, through a central angle of 6°32'00" a distance of 48.46 feet to a point of tangency (chord bears South 17°44'00" East 48.463 feet); thence South 21°00'00 East a distance of 190.00 feet to a point; thence South 73°53'14" West 534.38 feet to the point of BEGINNING.

CERTIFICATION:

TO: THE YARROW CORPORATION, A NEW YORK CORPORATION AND HIGH COUNTRY TITLE:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 2005, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7(a), 7(b), 8, 9, 10, 11(a),(AS TO UTILITIES, SURFACE MATTERS ONLY), 13, 14, 16, 17 AND 18 OF TABLE A THEREOF. PURSUANT TO THE ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNDERSIGNED FURTHER CERTIFIES THAT THE POSITIONAL UNCERTAINTIES RESULTING FROM THE SURVEY MEASUREMENTS MADE ON THE SURVEY DO NOT EXCEED THE ALLOWABLE POSITIONAL TOLERANCE.

CHRISTOPHER R. BRAUN

REGISTRATION NO. PLS 5152604

DATE: OCTOBER 15, 2007

PARK CITY SURVEYING
P.O. BOX 682993
PARK CITY, UTAH 84068
(435) 649-2918

DATE	BY	REVISIONS COMMENTS

SURVEYED BY: GC/TM
DRAWN BY: MN
DATE: SEPTEMBER 2007

FOR: YARROW CORPORATION

DWG: YARROW ALTA.dwg

ALTA/ACSM LAND TITLE SURVEY
1800 PARK AVENUE PARK CITY, UTAH

SHEET 1 OF 2

Proposed Pedestrian Tunnel
Bike Rack, Typ.
Proposed Below Grade Ramp
KEARNS BLVD (STATE HWY. U-248)
Historical Monument
(To Be Preserved)
Staircase to Pedestrian Tunnel
Paver Patio, Typ.
Staircase to Terrace
Signature Trail, Typ.
Loading Dock Entry
Proposed Parallel Parking
Property Line
Paver Plaza w/ Emergency
Vehicle Access
Food Truck Location
Primary Entry Into
Parking Structure
Entry Sign
Gathering Area
Art Plaza
Colored Concrete, Typ.
Pathway Light Bollards, Typ.
Bike Rack, Typ.
Gathering Area
Planter Boxes, Typ.
Paver Patio, Typ.
Monument Sign
Light Bollard, Typ.
Existing Crosswalk
Flagpole, Typ.
Bench & Retaining Wall, Typ.
Colored Concrete Plaza
Potential Futures
Crosswalk
Bench, Typ.
Colored Concrete Plaza
w/ Emergency Vehicle Access
PARK AVENUE (STATE HWY. U-224)
Signature Trail
Entry Drop-Off
Summit Bike Share Station
Courtyard
Proposed
Pool
Trellis
Proposed
Water Feature
Restaurant
Meeting
Amenity Terrace
Proposed Light Pole, Typ.
Meeting Space Plaza
ALBERTSON'S PARK CITY
Bench, Typ.
Proposed Parellel Parking, Typ.
Planter Boxes, Typ.
Steps Down to
Underground Parking
Outdoor Dining Area
Colored Concrete, Typ.
A
B
C
D
E
Drive Aisle
Parking
Sidewalk
Bike Share
SCALE: 1" = 30'-0"

ELLIOTT WORKGROUP

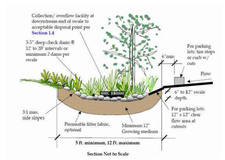
10/09/24
COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

Site Plan

MPD-022


PARK AVENUE (STATE HWY. U-224)
KEARNS BLVD (STATE HWY. U-248)
ALBERTSON'S PARK CITY
525.39'
S 00°00'00" E
N 90°00'00" E
695.32'
80.00'
N 06°28'56" E
15.13'
L=10.08'
R=25.00'
L=23.56'
R=15.00'
L=48.46'
R=429.00'
S 14°28'00" E 27.28'
S 21°00'00" E 190.00'
S 75°31'14" W 534.35'
N 75°32'00" E 492.53'
98.5
98.7
98.5
98.5
98.5





Bioswale Images

PLANTING SCHEDULE

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES			
	Abies lasiocarpa	Sub Alpine Fir	8-10' Tall
	Amlanchier x grandiflora 'Autumn Brilliance'	Serviceberry Tree	25 Gal.
	Acer ginnala 'Flame"	Amur Maple	2" Cal.
	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	2" Cal.
	Fraxinus mandshurica 'Mancana'	Autumn Purple Ash	2" Cal.
	Picea pungens	Green Colorado Spruce	8-10' Tall
	Pinus flexilis 'Vanderwolf's Pyramid'	Limber Pine	8-10' Tall
	Populus tremuloides	Quaking Aspen	2" Cal.
	Populus tremula 'Erecta'	Columnar Swedish Aspen	10-12' Tall
SHRUBS			
	Arctostaphylos uva ursi 'Massachusetts'	Kinnikinnick	5 Gal.
	Aronia melanocarpa 'Ground Hug'	Chokeberry	5 Gal.
	Pinus mugo 'Slowmound'	Mugo Pine	5 Gal.
	Physocarpus opulifolius 'Donna May'	Ninebark	5 Gal.
	Rhus aromatica 'Gro-Low'	Fragrant Sumac	5 Gal.
	Ribes alpinum 'Greenmound'	Alpine Currant	5 Gal.

GRASSES			
	Deschampsia cepitosa 'Pixie Fountain'	Dwarf Tufted Hairgrass	1 Gal.
	Schizachyrium scoparium 'Carousel'	Little Blue Stem	1 Gal.
	Schizachyrium scoparium 'Smoke Signal'	Little Blue Stem	1 Gal.
	Sporobolus heterolepis	Prairie Dropseed	1 Gal.
	Turf	Bio Grass	
PERENNIALS - DIVIDE UP PLANTS EQUALLY, 24" O.C. TRIANGULAR SPACING			1 Gal.
	Achillea millefolium 'Summerwine'	Yarrow	
	Aster alpinus	Alpine Aster	
	Campanula carpatica Blue Chips	Bellflower	
	Echinacea purpurea	Purple Coneflower	
	Gaillardia aristata 'Arizona Sun'	Blanket Flower	
	Hemerocallis 'Chicago Apache'	Red Daylily	
	Heuchera 'Firefly'	Coral Bells	
	Oenothera missouriensis	Missouri Evening Primrose	
	Phlox subulata 'Drummond Pink'	Creeping Phlox	
	Rudbeckia x American Gold Rush	Black Eyed Susan	
	Salvia nemorosa 'May Night'	Salvia	
	Scabiosa columbaria 'Rose Pink'	Pincushion Flower	

Notes: 1. All Planter Beds Shall be Covered in 4" Min. of Bark Mulch.
2.Placement of Trees to be Approved by Landscape Architect.

Streetscape and Store Frontage





Trees




Ornamental Grasses




Shurbs and Perennials

SCALE: 1" = 30'-0"

ELLIOTT WORKGROUP

10/09/24

COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

Planting Plan

MPD-025

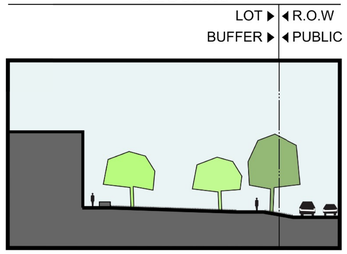
BUFFER DESCRIPTION

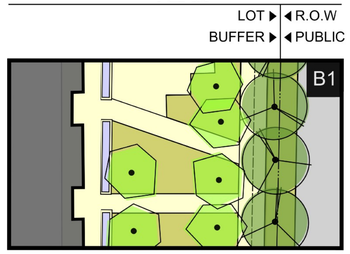
SECTION

PLAN

BUFFER 1 - FOR STATE ROADS / ARTERIAL ROADWAYS

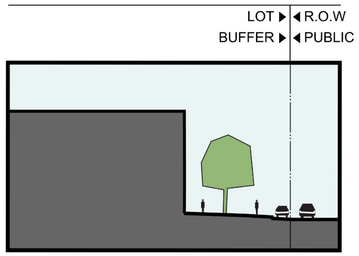
THIS BUFFER IS DEFINED BY THE FRONTAGE PROTECTION ZONE (FPZ). A MINIMUM 30' LANDSCAPED BUFFER IS REQUIRED. AS THE PROPERTY IS ADJACENT TO ARTERIAL ROADS, IT INCLUDES BICYCLE TRAILS AND PEDESTRIAN WALKWAYS REFERRED TO AS SIGNATURE TRAILS. BUILDINGS ARE BUFFERED BY DISTANCE, LANDSCAPING, AND A PORCH WITH RAISED PLANTERS. THE LANDSCAPING CONSISTS OF MULTIPLE SPECIES AND CREATES LAYERS OF BUFFER. THIS BUFFER IS LOCATED ALONG PARK AVENUE AND KEARNS BOULEVARD.

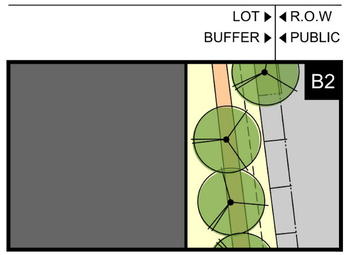




BUFFER 2 - FOR MIXED-USE WITH COMMERCIAL USES ON PRIMARY STREETS

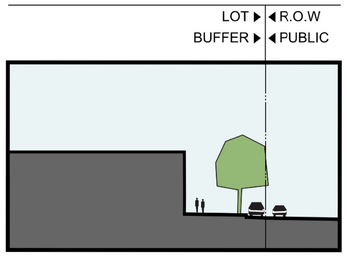
THIS BUFFER IS DEFINED BY THE USE AND THE STREET TYPE. AS A COMMERCIAL USE THE PROJECT NEEDS TO ENGAGE WITH THE PRIMARY STREET. AS THE PROPERTY IS ADJACENT TO A PRIMARY STREET, IT INCLUDES, PARALLEL PARKING, BICYCLE TRAILS AND PEDESTRIAN WALKWAYS REFERRED TO AS SIGNATURE TRAILS. BUILDINGS ARE BUFFERED BY DISTANCE AND MORE TRADITIONAL LANDSCAPING WITH AN AMENITY & TREE LAWN THAT SEPARATES THE SIGNATURE TRAIL FROM THE TRADITIONAL COMMERCIAL SIDEWALK. THE COMMERCIAL SIDEWALK CAN BE USED FOR GATHERING, OUTDOOR DINING, AND SIMILAR USES. THE LANDSCAPING CONSISTS OF THE AMENITY AND TREE LAWN THAT CREATES A BUFFER THAT DELINEATES BETWEEN THE PRIMARY STREET, PARKING, SIGNATURE TRAIL, AND THE PUBLIC SIDEWALK. THIS BUFFER IS LOCATED ALONG SOUTH PORTION OF THE EAST SIDE OF THE SITE AND IS ADJACENT TO THE PARKING LOT.

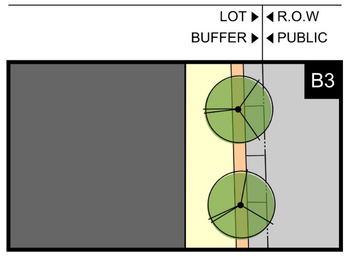




BUFFER 3 - FOR MIXED-USE WITH COMMERCIAL USES ON SECONDARY STREETS

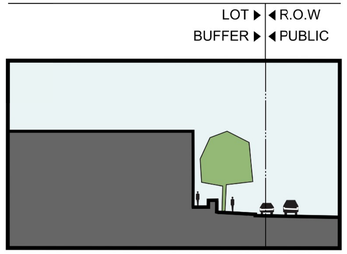
THIS BUFFER IS DEFINED BY THE USE AND THE STREET TYPE. AS A COMMERCIAL USE THE PROJECT NEEDS TO ENGAGE WITH THE SECONDARY STREET. AS THE PROPERTY IS ADJACENT TO A SECONDARY STREET, IT INCLUDES, PARALLEL PARKING. BUILDINGS ARE BUFFERED BY MORE TRADITIONAL LANDSCAPING WITH AN AMENITY & TREE LAWN THAT SEPARATES THE TRADITIONAL COMMERCIAL SIDEWALK FROM THE PARALLEL PARKING. THE COMMERCIAL SIDEWALK CAN BE USED FOR GATHERING, OUTDOOR DINING, AND SIMILAR USES. THE LANDSCAPING CONSISTS OF THE AMENITY AND TREE LAWN THAT CREATES A BUFFER THAT DELINEATES BETWEEN THE SECONDARY STREET, PARKING, SIGNATURE TRAIL, AND THE PUBLIC SIDEWALK. THIS BUFFER IS LOCATED ALONG SOUTH SIDE OF THE SITE AND IS ADJACENT TO THE PARKING LOT.

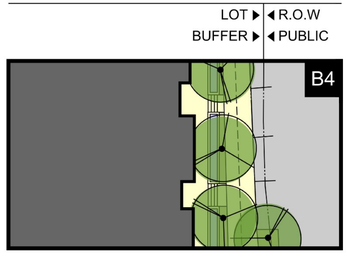




BUFFER 4 - FOR MIXED-USE WITH RESIDENTIAL USES ON PRIMARY STREETS

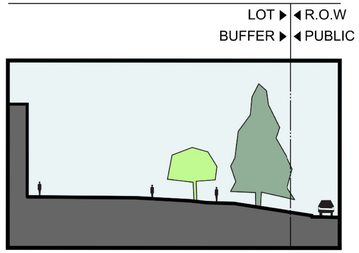
THIS BUFFER IS DEFINED BY THE USE AND THE STREET TYPE. AS A RESIDENTIAL USE AT THE STREET, THE PROJECT ENGAGES WITH THE PRIMARY STREET THROUGH A TRADITIONAL PORCH ELEMENT. AS THE PROPERTY IS ADJACENT TO A PRIMARY STREET, IT INCLUDES, PARALLEL PARKING, BICYCLE TRAILS AND PEDESTRIAN WALKWAYS REFERRED TO AS SIGNATURE TRAILS. BUILDINGS ARE BUFFERED BY DISTANCE, TRADITIONAL STREET TREE LANDSCAPING, AND AN ELEVATED PORCH WITH RAISED PLANTERS. THE LANDSCAPING CONSISTS OF A TREE LAWN WITH TREES THAT CREATE A BUFFER THAT DELINEATES BETWEEN THE PRIMARY STREET, PARKING, AND SIGNATURE TRAIL. THIS BUFFER IS LOCATED ALONG NORTH PORTION OF THE EAST SIDE OF THE SITE AND IS ADJACENT TO THE PARKING LOT.

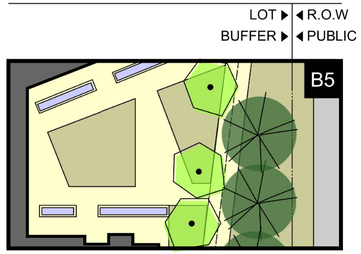




BUFFER 5 - PLAZA AREAS FOR MIXED-USE WITH COMMERCIAL AND RESIDENTIAL USES ON ARTERIAL ROADWAYS

THIS BUFFER IS DEFINED BY THE USE ENGAGES WITH BUFFER 1 TO CREATE A PLAZA AREA FOR PUBLIC USES. PLAZAS ARE OPEN SPACES AVAILABLE FOR PUBLIC PURPOSES AND COMMERCIAL ACTIVITIES. A PLAZA IS SPATIALLY DEFINED BY BUILDING FACADES ALON THREE SIDES OF THE SPACE.ITS LANDSCAPE CONSISTS OF PAVEMENT AND LAWN AREAS THAT FACILITY OF CREATING GATHERING SPACE. TREES ARE USED TO DEFINE THE SPACE WHERE BUILDING FACADES DO NOT EXIST.





ELLIOTT WORKGROUP

10/06/23

COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

MPD-026.

Landscape Buffer Type Analysis



SCALE: 1" = 30'-0"

Park & Kearns Redevelopment

MPD-027

Tree Demo Plan

10/09/24

COPYRIGHT: Elliott Workgroup LLC 2022

ELLIOTT WORKGROUP

KEARNS AVENUE

PARK AVENUE

EXISTING 12" WATER MAIN

PROPOSED SANITARY SEWER

PROPOSED HYDRANT

PROPOSED HYDRANT

PROPOSED DOMESTIC WATER AND FIRE CONNECTIONS

EXISTING HYDRANT

PROPOSED SEWER LATERAL

PROPOSED ROOF DRAIN CONNECTION

BASEMENT LIMITS

BASEMENT LIMITS

PROPOSED SEWER LATERAL

PROPOSED SEWER LATERAL

PROPOSED SEWER LATERAL FROM SAND/OIL IN BASEMENT PARKING

BASEMENT LIMITS

PROPOSED SUBSURFACE STORM WATER DETENTION/RETENTION SYSTEM

PROPOSED CONNECTION TO EXISTING SEWER MAIN

PROPOSED ROOF DRAIN CONNECTION

PROPOSED SEWER LATERAL

BASEMENT LIMITS

PROPOSED ROOF DRAIN CONNECTION

PROPOSED SEWER LATERAL

PROPOSED SEWER LATERAL

PROPOSED ROOF DRAIN CONNECTION

PROPOSED STORM DRAIN MANHOLE (TYP.)

EXISTING HYDRANT

EXISTING HYDRANT

PROPOSED SUBSURFACE STORM WATER DETENTION/RETENTION SYSTEM

PROPOSED SEWER MAIN

PROPOSED CONNECTION TO EXISTING SEWER MAIN

PROPOSED CONNECTION TO EXISTING STORM DRAIN MAIN

1 Utility Plan
SCALE: 1" = 30'-0"

TALISMAN
CIVIL CONSULTANTS
1588 SOUTH MAIN STREET
SUITE 200
SALT LAKE CITY, UT 84115
801.743.1300

ELLIOTT WORKGROUP

10/09/24

COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

MPD-028

Utility Plan



Legend:

Sidewalk & Plaza Area: 45,241 sq. ft.

Sidewalk & Plaza Snow Storage Area: 5,451 sq. ft. (12.0%)

Parking Lot Area: 16,875 sq. ft.

Parking Snow Storage Area: 2,494 sq. ft. (14.7%)

(Snow Removal on Site to Meet Municipal Code 14-4)

SCALE: 1" = 30'-0"

ELLIOTT WORKGROUP

10/09/24

COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

Snow Storage Plan

MPD-029



EXISTING



OVERLAY



PROPOSED

1 View From Park Ave. & Kearns Blvd.



EXISTING



OVERLAY



PROPOSED

2. View From Snow Creek Dr.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup, LLC 2023

Park & Kearns Redevelopment

MPD-030.

Contextual Analysis

3 Holiday Village Comparison

ELLIOTT WORKGROUP

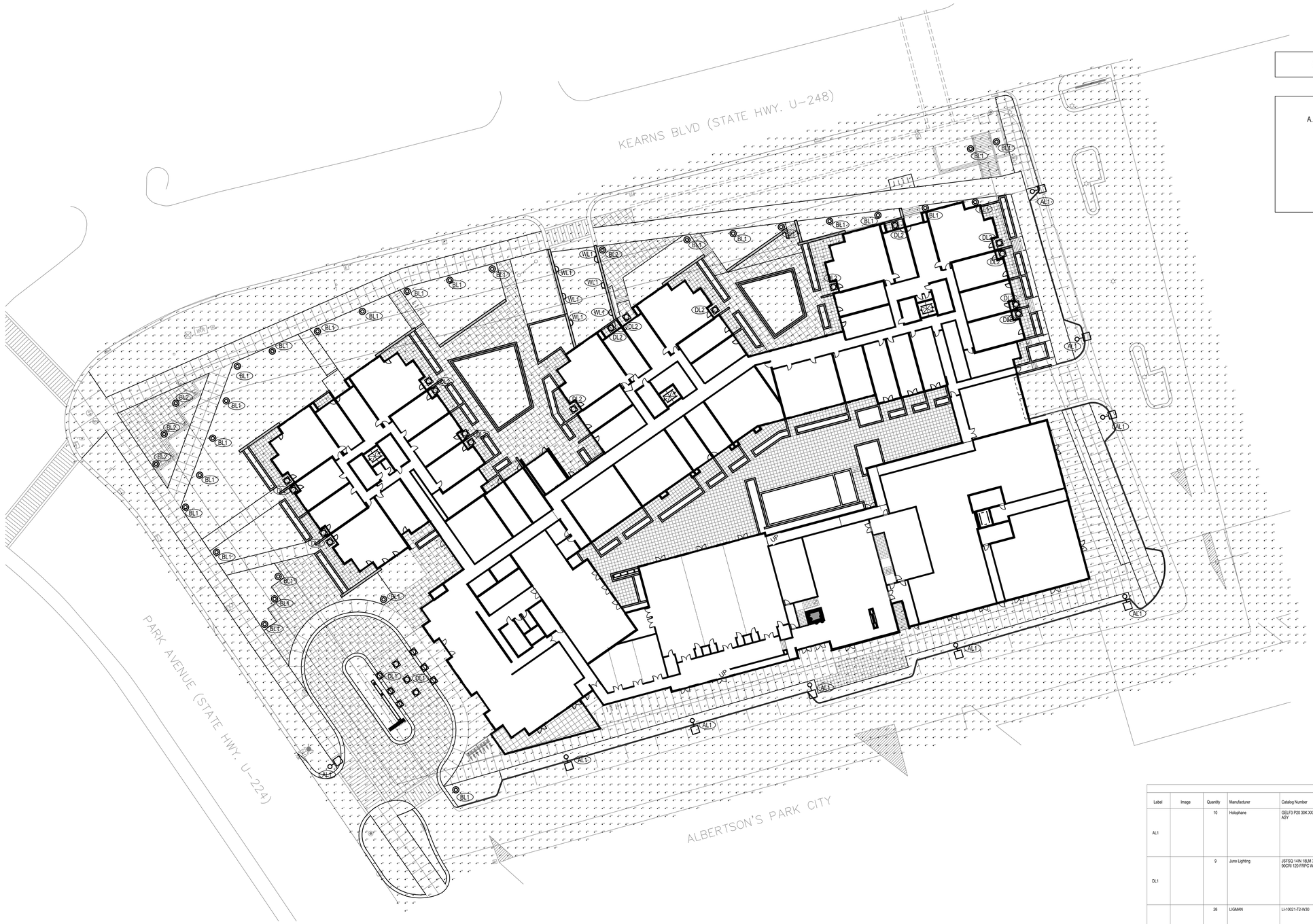
10/06/23

COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment

MPD-031

Contextual Analysis



GENERAL NOTES

A. THE PHOTOMETRIC CALCULATION WAS PERFORMED DURING THE DESIGN DEVELOPMENT PROCESS AND THE REFLECTANCE VALUES USED ARE DESIGNER AVERAGES AND ARE CALCULATED USING THE LUMINARIES SELECTED DURING THAT PROCESS. A MORE ACCURATE PHOTOMETRIC CALCULATION CAN BE PERFORMED ONCE THE FIXTURE HAS BEEN SELECTED AND LOCATED DURING CONSTRUCTION.

Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
AL1		10	Holophane	GELF3 P20 30K XXXXX ASY	GlasWerks Luminescent LED Hallbrook Extended, P20 Performance Package, 3000K CCT, Asymmetric distribution	1	6359	1	51
DL1		9	Juno Lighting	JSFSQ 14IN 16LM 30K 90CRI 120 FRPC WH	14" Square Edgelit (Slimform) Surface Mount, 3000K, 90CRI, 120V	1	1839	1	20.4
BL1		26	LIGMAN	LI-10021-T2-W30	Light Linear PT 1 Bollards	1	2950	1	27.7
WL1		6	BEGA Converted by LUMCat V 09.02.2017 / H.R.		24203K3	1	473	1	7
BL2		6	LIGMAN	LI-10021-T4-W30	Light Linear PT 1 Bollards	1	2957	1	27.7
DL2		18	Juno Lighting	JSFSQ 7IN 10LM 30K 90CRI MVOLT ZT WH	7" Square Edgelit (Slimform) Surface Mount, 3000K, 90CRI, MV	1	1097	1	12.9

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.9 fc	109.8 fc	0.0 fc	N/A	N/A
Calc Zone #2	+	1.1 fc	116.7 fc	0.0 fc	N/A	N/A

N

1 PHOTOMETRIC STUDY
MPD-032 SCALE: 3/8"=1'-0"

PARK CITY SURVEYING
P.O. BOX 682993
PARK CITY, UTAH 84068
(435) 649-2918

DATE	BY	REVISIONS COMMENTS

PROFESSIONAL ENGINEER
Lewis Wong
No. 9075170
10/09/2024
STATE OF UTAH

SURVEYED BY: —
DRAWN BY: HB
DATE: OCTOBER 2024

FOR: YARROW CORPORATION

PWG: YARROW ALTA.dwg

ALTA/ACSM LAND TITLE SURVEY
1800 PARK AVENUE PARK CITY, UTAH

SHEET 1 OF 2

LIGMAN

LIGHT LINEAR PT 1 (LI-10021)

IP65 IK10

BL1, BL2



DARKSKY APPROVED Reduces light pollution. Certified by DarkSky.org

microVos™ TECHNOLOGY

Made in Thailand

Product description

200x80 mm - 1000 mm - 1 side

Luminaire Structure

- Die-cast aluminium housing
- Extruded aluminium column
- Pre-treated before powder coating ensuring high corrosion resistance
- Single cable entry
- One IP68 connector supplied with 0.2 m of 3x1.0 sqmm outdoor cable
- Stainless steel fasteners in grade 304 with zinc flake coating (ZFC)
- Durable silicone rubber gasket
- Clear toughened glass
- High-efficiency PMMA lens
- Integral control gear

Optic



T2 T3 T4

We reserve the right to make technical and design changes.

08:03, 09-10-2023

https://www.ligman.com/light-linear-pt-1-li-10021/

THAILAND
LIGMAN Lighting Co.,Ltd.
17/2 Moo 4, Monthong, Bang Nam Priao,
24150 Chachoengsao - Thailand
info@ligman.com

HOLOPHANE® LEADER IN LIGHTING SOLUTIONS

Catalog Number	
Notes	Type AL1

GELF3

GlasWerks® Luminescent
LED Hallbrook® Extended



LED IP66 cSBus cULus DLC Buy American

General Description
The architectural luminaire consists of a flat LED optical assembly shielded by a decorative formed housing and a top mounted cast aluminum electrical assembly. The optical assembly is seamlessly integrated into the form factor for beautiful daytime appearance and exceptionally uniform lighting at night.

Optical Assembly
The optical assembly consists of an edgelit waveguide light engine for unmatched visual comfort. Light from the LED module is distributed by proprietary wave guide technology to maximize uniformity and minimize glare. Configurable with CCT options of 2700K, 3000K, and 4000K. CRI is 70 minimum. Available with asymmetric, symmetric, or pathway distributions.

Mounting Style
Optional mounting styles include Quick Lock Stem, NPT threads, and horizontal arm.

Quick Lock Stem Mounting style is compatible with the following leveling fitters:
- Boston Harbor Decorative Arm Fitter (BHDF)
- GlasWerks Decorative Arm Fitter (GWDF)
- West Liberty Decorative Arm Fitter (WLDF)
- Ball Style Decorative Fitter (BADF)

Electrical Assembly
The cast aluminum electrical housing has a smooth domed contour. A (3) station terminal block is provided to accept #14 through #2 size wire. The electrical housing is hinged with a tool-less latch to provide easy access to the gear assembly. The unitized electrical assembly, containing the electronic driver and other electrical components, plugs into the quick disconnect receptacle. The pendant mount version has a welded stem (Quick Lock Stem Mounting), which aides in installation speed. The arm mount version is provided with two U-bolts with washers and nuts and two leveling set screws that lock the housing to a 2 inch nominal (2-3/8" O.D.) horizontal arm and allow a ±5° degree adjustment from horizontal to the cover.

Electrical System
Programmable LED driver with 0-10V dimming. Optional DALI dimming. Driver life is rated to at least 100,000 hours. Luminaire surge protection rating of 20kV/10kA per ANSI/IEEE C62.41.2.

Finish
The luminaire is finished with corrosion resistance super durable powder coat paint to ensure maximum durability. Finish is rated to 5,000 hours salt spray per ASTM B117.

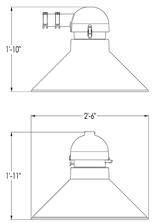
Listing
The luminaire is CSA certified to US and Canadian standards. IP55 rated electrical chamber, IP66 rated LED optic chamber. 20kV/10kA extreme surge protection per ANSI/IEEE C136.2. Suitable for operation in ambient temperatures from -40°C to 40°C.
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

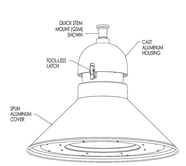
Buy American
This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/resources/buy-american for additional information.

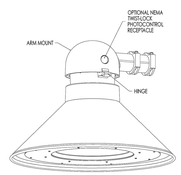
Warranty
Limited warranty located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

DIMENSIONAL DATA







Maximum Weight - 51 lbs
Maximum Effective Projected Area - 1.2 ft²

IC1JB JSFSQ

JUNO

JUNO SLIMFORM™ LED IC RATED LED NEW CONSTRUCTION JUNCTION BOX SURFACE MOUNT DOWNLIGHT

FOR INSTALLATION INTO FIRE RATED CEILING ASSEMBLIES

IC1JB JSFSQ

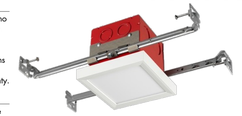
Project:

Fixture Type: DL1, DL2

Location:

Contact/Phone:

PRODUCT DESCRIPTION



IC LED Air-Loc® new construction junction box housing with energy efficient Juno SlimForm™ LED square surface mount trim for a complete downlight solution in multiple sizes 5" to 14" • May be installed in maximum 2 hour fire-rated ceiling assemblies per International Building Code Section 714 • Can be completely covered with insulation • Dimmable • Optional finish trims and shrouds available for custom, designer look similar to standard recessed downlights • Designed to provide 50,000 hours of life • 5 year limited warranty.

PRODUCT SPECIFICATIONS – TRIM

Surface Mount Trim Shallow, less than 1", solid square housing with white finish • Non conductive fixture for shower light applications • Optional, field installable finish trims available for 5" and 7" versions to change the exterior finish of fixture • Optional, field installable decorative baffle and cone shrouds for 5" and 7" versions provide the aesthetic and source shielding similar to the experience of a fully recessed downlight.

Optics Light quide technology combined with diffusing lens conceals the LEDs from direct view and provides uniform lens luminance.

LED Light Engine LEDs mounted directly to heatsink designed to provide superior thermal management and ensure long life • 2700K, 3000K, 3500K or 4000K LED color temperature • LEDs binned for 4-step MacAdam ellipse color consistency • 90 CRI minimum.

LED Driver Choice of dedicated 120 volt (120) driver or universal voltage (MVOLT) driver that accommodates input voltages from 120-277 volts AC at 50/60Hz • Power factor > 0.9 at 120V input • 120 volt driver is dimmable with the use of most incandescent, magnetic low voltage and electronic low voltage wall box dimmers • Universal voltage driver is dimmable with the use of most 0-10V wall box dimmers • External driver on 5" and 7" models only • For a list of compatible dimmers, see JUNOSLIMFORM-DIM.

Electrical Connections Trim features quick connect plug installed as standard for installation into IC1JB with quick connect whip.

Life Rated for 50,000 hours at >70% lumen maintenance.

PRODUCT SPECIFICATIONS – HOUSING

Junction Box Housing Designed for use in IC (insulated ceiling) or non-IC construction • Rough-in section (junction box, bar hangers) fully assembled for ease of installation • Painted steel 3-1/2" deep 4" square junction box • Provided with (4) 1/2"-3/4" concentric, (2) 1/2", (4) 3/4" and (2) 1" knockouts • cETLus listed for through-branch wiring, maximum 8 No. 12 AWG 90°C branch circuit conductors (4 in and 4 out).

Hardware Ships with retrofit mounting bracket, trim ring and quick connect whip; not required for JSFSQ installation.

INSTALLATION

Installs directly to industry standard junction boxes. The IC1JB junction box housing must be installed per the International Building Code Section 714 guidelines to maintain up to a 2 hour ceiling fire rating. Precise ceiling cutout required. For use with ½" – 1-1/4" ceiling thickness.

Mounting option JSFMTGPLT 4X4 is required for installation.

Real Nail® 3 Bar Hangers Telescoping Real Nail 3 system permits quick placement of housing anywhere within 24" O.C. joists or suspended ceilings • Bars scored in two locations for fast, clean breaking, allowing housing installation in tight applications • Captive bugle-headed ring shank nail for quick one-step installation and easy removal with claw hammer for fixture relocation • Integral T-bar notch for suspended ceilings • Locking set screw to lock junction box housing in position • Design covered under US Patent D552,969.

LISTINGS

Labels ENERGY STAR® certified • Certified to the high efficacy requirements of California T24 JA8-2016 • Assembly ETL listed to UL1598 for US and Canadian through branch wiring, damp location • Suitable for wet locations (covered ceilings) • ETL listed to UL514A.

Testing All reports are based on published industry procedures; actual performance may differ as a result of the end-user environment and applications. All values are design or typical values, measured under laboratory conditions at 25 °C.

Warranty 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

Recessed wall luminaire - shielded

BEGA

Type: WL1
BEGA Product:
Project:
Modified:

Application
Recessed wall luminaire with shielded light distribution for glare-free illumination of ground surfaces, building entrances, stairs and pathways.

Materials
Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass with optical texture
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Stainless steel screw clamps
Composite installation housing

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 3.3lbs

Electrical

Operating voltage	120-277 V AC
Minimum start temperature	-30° C
LED module wattage	4.8 W
System wattage	7.0 W
Controllability	0-10V dimmable
Color rendering index	Ra:> 80
Luminaire lumens	488 lumens (4000K)
LED service life (L70)	50,000 hours

LED color temperature

☐ 4000K - Product number + **K4**
☐ 3500K - Product number + **K35**
☐ 3000K - Product number + **K3**
☐ 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

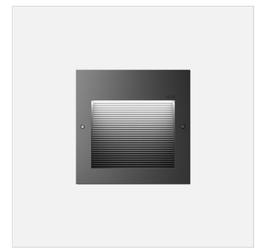
Finish
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:



Recessed wall luminaire - shielded

		LED	A	B	C
24203	BRZ	4.8 W	7 ⅛	7 ⅛	5 ¼



PARK CITY SURVEYING
P.O. BOX 682993
PARK CITY, UTAH 84068
(435) 649-2918

DATE BY REVISIONS COMMENTS

PROFESSIONAL ENGINEER
Lewis Wong
No. 9075170
10/09/2024
STATE OF UTAH

SURVEYED BY:
—
DRAWN BY:
HB
DATE:
OCTOBER 2024

FOR:
YARROW CORPORATION

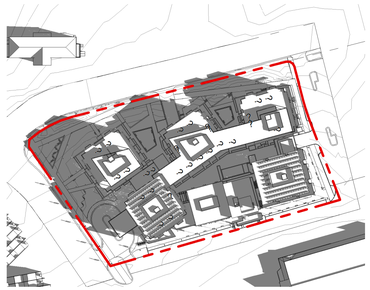
DWG:
YARROW ALTA.dwg

ALTA/ACSM LAND TITLE SURVEY
1800 PARK AVENUE PARK CITY, UTAH

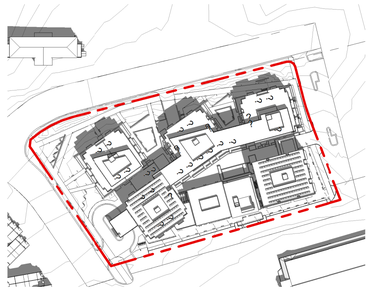
SHEET 1 OF 2



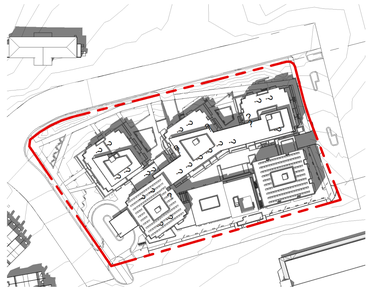
Spring Equinox - 6AM



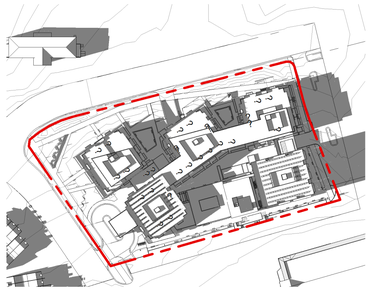
Spring Equinox - 9AM



Spring Equinox - 12PM



Spring Equinox - 3PM



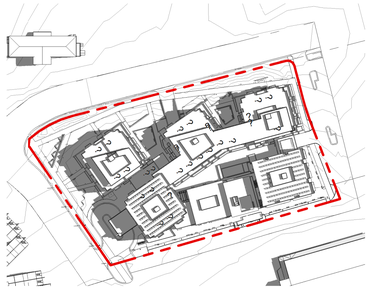
Spring Equinox - 6PM



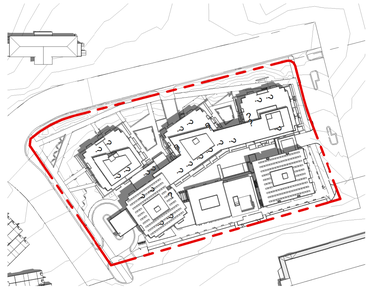
Spring Equinox - 9PM



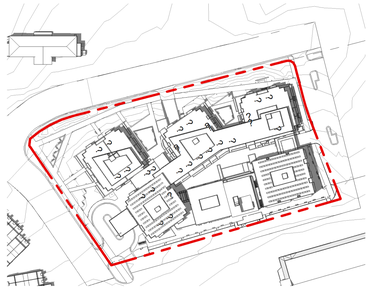
Summer Solstice - 6AM



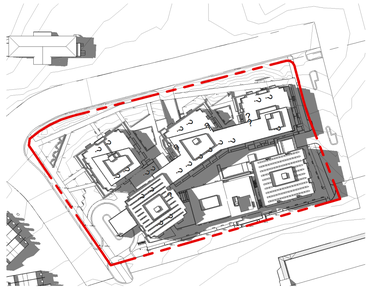
Summer Solstice - 9AM



Summer Solstice - 12PM



Summer Solstice - 3PM



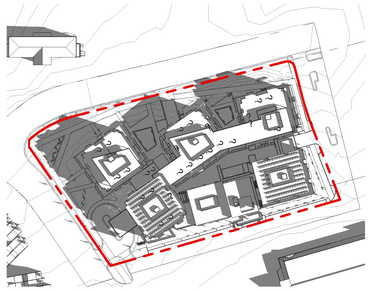
Summer Solstice - 6PM



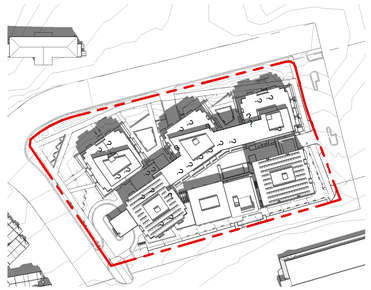
Summer Solstice - 9PM



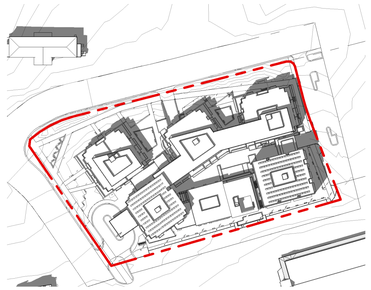
Autumn Equinox - 6AM



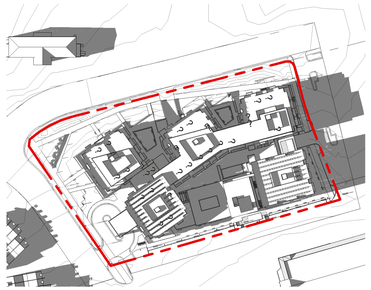
Autumn Equinox - 9AM



Autumn Equinox - 12PM



Autumn Equinox - 3PM



Autumn Equinox - 6PM



Autumn Equinox - 9PM



Winter Solstice - 6AM



Winter Solstice - 9AM



Winter Solstice - 12PM



Winter Solstice - 3PM



Winter Solstice - 6PM



Winter Solstice - 9PM

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-034

Solar Study



Existing Bus Stop



Existing Bus Stop



Existing Bus Stop



Existing Bus Stop, under Construction



Existing Bus Stop



Existing Bus Stop



ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-035

Public Transportation

PARK CITY - Hotel Comparison

PARK CITY - Hotels

Property Name	Unit Count	Brand Affiliation	Lobby Bar	3-Meal Restaurant	Room Service	Pool	Spa	Fitness Center	Meeting Space	Ski Shop / Ski Concierge	Valet Parking	Mixed-Use Area
DoubleTree by Hilton Park City – The Yarrow	182	Hilton	Yes	No	No	Outdoor	No	Yes	Yes	No	No	Yes
Sheraton Park City	200	Marriott	Yes	No	Yes	Indoor	No	Yes	Yes	No	No	Yes
Silver Baron Lodge	159	Independent	No	No	No	Outdoor	No	Yes	Yes	No	No	Yes
AC Hotel Park City	100	Marriott	Yes	No	No	Indoor	No	Yes	No	No	No	Yes

PARK CITY - Condo Hotels

Property Name	Unit Count	Brand Affiliation	Lobby Bar	3-Meal Restaurant	Room Service	Pool	Spa	Fitness Center	Meeting Space	Ski Shop / Ski Concierge	Valet Parking	Mixed-Use Area
1800 Park Ave. Redevelopment	170	TBD	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
The Chateaux Deer Valley	125	Independent	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
The Grand Summit Hotel, a RockResort	374	RockResorts	No	Yes	Yes	Outdoor	Yes	Yes	Yes		Yes	Yes
Grand Hyatt East Deer Valley	387	Hyatt	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
Goldener Hirsch, an Auberge Resorts Collection	66	Auberge Resorts	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
Hotel Park City, Autograph Collection	97	Marriott	No	Yes	Yes	Outdoor	Yes	Yes	Yes	No	Yes	???
Hyatt Centric Park City	104	Hyatt	No	Yes	Yes	Outdoor	No	Yes	Yes	Yes	Yes	Yes
Montage Deer Valley	220	Montage	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	No
Newpark Resort	134	Independent	No	No	No	Indoor/Outdoor	No	Yes	Yes	No	No	Yes
Park City Peaks Hotel	127	Independent	No	No	Yes	Outdoor	No	Yes	Yes	Yes	No	???
Park Plaza Resort Park City	63	Independent	No	No	No	Indoor	No	Yes	No	No	No	Yes
Pendry Park City	175	Montage	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
St. Regis Deer Valley	179	Marriott	Yes	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
Stein Eriksen Lodge	175	Independent	No	Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes
The Ascent Park City, a Tapestry Collection by Hilton	120	Hilton		Yes	Yes	Outdoor		Yes		Yes	Yes	Yes
Waldorf	160	Hilton		Yes	Yes	Outdoor	Yes	Yes	Yes	Yes	Yes	Yes

Existing, MPD from 2007 & MPD 2024 Comparison

	Existing	Yarrow MPD 2007	Proposed
Gross Area		330,011	359,201
Open Space	24.8	42.18%	41.1%
Surface Parking Stalls	168	57	25
Total Parking Stalls	168	274	288
Residential SF		124,879	123,232
Affordable Housing SF	0	0	24,246
Number of Keys	181	174	182
Meeting Room SF	9437	5,904	5,051
Support Commercial	5000	11,759	11,452
Commercial	0	27,968	16,315

ELLIOTT WORKGROUP

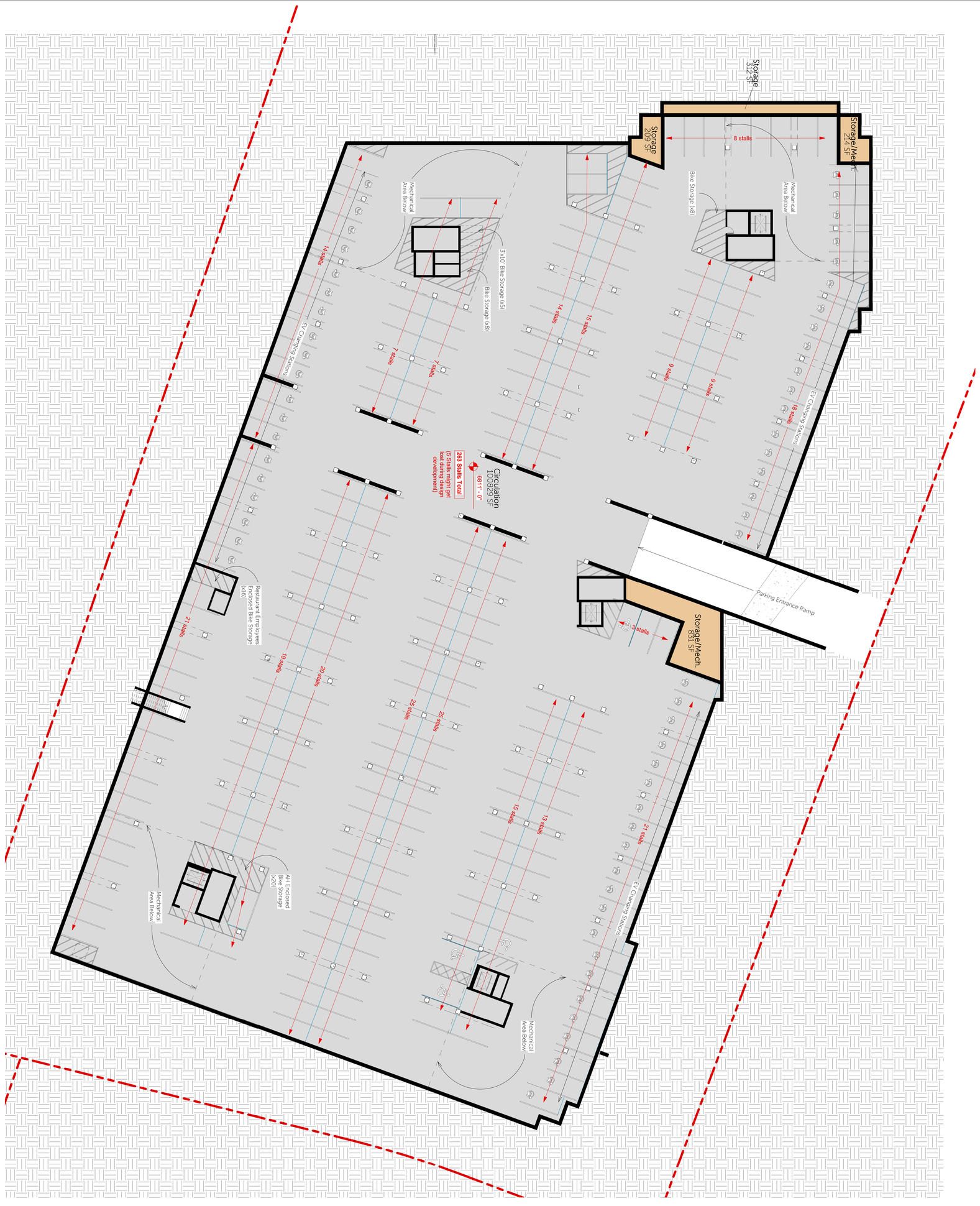
10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-036

Comparisons



Level -1 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-100

Parking Level -1

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP



Level 1 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

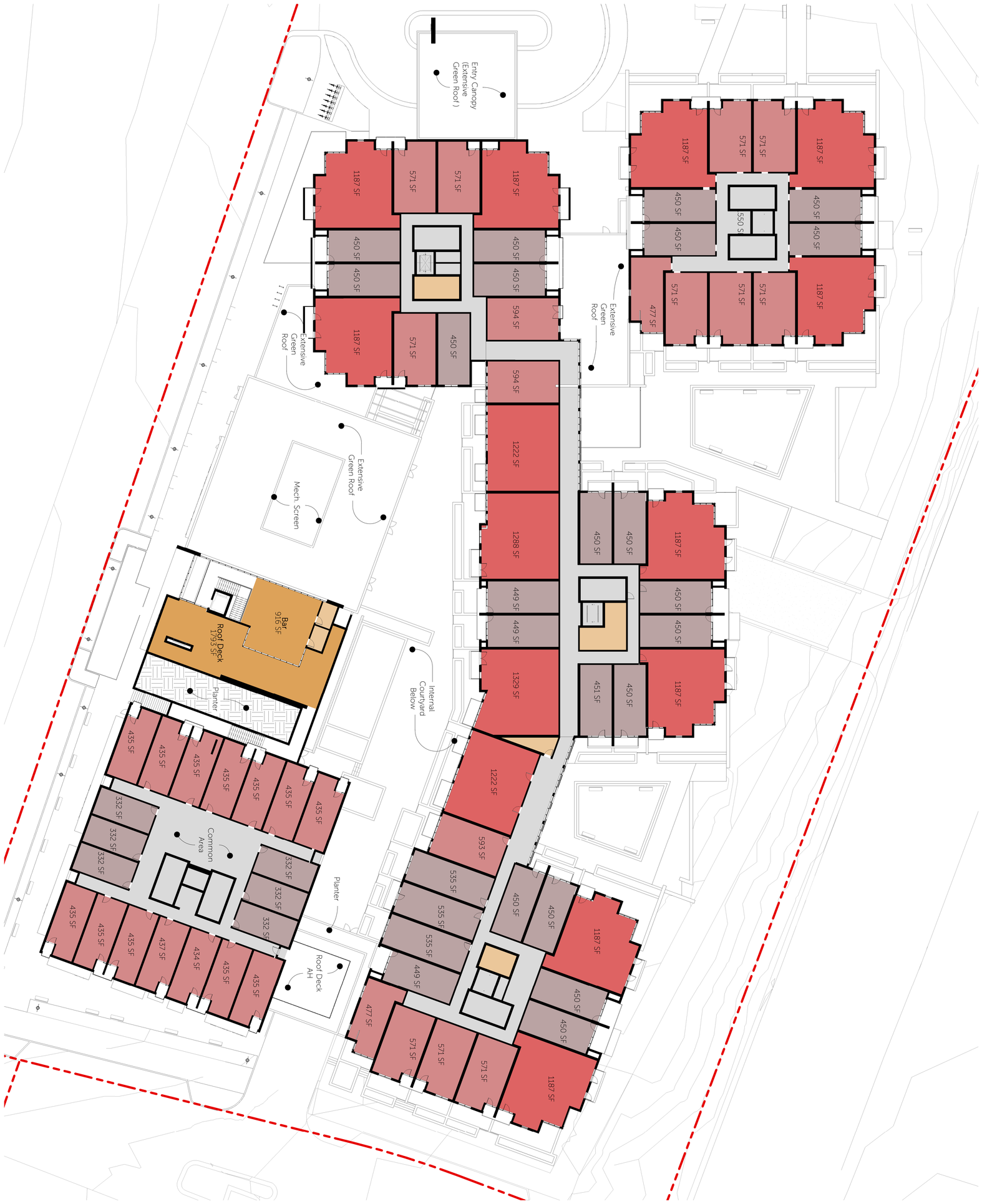
MPD-101

Level 1

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP



Studio
1 Bed
2 Bed
3 Bed
- Circulation
- Service / Accesory Use
- Commercial
- Meeting Space
Support Commercial

Level 2 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

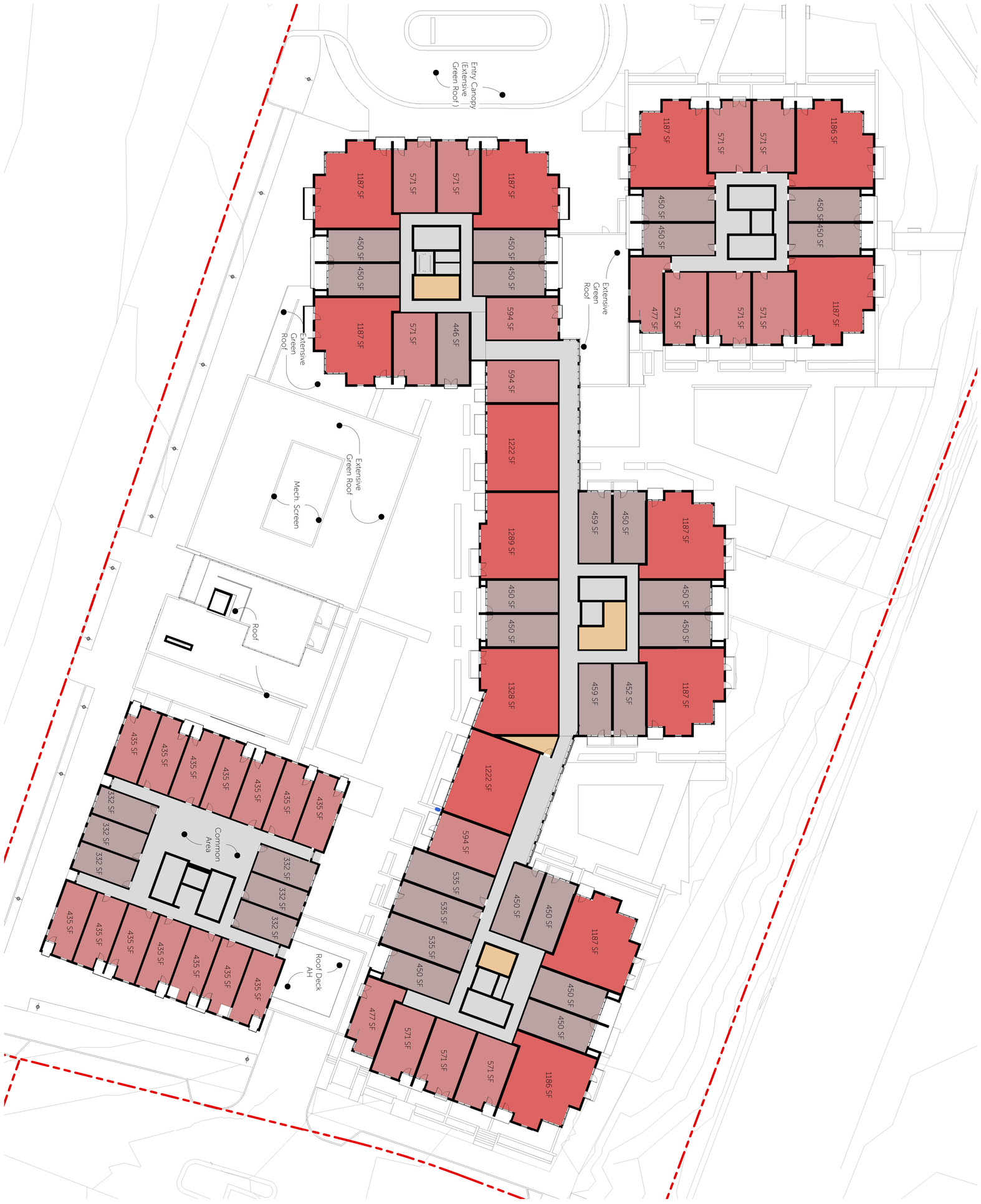
MPD-102

Level 2

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP



Support Commercial - tMeeting Space
Commercial
Service / Accesory Use
Circulation
1 Bed
2 Bed
3 Bed
Studio

Level 3 - MPD
SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-103

Level 3

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP



Level 4 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-104

Level 4

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Guardrail Elevation: 6855' - 0"
Grade: 6820' - 0"
Guardrail Over Topo: 35' - 0"

Roof Elevation: 6851' - 1"
Grade: 6820' - 0"
Roof Over Topography: 31' - 1"

Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"

Guardrail Elevation: 6854' - 6"
Grade: 6820' - 0"
Guardrail Over Topo: 34' - 6"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Roof Elevation: 6851' - 0"
Grade: 6819' - 3"
Roof Over Topography: 31' - 9"

Elevator Elevation: 6866' - 0"
Grade: 6820' - 0"
Elevator Over Topo: 46' - 0"

Guardrail Elevation: 6854' - 6"
Grade: 6820' - 0"
Guardrail Over Topo: 34' - 6"

Roof Elevation: 6851' - 0"
Grade: 6818' - 10"
Roof Over Topography: 32' - 2"

Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"

Guardrail Elevation: 6854' - 6"
Grade: 6816' - 6"
Guardrail Over Topo: 37' - 0"

Elevator Elevation: 6865' - 6"
Grade: 6820' - 0"
Elevator Over Topo: 45' - 6"

Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"

Roof Elevation: 6835' - 0"
Grade: 6820' - 0"
Roof Over Topography: 15' - 0"

Parapet Elevation: 6837' - 0"
Grade: 6820' - 0"
Roof Over Topography: 17' - 0"

Elevator Elevation: 6865' - 0"
Grade: 6820' - 0"
Elevator Over Topo: 45' - 0"

Parapet Elevation: 6833' - 0"
Grade: 6820' - 0"
Parapet Over Topo: 13' - 0"

Roof Elevation: 6831' - 0"
Grade: 6820' - 0"
Roof Over Topography: 11' - 0"

Elevator Elevation: 6868' - 6"
Grade: 6820' - 0"
Elevator Over Topo: 48' - 6"

Parapet Elevation: 6869' - 0"
Grade: 6820' - 0"
Parapet Over Topo: 49' - 0"

Entry Canopy Elevation: 6836' - 8"
Grade: 6819' - 6"
Canopy Over Topo: 16' - 2"

Roof Elevation: 6865' - 0"
Grade: 6820' - 0"
Roof Over Topography: 45' - 0"

Roof Elevation: 6835' - 0"
Grade: 6821' - 0"
Roof Over Topography: 14' - 0"

Parapet Elevation: 6837' - 0"
Grade: 6821' - 0"
Parapet Over Topo: 16' - 0"

Mech. Screen Elevation: 6845' - 6"
Grade: 6821' - 0"
Mech. Screen Over Topo: 24' - 6"

Parapet Elevation: 6842' - 0"
Grade: 6821' - 0"
Parapet Over Topo: 21' - 0"

Roof Elevation: 6841' - 7"
Grade: 6821' - 0"
Roof Over Topography: 20' - 7"

Elevator Elevation: 6867' - 6"
Grade: 6820' - 0"
Elev. Shaft Over Topo: 47' - 6"

Mech. Screen Elevation: 6869' - 0"
Grade: 6821' - 0"
Mech. Screen Over Topo: 48' - 0"

Roof Elevation: 6864' - 0"
Grade: 6821' - 0"
Roof Over Topography: 43' - 0"

Roof Elevation: 6840' - 0"
Grade: 6821' - 0"
Roof Over Topography: 19' - 0"

Roof Elevation: 6849' - 6"
Grade: 6821' - 0"
Roof Over Topography: 28' - 6"

30'-0" 20'-0" 50'-0"

Roof Plan

SCALE: 3/64" = 1'-0"

ELLIOTT WORKGROUP

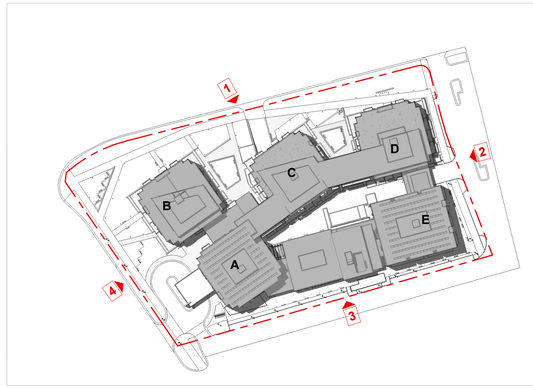
10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-105

Roof Over Topography





Elevation 1.

SCALE: 1" = 20'-0"



Elevation 2.

SCALE: 1" = 20'-0"

ELLIOTT WORKGROUP

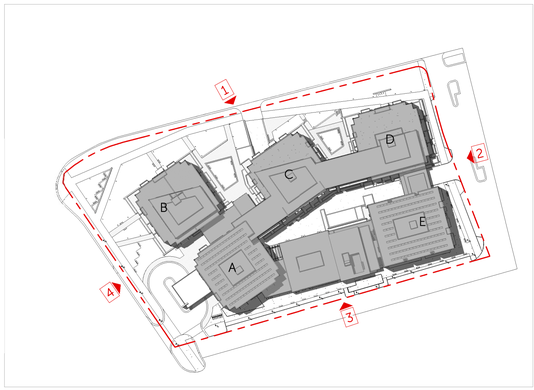
10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-201

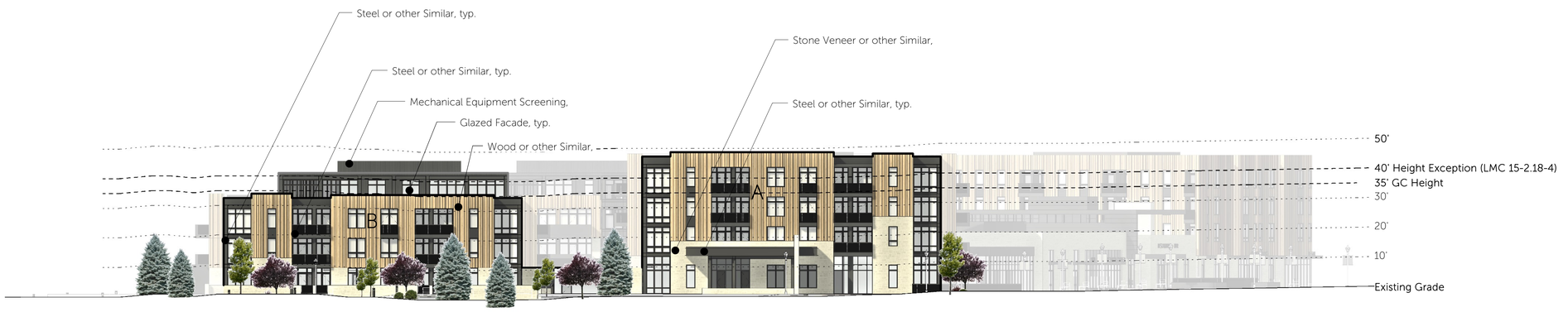
Elevations





Elevation 3.

SCALE: 1" = 20'-0"



Elevation 4.

SCALE: 1" = 20'-0"

ELLIOTT WORKGROUP

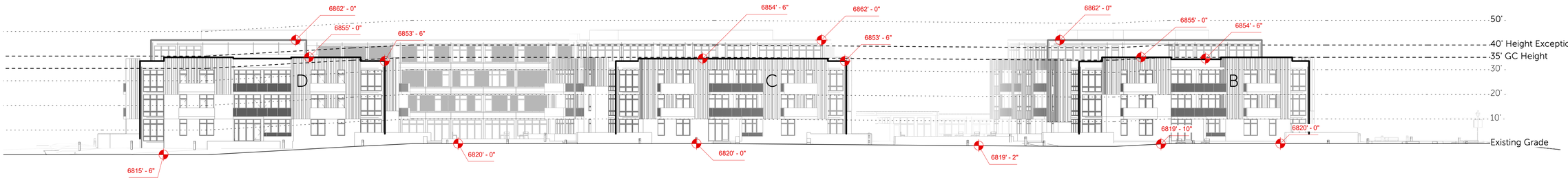
10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

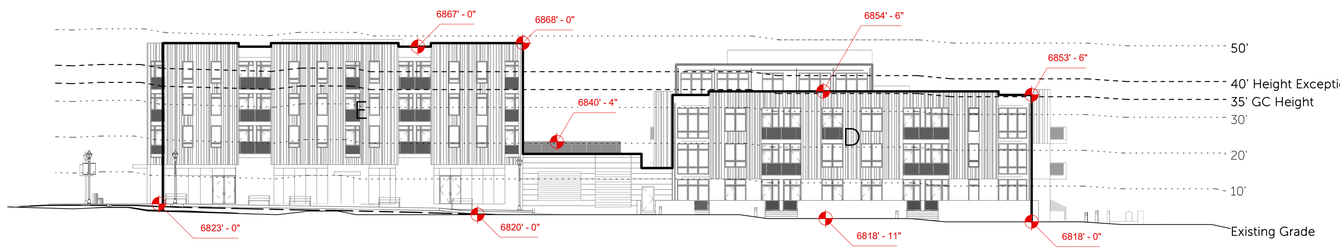
MPD-202

Elevations





Elevation 1 - Height Analysis
SCALE: 1" = 20'-0"



Elevation 2 - Height Analysis
SCALE: 1" = 20'-0"

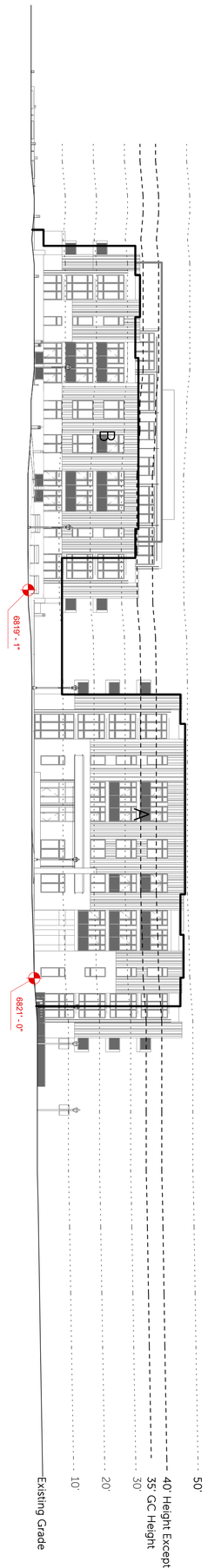
ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

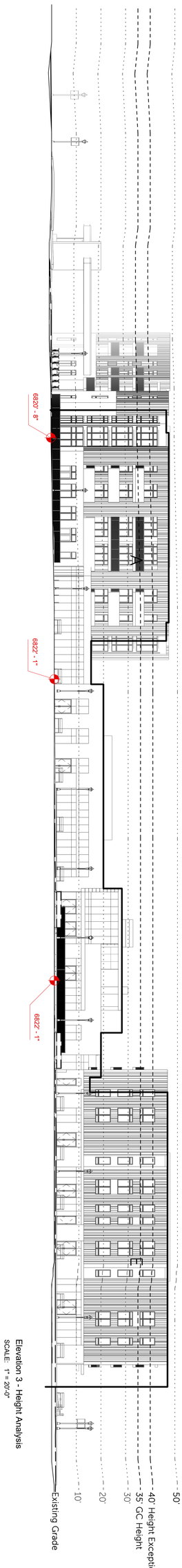
Park & Kearns Redevelopment

MPD-203

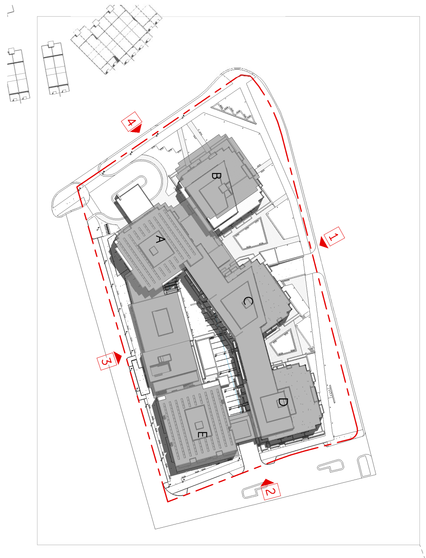
Height Analysis



Elevation 4 - Height Analysis
SCALE: 1" = 20'-0"



Elevation 3 - Height Analysis
SCALE: 1" = 20'-0"



Park & Kearns Redevelopment

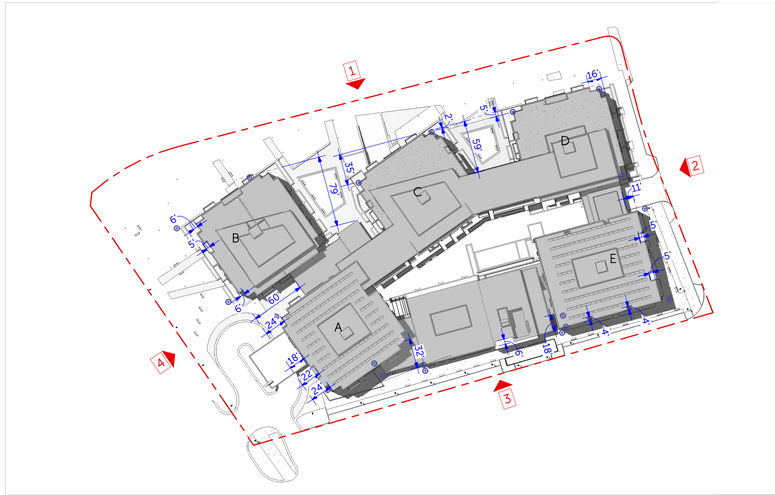
MPD-204

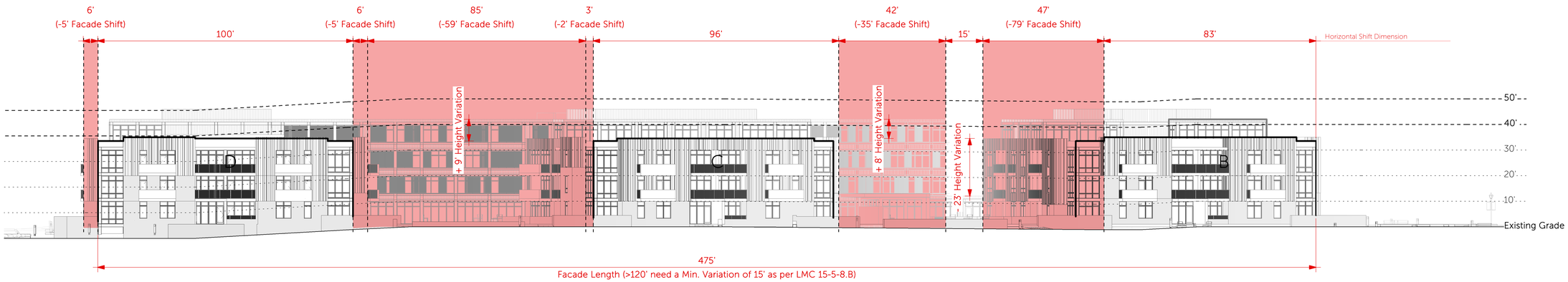
Height Analysis

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

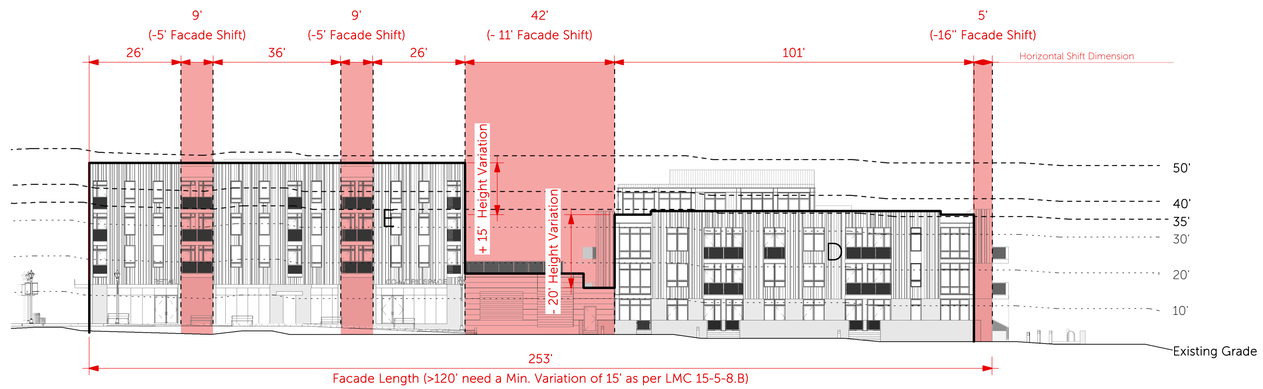
ELLIOTT WORKGROUP





Elevation 1 - Facade Variation

SCALE: 1" = 20'-0"



Elevation 2 - Facade Variation

SCALE: 1" = 20'-0"

ELLIOTT WORKGROUP

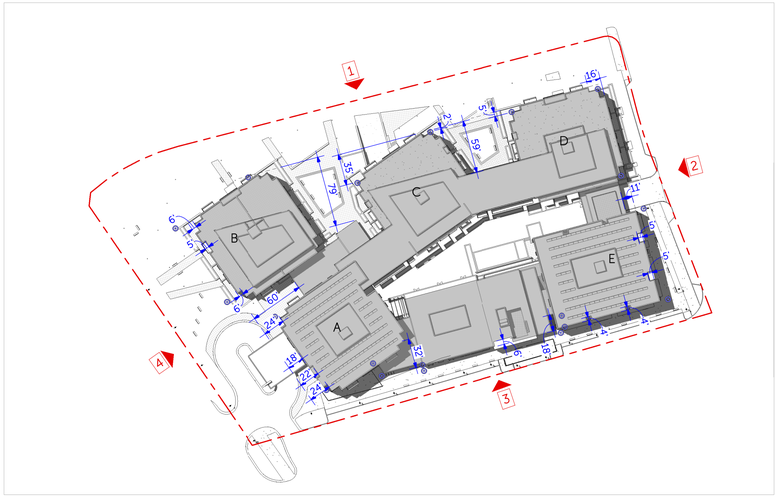
Park & Kearns Redevelopment

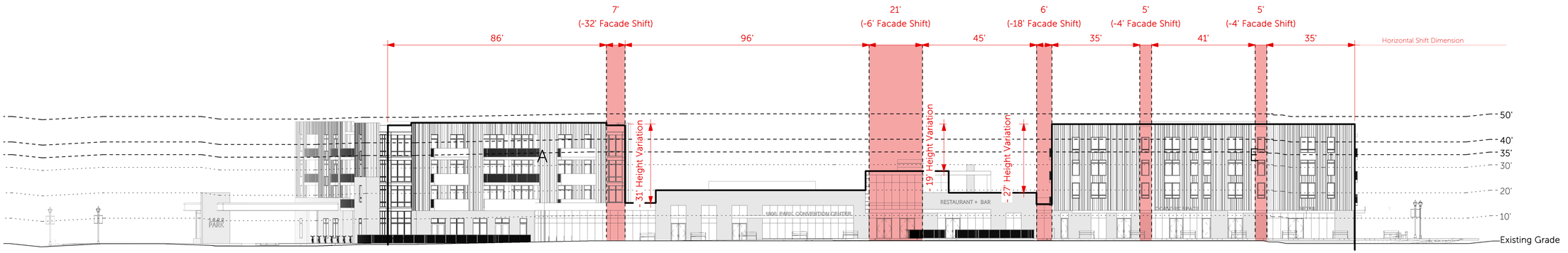
MPD-205

Facade Variation

10/09/2023 (Rev. 10/09/2024)

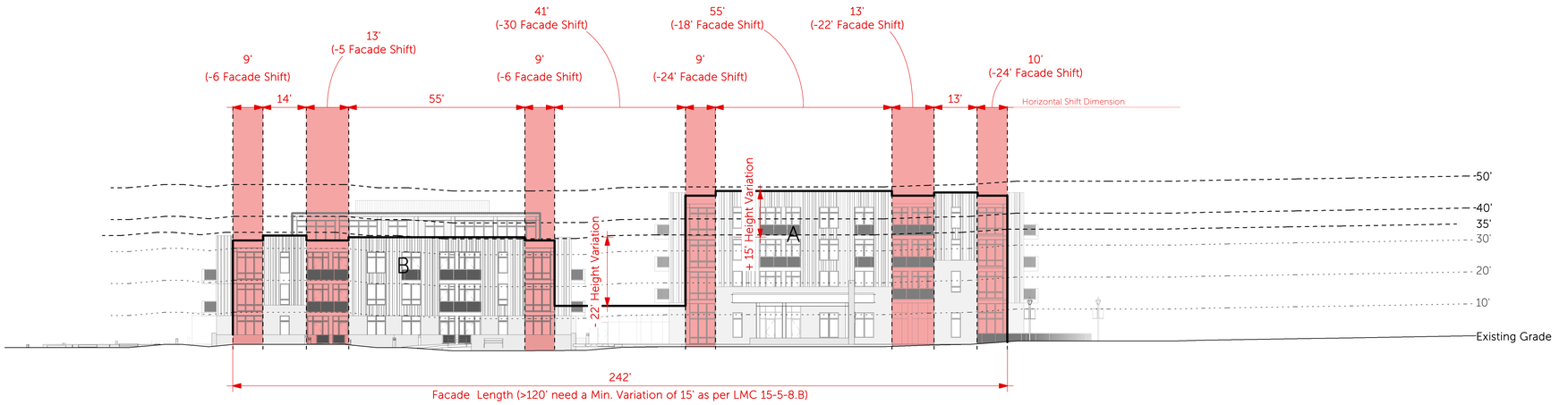
COPYRIGHT: Elliott Workgroup LLC 2023





Elevation 3 - Facade Variation

SCALE: 1" = 20'-0"



Elevation 4 - Facade Variation

SCALE: 1" = 20'-0"

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-206

Facade Variation

South Elevation

SCALE: 1" = 20'-0"

East Elevation

SCALE: 1" = 20'-0"

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-301

Rendered Elevations



North Elevation

SCALE: 1" = 20'-0"



West Elevation

SCALE: 1" = 20'-0"

ELLIOTT WORKGROUP

10/09/2023 (Rev. 10/09/2024)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-302

Rendered Elevations









Park & Kearns Redevelopment

MPD-303

Renderings

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP









Park & Kearns Redevelopment

MPD-304

Renderings

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP









Park & Kearns Redevelopment

MPD-305

Renderings

10/09/2023 (Rev. 10/09/2024)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

HOGGAN LEE HUTCHINSON

Justin Keys
Justin@hlhparkcity.com
Direct: 435.731.9195

February 14, 2025

VIA EMAIL

Park City Municipal Corporation
Park City Planning Commission
Attn: Rebecca Ward
rebecca.ward@parkcity.org
PO Box 1480
Park City, Utah 84060

Re: Request for Final Action – 1800 Park Avenue PL-24-05476, PL-22-05475, PL-24-06238

Dear Director Ward,

This firm represents Yarrow Hotel Owner LLC (the "Applicant"), the owner of the property located at 1800 Park Avenue, Park City, Utah 84060 commonly referred to as "The Yarrow" or the "DoubleTree" hotel ("1800 Park"). Please accept this letter as a formal request for final action within 45 days under Utah Code § 10-9a-509.5(2).

The Applicant submitted its original application for master planned development in 2022. Since that time, we have attended five separate work sessions and multiple public hearings with the Planning Commission to discuss the application. Additionally, the Applicant engaged in extensive public outreach, holding multiple open houses where it presented to members of the public as well as targeted groups such as the Park City Rotary Club.

At this juncture, the Applicant is prepared to notice its application for action, consistent with Park City LMC §§ 15-6-4(G), 15-1-12, and 15-1-21. In keeping with the requirements of LMC § 15-2-12(C), the Applicant previously provided a Notice Matrix with an electronic list of each Property Owner of record within the distance required to be noticed.

The Applicant's application is complete and is at a point where it is ready for a determination from the Planning Commission on the merits of its application.

We appreciate your efforts on our behalf. Please feel free to contact me if you have any questions regarding this formal request.

Very Truly Yours,
HOGGAN LEE HUTCHINSON



Justin J. Keys

From: Justin Keys
To: Rebecca Ward
Cc: Mark Harrington
Subject: [External] Re: Yarrow Application
Date: Tuesday, February 25, 2025 5:42:58 PM
Attachments: 2024-02-27 Yarrow Reciprocal Driveway Easement Agreement.pdf
MPD-022 Site Plan with Shared Parking Info[20].pdf

Warning: Replies to this message will go to Justin@hlhparkcity.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Hello Rebecca,

That is correct, the most recent plan set—it is the same plan set reviewed in the last Planning Commission meeting. I have also attached here a draft of the cross access and use agreement we plan to enter into with adjoining landowners to facilitate use of the drive aisles. Currently, our rights to use of that property are prescriptive in nature and we will only finalize this agreement in the event of an approval of our proposed plan.

Let me know if you have any questions.

Thanks!

Justin

HOGGAN LEE HUTCHINSON

Justin Keys

Direct: **(435) 731-9195**

1225 Deer Valley Drive Suite 201
Park City, UT 84060

CONFIDENTIALITY NOTICE: The content of this e-mail is confidential and proprietary and may be attorney-client privileged. If you are not the intended recipient, please destroy it and notify justin@hlhparkcity.com

---

From: Rebecca Ward <rebecca.ward@parkcity.org>
Date: Thursday, February 20, 2025 at 4:37 PM
To: Justin Keys <Justin@hlhparkcity.com>
Cc: Mark Harrington <mark@parkcity.org>
Subject: RE: Yarrow Application

Justin,

Thank you for your email. Will you please confirm that the most recent plan set your client would like the Commission to review is dated October 9, 2024?

Best,
Rebecca

From: Justin Keys <Justin@hlhparkcity.com>
Sent: Friday, February 14, 2025 1:03 PM
To: Rebecca Ward <rebecca.ward@parkcity.org>
Cc: Mark Harrington <mark@parkcity.org>
Subject: [External] Yarrow Application

Warning: Replies to this message will go to Justin@hlhparkcity.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Morning Rebecca,

The Yarrow hotel owner doesn't intend to make any further modifications to its current application but would like to proceed to a vote on its current application. In keeping with that wish, I am submitting a formal request for setting under Utah Code § 10-9a-509.5(2). I am currently out of the Country through Wednesday of next week. But can take a call to discuss as needed with advance notice.

Thanks!

Justin

HOGGAN LEE HUTCHINSON

Justin Keys

Direct: **(435) 731-9195**

1225 Deer Valley Drive Suite 201
Park City, UT 84060

CONFIDENTIALITY NOTICE: The content of this e-mail is confidential and proprietary and may be attorney-client privileged. If you are not the intended recipient, please destroy it and notify justin@hlhparkcity.com

Singerman Real Estate

Park & Kearns Redevelopment

(Yarrow Mixed Use)

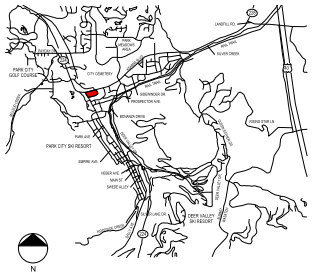
1800 Park Avenue, Park City, UT 84060

EWG Project # 2023-31

MPD & CUP

10/09/2023 (Rev. 03/19/2025)

VICINITY MAP



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT
YARROW HOTEL OWNER, LLC SINGERMAN REAL STATE 980 NORTH MICHIGAN AVE. STE. 1700 CHICAGO, IL 60611 CONTACT: SETH SINGERMAN PHONE: 312.544.9645	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: CARLA LEHIGH PHONE: 435.649.0092 EXT. 316
CIVIL ENGINEER	**LANDSCAPE ARCHITECTURE**
TALISMAN CIVIL CONSULTANTS 1588 SOUTH MAIN ST. SALT LAKE CITY, UTAH 84115 CONTACT: DAN BOURQUE PHONE: 801.743.1300	ELLIOTT WORKGROUP, LLC 1441 WEST UTE BLVD. SUITE 100 PARK CITY, UTAH 84098 CONTACT: BART WOLTHIUS PHONE: 435.649.0092 EXT. 321
ELECTRICAL ENGINEER	**TRANSPORTATION ENGINEER**
VAN BOERUM & FRANK ASSOCIATTES 330 S 300 E SUITE 200 SALT LAKE CITY, UTAH 84111 CONTACT: LEWIS WONG PHONE: 801.530.3148	HALES ENGINEERING 1220 NORTH 500 WEST, STE 202 LEHI, UTAH 84043 CONTACT: JOSEPH BROWNING PHONE: 801.766.4343



LMC ANALYSIS

Existing Zone
General Commercial (GC)

Total Site Area
- 196,713 SF / 4.47 Acres

Master Plan Requirements

*** Density:**
- Based on Site Suitability Analysis (Refer to MPD-004)

*** Open Space per LMC 15-6-5 D.1:**
- Minimum Open Space: 35% (Refer to MPD-006)

*** Set Backs per LMC 15-2.18-3 & 15-2.20-4:**
Front Set Back: 30' (FPZ)
Side and Back: 25' (MPD)

*** Building Height per LMC 15-2.18-4:**
Building Height: 35'
Building Height Gable Roof: 40'
Building Height Mechanical Screening: +5'
Building Height Elevator: +8'

*** Additional Building Height per LMC 15-6-5 F II:**
- Density is not increased (Refer to MPD-004)
- Minimized visual impact (Refer to MPD-203 & 204)
- Appropriate Landscape & Buffering (Refer to MDP-007)
- Increased Set Backs (Refer to MPD-011)
- Increased Open Space (Refer to MPD-010)

*** Site Planning per LMC 15-6-5 G:**
- Based on Site Suitability Analysis (Refer to MPD-004 & MPD-004.1)

*** Parking per LMC 15-3-6:**
Hotel, Minor and Major
1 Space per room or suite and 1 space per 200 sf of leasable commercial space (Refer to MPD-090 & 010)

Multi-Unit Dwelling (Affordable Housing)
<1000 SF = 1 per unit
1000-2000 SF = 1.5 Spaces per Unit
>2000 SF = 2 Spaces per Unit

*** Bicycle Parking per LMC 15-3-9:**
Outdoor Bicycle
10 % of Required Off Street Parking
-Required Parking Stalls: 374 stalls
-Required Outdoor Bicycle Parking: 37.4
-Provided Outdoor Bicycle Parking: 40 (Refer to MPD-100 & 101)

Enclose Bicycle Storage
1 Bike per 5 Dwellings & 1 Bike every 10 Employees.
-Required Bicycle Storage: 77 stalls (230 Dwelling Units/3)
-Provided Bicycle Stalls: 932 SF Bike Storage (Refer to MPD-101)

DRAWING INDEX

MPD-001	Cover Sheet
MPD-002	Density – Site Suitability Analysis
MPD-003	Set Backs Analysis
MPD-004	Open Space Analysis
MPD-005	Off-Street Parking Analysis 1
MPD-006	Off-Street Parking Analysis 2
MPD-006.1	Parking Analysis - Hales Engineering
MPD-007	Parking Management Plan
MPD-008	Building Height Analysis
MPD-009	Site Planning Analysis
MPD-010	Landscape and Lighting Analysis
MPD-011	Sensitive Lands & Mine Hazard
MPD-012	Housing Mitigation Plan
MPD-012.1	Housing Mitigation Plan
MPD-013	Walk/Bike/Childcare Study
MPD-014	Historic Site Report
MPD-015	Required Findings & Conclusions of Law
MPD-016	Unit Equivalent Calculations
MPD-017	Community Benefits
MPD-018	Bike Storage Analysis
MPD-020.	Aerial View
MPD-021	Existing Conditions / Survey
MPD-022.	Survey
MPD-023.	Site Plan
MPD-024.	Grading Plan
MPD-025.	Landscape Plan
MPD-026.	Landscape Buffer Type Analysis
MPD-027.	Tree Demo
MPD-028.	Uitlity Plan
MPD-029.	Snow Storage Plan
MPD-030.	Contextual Analysis
MPD-031	Contextual Analysis
MPD-032	Photometric Study
MPD-033	Lighting Cut Sheet
MPD-034	Solar Study
MPD-035	Public Transportation
MPD-036	Comparisons
MPD-100	Parking Level -1
MPD-101	Level 1
MPD-102	Level 2
MPD-103	Level 3
MPD-104	Level 4
MPD-105	Roof Over Topography
MPD-106	Affordable Unit Plans
MPD-107	Unit Floor Plans
MPD-108.	Unit Floor Plans
MPD-109	Unit Floor Plans
MPD-110	Unit Floor Plans
MPD-201	Elevations
MPD-202	Elevations
MPD-203	Height Analysis
MPD-204	Height Analysis
MPD-205	Facade Variation
MPD-206	Facade Variation
MPD-301	Rendered Elevations
MPD-302	Rendered Elevations
MPD-303	Renderings
MPD-304	Renderings
MPD-305	Renderings

Total Units

- Block A:	(15) studios, (12) 1 bed,(09) 2 bed
- Block B:	(10) studios, (18) 1 bed,(09) 2 bed,(2) 3+bed
- Block C:	(25) studios, (02) 1 bed,(15) 2 bed,(4) 3+bed
- Block D:	(23) studios, (14) 1 bed,(09) 2 bed,(3) 3+bed
- Block E:	(18) studios, (04) 1 bed
Total:	***(91) studios, (88) 1 bed, (42) 2 bed, (9) 3+ bed***
	230 Units

Total Building Areas

- Level -1:	(106,387 SF)
- Level 1:	61,193 SF
- Level 2:	63,875 SF
- Level 3:	62,007 SF
- Level 4:	25,739 SF
Total:	***252,814 SF***

PROJECT DESCRIPTION

This amendment to the MPD and CUP for the above referenced project represents a response to comments and input received from the Park City Planning Commission during the previous work sessions. We have modified the design in response to the comments received and are proceeding with the MPD while the AMPD portion of the application has now been integrated into a single MPD. The amended MPD Application for 1800 Park Avenue still proposes a complete redevelopment of the site. The redevelopment will require the demolition of the existing 182 room hotel structure and construction of a new mixed-use project on the site.

One of the goals of the project team is to create a project that serves as a gateway, transitioning from the Frontage Protection Zone to this mixed-use redevelopment and the entire Bonanza Park redevelopment area beyond. In keeping with requests from Planning Commissioners, the modified submittal breaks up the building masses and moves the buildings back from Kearns Boulevard and Park Avenue. This materially opens up the site and reduces the impression of the buildings along both streets.

The design removes the existing surface parking along Kearns Boulevard, Park Avenue, and along the property line adjacent to Holiday Village. Most of the parking servicing the project will be within an underground parking garage accessed off Kearns Boulevard with a consolidated curb cut directly across from the Jess Reid Building's eastern parking lot entrance. The entrance to the parking garage will be between the two existing, poorly functioning, curb cuts. The existing curb cuts will be removed. This revision of curb cuts will accommodate the latest designs for a grade-separated pedestrian crossing near Snow Creek Boulevard. And, the existing parking along Park Avenue and Kearns Boulevard will be redeveloped as open space within the Frontage Protection Zone, improving the aesthetic presence at one of the primary entrances into Park City.

The project as planned accommodates the tunnel studies that were developed at the Kearns Boulevard and Snow Creek drive intersection. When and if the City decides to move forward with the tunnel project(s) the current concepts can be executed with this design. The design also envisions a new pedestrian and bicycle trail along Park and Kearns. This will remove the minimal sidewalk along both streets and create a more attractive and safer pedestrian experience.

Commercial and Meeting Spaces, will be located along the South and East perimeters of the site. The design includes a sidewalk in front of these spaces and provides adjacent pull-in parking to accommodate the commercial uses. The design implements concepts planned for this area under the General Plan and the contemplated redevelopment of the district.

Entrance to the lobby for the nightly rental condominiums is proposed through the existing south curb cut along Park Avenue, while the north curb cut on Park Avenue will be abandoned.

As proposed, the building is developed as five building blocks that are connected four levels. Four of the building blocks contain nightly rental condominiums and the fifth block is comprised of rental affordable housing units. Creation of these building blocks reduces the visual mass of the project by creating substantial openings along the perimeter of the project. The improved building massing and increased setbacks are made possible through the use of a height exception allowed within the LMC MPD section of the code. The three blocks along Kearns Boulevard Protection Zones are designed at three stories with a forth story that is set back from the primary building facades outside the 100' FPZ. Block A which contains the main entrance to the building is entirely outside of the 100' Frontage Protection Zone at four stories.

Redevelopment of the existing hotel site will result in a project that significantly reduces the impervious surface area, and enhances the street frontage and pedestrian experience, while taking advantage of water-wise landscaping and minimizing water run-off. The design of the project also incorporates the following sustainable design principles and methods: efficient use of space, high performance mechanical systems, industry leading insulated thermal envelope, gray field development, proximate location to pedestrian pathways and public transportation, in addition to other sustainable techniques.

As a mixed-use project, a parking management plan will be submitted to describe the shared use parking concepts allowing for a reduction in overall parking requirements.

This project represents a great opportunity to improve the current condition of the project site and to provide a catalyst for the redevelopment of the surrounding district. The project team looks forward to working with the City on this project.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

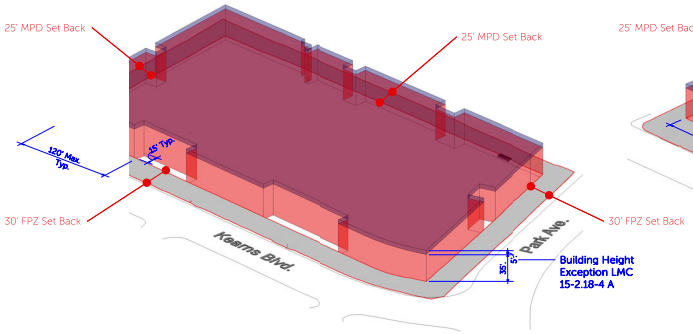
Cover Sheet

MPD-001

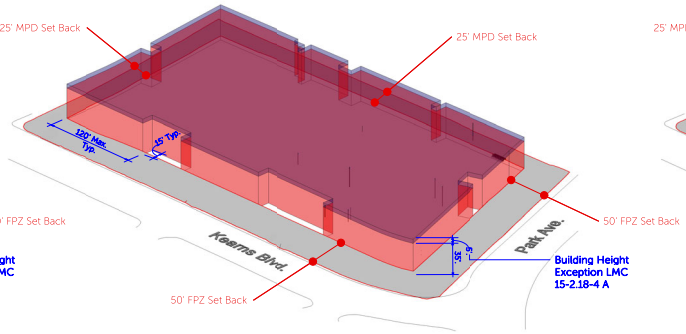
LMC 15-6-5 A. MPD Requirements - Density

The Planning Commission shall approve the type of Development, number of units, and Density permitted on a given Master Planned Development Site based on a Site Suitability Analysis. The Master Planned Development shall not exceed the maximum Density in the Zoning District, except as otherwise provided in this Section. The Site shall be looked at in its entirety, including all adjacent Property under the same ownership, and the Density shall be located in the locations that support the goals set forth in Section 15-6-1.

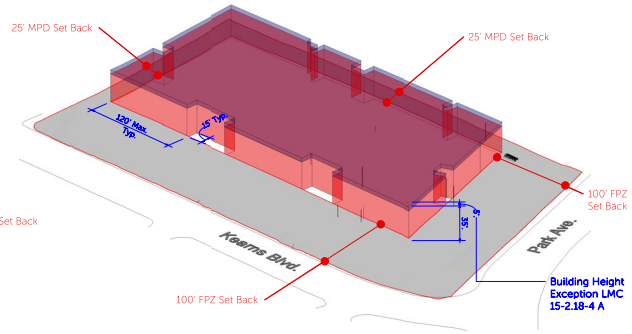
Refer to Site Suitability Analysis at 30', 50' and 100' FPZ Set Back below. In all cases the proposed density is less than allowed.



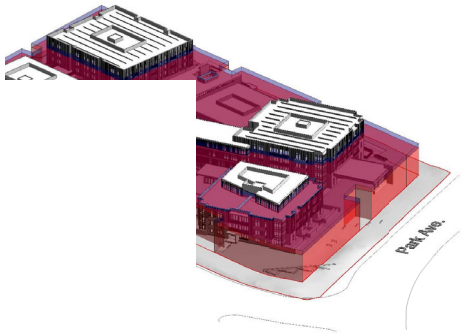
Buildable Volume at 30' FPZ — 427,424 SQ FT (3 Floor Plates Above Grade) — 4,986,609 CF



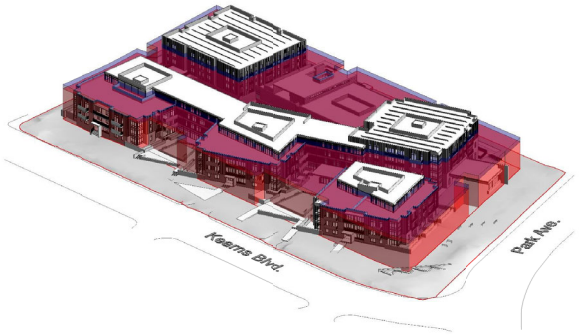
Buildable Volume at 50' FPZ — 380,486 SQ FT (3 Floor Plates Above Grade) — 4,439,001 CF



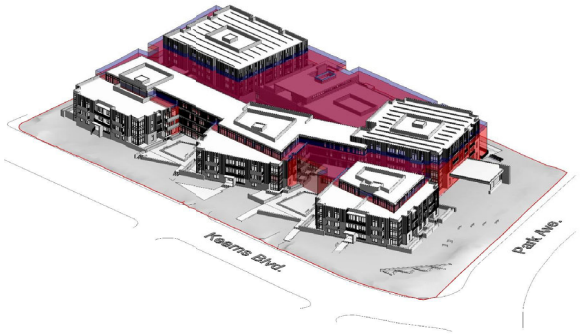
Buildable Volume at 100' FPZ — 269,749 SQ FT (3 Floor Plates Above Grade) — 3,147,071 CF



Proposed Development at 30' FPZ — 252,814 SF — 2,762,291 CF



Proposed Development at 50' FPZ — 252,814 SF — 2,762,291 CF



Proposed Development at 100' FPZ — 252,814 SF — 2,762,291 CF

- Allowable CF with 30' FPZ Set Back.....4,986,609 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- **45% LESS THAN ALLOWED**

- Allowable CF with 30' FPZ Set Back.....4,439,001 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- **38% LESS THAN ALLOWED**

- Allowable CF with 30' FPZ Set Back.....3,147,071 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- **12% LESS THAN ALLOWED**

ELLIOTT WORKGROUP

06/26/24
COPYRIGHT: Elliott Workgroup LLC 2022

Park & Kearns Redevelopment
MPD-002

Density - Site Suitability Analysis

LMC 15-2.18-3 GC Lot & Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development activity must comply with the following minimum yards:

A. FRONT SETBACK. The minimum Front Setback is twenty feet (20') for all Main and Accessory Buildings and Uses. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided all on-Site parking is at the rear of the Property or underground. The Frontage Protection Overlay Zone (FPZ) requires a minimum landscaped buffer of thirty-feet (30') in width abutting the Street. See Section 15-2.20.

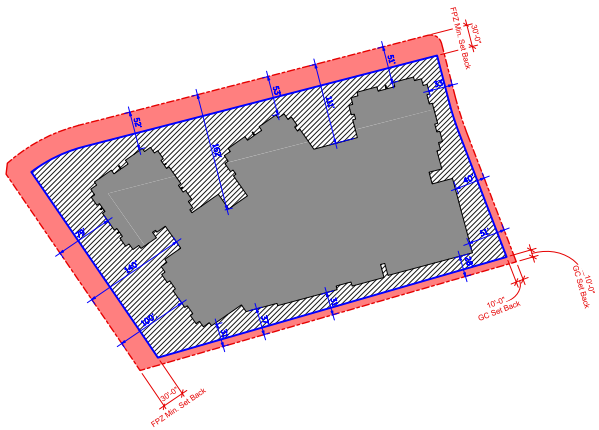
A 30' Front Setback has been apply, property is located within the FPZ. Encouraging reduction of Setback if parking is at rear of property or underground, which is the case of the proposed development.

B. REAR SETBACK. The minimum Rear Setback is ten feet (10'). The Prospector Overlay allows reduced site requirements for designated Affected Lots. See Section 15-1-2.18-3(I).

A 10' Rear Setback has been apply to analysis below.

C. SIDE SETBACK. The minimum Side Set Back is ten feet (10').

A 10' Side Setback has been apply to analysis below.



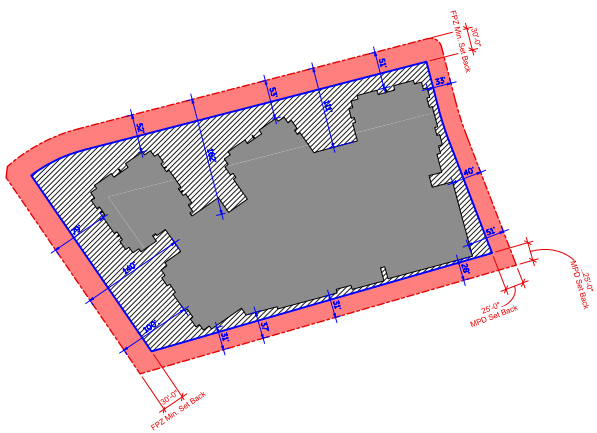
Property	194,652 SF (4.5 Acres)
Set Back Area	35,876 SF
Area of Increased Set Back	65,664 SF
Proposed Footprint	93,112 SF

- GC Increased Set Back SF..... 65,664 SF
- 183% SF Increase in Setback Area over GC Zone Set Backs

LMC 15-6-5 C. MPD Requirements - Set Backs

The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than two (2) acres. The Planning Commission may decrease the required perimeter Setback from twenty-five feet (25') for Master Planned Development Applications greater than two (2) acres to the zone-required Setback if it is necessary to provide desired architectural interest and variation

The parcel developed is over 2 acres, the side and rear set backs have been increased to 25'.



Property	194,652 SF (4.5 Acres)
Set Back Area	47,473 SF
Area of Increased Set Back	54,066 SF
Proposed Footprint	93,112 SF

- MPD Increased Set Back SF..... 65,664 SF
- 113% SF Increase in Setback Area over GC Zone Set Backs

LMC 15-2.20-4. FPZ Lot & Site Requirements

Lot and Site Requirements and Building Heights for all Development Activities and uses within the Frontage Protection Zone must be consistent with the underlying Zoning District and are subject to the following additional requirements:

A. Regardless of the zone Setback and Yard requirements, except as otherwise provided herein, no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way.

No Structure is being proposed within in the 30' of the nearest highway.

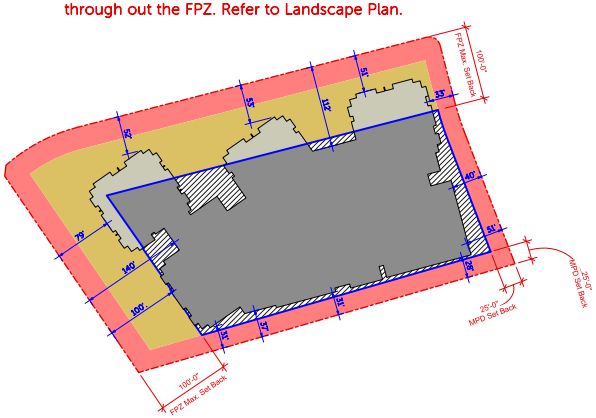
B. All Construction Activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit and is subject to all applicable review criteria as stated in Section 15-1-10. Review of projects within the FPZ shall include design review criteria as stated in LMC Chapter 15-5.

A CUP Application has been submitted along with this MPD Package.

C. To minimize curb cuts, driveways, and Access to Park City's primary highways and Streets, Access to Property in the FPZ shall be from existing City Streets when possible, rather than direct highway Access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways. Two curb cuts are being removed and one is being relocated to a safer location. Refer to Site Plan.

D. The Planning Department shall review all proposals for pedestrian and bicycling pathways and trails through the FPZ. Trails and sidewalks may occupy Setback Areas. Open Space, preservation of view corridors, protection and enhancement of Sensitive Lands such as wetlands and meadows, and buffer Areas shall be considered in the review.

Pedestrian and Bicycling pathways, and plazas are being proposed through out the FPZ. Refer to Landscape Plan.



Property	194,652 SF (4.5 Acres)
Set Back Area	47,473 SF
Allowed Development with a CUP	54,554 SF
Area of Increased Set Back	13,244 SF
Proposed Footprint	79,420 SF
Proposed Footprint within 100' FPZ	13,693 SF

Park & Kearns Redevelopment
MPD-003
Set Backs Analysis

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-6-5 D.1 MPD Open Space Requirements

MINIMUM REQUIRED. All Master Planned Developments shall contain a minimum of sixty percent (60%) Open Space as defined in Chapter 15-15, with the exception of the General Commercial (GC), Historic Residential Commercial (HRC), Historic Commercial Business (HCB), and the Historic Residential (HR-1 and HR-2) Zoning Districts.

The property is located within the GC Zoning District, the minimum 60% open space does not apply.

LMC 15-6-5 D.2 MPD Open Space Requirements

The minimum Open Space requirement for redevelopment of existing Developments shall be thirty percent (30%).

a. For Applications proposing the redevelopment of existing Developments, the Planning Commission may reduce the required Open Space to thirty percent (30%) in exchange for project enhancements in excess of those otherwise required by the Land Management Code that may directly advance policies reflected in the applicable General Plan sections or more specific Area plans. Such project enhancements may include, but are not limited to, Affordable Housing, greater Landscaping buffers along public ways and public/private pedestrian Areas that provide a public benefit, increased landscape material sizes, public transit improvement, public pedestrian plazas, pedestrian way/trail linkages, Public Art, and rehabilitation of Historic Structures

The proposed Public Landscaped Open Space (greenways, pathways, plazas and other similar uses) is 41.1 %.
Also the proposed development includes 60 Affordable Housing Units, adequate landscape buffering (Refer to MPD-025) based on adjacent land uses and enhance public landscaped areas that include public art and preservation of current Historic Structures (Refer to MPD-014).



- Property.....194,652 sq. ft. (100%)
- Surface Parking & Driveways.....15,071 sq. ft. (7.7% not included Open Space Calculation)
- Propose Building Footprint.....81,727 sq. ft. (42% not included Open Space Calculation)
- Amenity Space.....17,339 sq. ft. (8.9% not included Open Space Calculation)
- Public Plazas, Pedestrian and Bicycling Trails, Pathways, etc.....47,069 sq. ft. (24.2%)
- Public Landscaped Areas .....33,436 sq. ft. (17.2%)

- Proposed Public Plazas, Pathways, etc.....47,069 SF (24.2%)
- Proposed Public Garden, greenways, etc.....33,436 SF (17.2%)
- **Provided Public Open Space 41.4% (38% over the baseline)**

LMC 15-6-5 D.3 MPD Type of Open Space

The Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development. The Commission's determination shall be based on the guidance given in the General Plan. Landscaped Open Space may be utilized for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. Open Space may not be utilized for Streets, roads, driveways, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.

The landscape plan creates a green buffer along Kearns Boulevard and Park Avenue. The plan incorporates a signature trail that wraps around the west, north, and east side of the property. Plazas are incorporated for public art and community gathering areas along Kearns Boulevard. Additional plaza space is created at the intersection of Kearns Blvd and Park Ave, and adjacdnt to the drop-off area. The south and east side of the property creates public sidewalk and gathering areas that support the commercial uses along with street trees to delineate space. See Buffer Drawing for more detail.



ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-004
Open Space Analysis

" " # $ " % & **Refer to analysis below.**

,$ ")
("$

a. As a nightly-rental condominium use, the LMC requires an analysis for both a "Multi-Family Use" and a "Hotel Use. See Tables 1 & 2 below:
b. The calculations below show the Multi-Family use requires the most parking at **362.47 parking stalls.**

Table 1

Park & Kearns Mixed-Use Parking Calculations (Hotel) 03/17/2025

	quantities		parking required		spaces required
Hotel/Condo	182				182
studio	73	keys	1	per key	73.00
1 bedroom	46	keys	1	per key	46.00
2 bedroom	42	keys	1	per key	42.00
lockout	12	keys	1	per key	12.00
3 bedroom (<2000 SF)	8	keys	1	per key	8.00
3 bedroom (>2000 SF)	1	keys	1	per key	1.00
Hotel Restaurant	6,893	square feet	1	per 100 sf	68.93
Residential (Affordable)	60				60.00
studio	18	units	1	per unit	18.00
1 bedroom	42	units	1	per unit	42.00
Retail, Multi-tenant	9,012	square feet	1	per 200 sf	45.06
Office	0	square feet	1	per 200 sf	0.00
					355.99
	242	keys			

Table 2

-$ #) . % " "
" $

a. The existing Doubletree Hotel on the project site is in the same location, is similar in use, and is similar in key count as the proposed project. It has successfully operated as a hotel for over forty years.
ii. The existing hotel has 168 parking spaces.
iii. Below is a review of the existing hotel parking requirements using the current Land Management Code:
• Hotel Rooms: 182 - 182 spaces
• 5% of the residential Unit Equivalents for exemption - 3.570 sf
• Meeting Space: 9,437 sf - area over 5% - 5,867 sf - 29.34 spaces
• Hotel Restaurant/Lounge: 5,000 sf - area over 5% - 1,430 sf - 14.3 spaces
The current Land Management Code would require 226 spaces.
iv. The existing parking is equivalent to a 25.5% parking reduction as compared to the current Land Management Code Requirements.

b. There are few examples of similar projects locally that are in current operation. As a mixed-use project, 1800 Park has a similar occupancy type as the Newpark development, located in Kimball Junction. Though the Newpark project is significantly larger.
i. Following is a breakdown of the Newpark occupancies by type and parking.
• Commercial: 123,000 sf - 566 stalls
• The Commons Commercial: 12,500 sf - no dedicated spaces
• The Commons Residential: 38 dwelling units - no dedicated spaces
• Newpark Terrace: 60 dwelling units - 68 stalls +3 ADA spaces
• Newpark Residences: 71 townhomes - 71 spaces
• Newpark Flats: 43 Apartments - 53 spaces
ii. A concise synopsis of the parking at the Newpark Development shows that the property has 135,500 sf of commercial and 212 total residential units and a total of 761 parking spaces.
iii. The effective rate of the commercial parking is approximately 4 spaces per 1,000 sf and the residential parking is approximately .9 spaces per unit.
iv. Based on the existing uses in Newpark the parking calculations from the LMC would require approximately 1000 spaces. This is a parking reduction of approximately 24%.

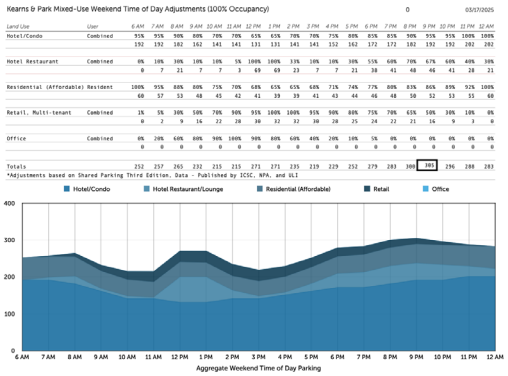
c. Another example that has a similar occupancy type is Rail Central Building Three, located on Bonanza Drive in Park City, though this project is significantly smaller.
i. Following is a breakdown of the Rail Central occupancies by type and parking.
• Commercial (Wholesale): 6,500 sf - 14 spaces
• Residential: 24 units - 12 spaces
• Total parking provided - 29 spaces
ii. The parking for the residential units are calculated at .5 spaces per unit. The units are studio type units and parking is regulated by application for parking passes and have an associated nominal cost.
iii. Adding the additional 3 spaces to the commercial, the effective rate of the commercial parking is 2.3 spaces per 1,000 sf.
iv. A baseline calculation of uses would require 47 parking spaces. This a parking reduction of approximately 38%.
d. With comparison projects having parking reductions of 24% to 38% the requested 22% parking reduction is in line with these comparable projects.

+$ % ((
$
a. See parking Tables 1 & 2 in item 1.

'$ # " (( )
" ($
" % * " ($

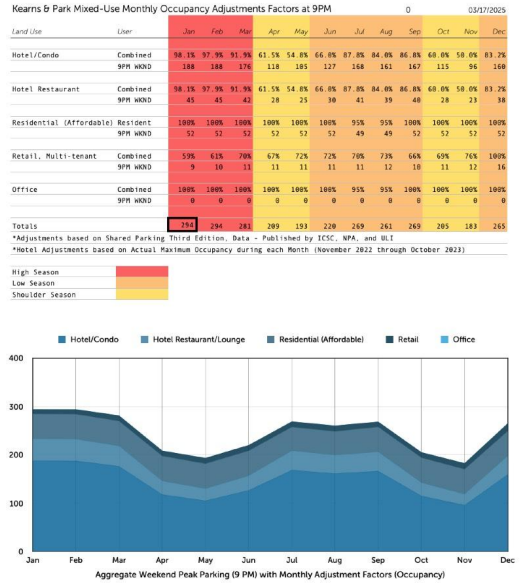
a. An analysis has been performed for time of day adjustments on both a Weekday and a Weekend based on "Shared Parking Third Edition" data, published by ICSC, NPA, and ULI. With the adjustments, the Weekday and Weekend were found to have similar parking demand. The highest demand is at 9PM with 305 spaces. See Table 3 below:

Table 3



b. Additionally, an analysis has been performed for mixed-use occupancy adjustment factors. This is a cumulative analysis and uses the Weekend 9PM parking demand. The highest demand is January and February with 294 spaces. See Table 4 below:

Table 4



LMC 15-6-5 E.1 MPD Off Street Parking

The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:

5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

a. In addition to hourly and monthly adjustments a modal adjustment using a reduction of 5% is being proposed. See Table 5 below:

i. This project is immediately adjacent to the newly improved Fresh Market Transit Stop. This stop accommodates a large number of bus routes for Park City Transit and High Valley Transit and has proven to be highly used by both employees and visitors of the current hotel, reducing the need for parking.

ii. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car, reducing the need for parking.

iii. Hotel will provide a shuttle service that will be made available to the hotel visitors.

iv. Hotel Visitors and Restaurant Users will have Valet parking available.

v. Full-Time Residents, Restaurant, Retail, and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are on and adjacent to the Site reducing the need for parking.

vi. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits reducing the need for parking.

vii. The project is located close to retail and services for the Full-Time Residents which will allow pedestrian access and thus reduce the need for parking.

viii.Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons.

ix. The project has secure bike storage, bike racks, and will have a Summit Bike Share location adjacent to the entry.

x. The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

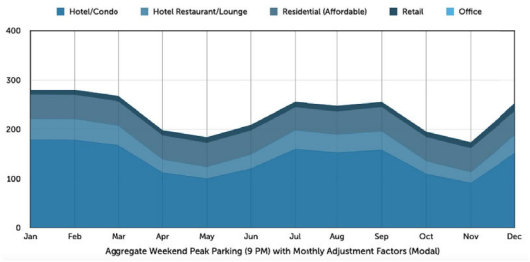
Table 5

Kearns & Park Mixed-Use Monthly Modal Adjustments Factors at 9PM 0 03/17/2025

Land Use	User	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Hotel/Condo	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	179	178	168	112	100	120	160	153	158	109	91	152
Hotel Restaurant	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	43	43	40	27	24	29	39	37	38	26	22	37
Residential (Affordable)	Resident	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	49	49	49	49	40	49	47	47	49	49	49	49
Retail, Multi-tenant	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	9	9	10	10	11	11	10	11	10	10	11	15
Office	Combined	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%	95%
	9PM WKND	0	0	0	0	1	0	0	0	0	0	0	0
Totals		280	280	267	198	184	209	256	247	255	195	173	252

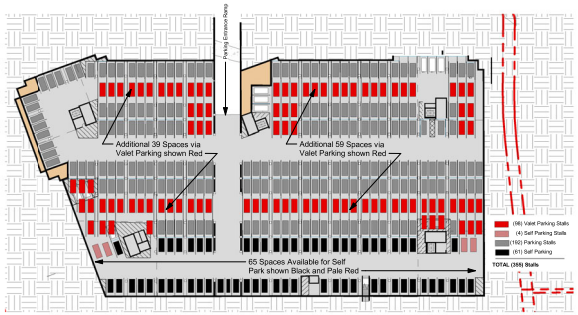
*Adjustment Reflect Alternative Transportation Use. Hotel Employees are Frequent Users of Free Bus Transit and Large Bus Transit Stop is Adjacent to the Site. Hotel Visitors Frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car. Retail and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways wich are On and Adjacent to the Site. The Site is also Adjacent te Other Retail and Office Spaces that may Result in Single Trip Multiple Visits. Retail and Office have been Adjusted based on Weather Conditions which Coincides with the High, Low, and Shoulder Seasons. "The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Third Edition".

High Season	
Low Season	
Shoulder Season	



6. Provisions for overflow Parking during peak periods.

a. During peak periods, overflow parking will be provided in the garage through the implementation of valet parking. An additional 98 spaces can be provided. See graphic below of parking garage with valet configuration:



7. 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.

a. The proposed project does not include any Density increase.

b. The proposed parking reduction will not adversely impact the surrounding property as the Implementation of the Parking Management Plan provides the ability to provide overflow parking that provides 380 parking spaces through a valet program. And, additionally, another 12 short term parking spaces that have not been included in the calculations can be accommodated in the hotel and the drop-off area for the meeting area. This provides a total of 392 spaces which is greater than the 362.47 spaces shown in the calculations in Tables 1 & 2.

- LMC Parking Calculation.....363 Stalls
- Parking Analysis Adjustment.....280 Stalls
- Parking Provided (Surface & Underground).....288 Stalls (22% Reduction)
- Overflow Parking.....392 Stalls

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-006

Off-Street Parking Analysis 2

HALES ENGINEERING
innovative transportation solutions

MEMORANDUM

Date: March 19, 2025

To: Park City

From: Hales Engineering

Subject: Kearns & Park Traffic Impact Study Addendum
UT23-2615

Introduction

The purpose of this memorandum is to provide updated trip generation for the Kearns & Park project land uses which have changed since the original traffic impact study (TIS) dated October 16, 2024, and to respond to some peer review comments dated February 28, 2025. A full updated TIS will be provided at a future date.

Project Description

The development will consist of residential apartment units, office, hotel/condo units, and some retail/commercial. The proposed land use for the development has been identified in Table 1.

Table 1: Project Land Uses

Land Use	Prior Intensity	Updated Intensity
Affordable Apartments	60 Units	64 Units
Vacation Condos	170 Units	170 Units
Hotel Restaurant/Bar	7,300 sq. ft.	6,893 sq. ft.
Commercial/Retail	2,500 sq. ft.	9,012 sq. ft.
Office	4,000 sq. ft.	-

Trip Generation

Trip generation for the development was calculated through a combination of trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (11th Edition, 2021)* as well as local data for the hotel/condo use. Trip generation for the proposed project is included in Table 2.

HALES ENGINEERING
innovative transportation solutions

As shown in Table 2, it is anticipated that the proposed development will generate approximately 1,298 trips from the site on an average weekday, including 102 trips during the morning peak hour, and 134 trips during the evening peak hour. These represent a net increase of approximately 892 net new trips per day beyond what is currently generated by the site, including 57 trips for the morning peak hour and 94 trips for the evening peak hour. A comparison of the new trip generation and the prior trip generation is contained in Table 3.

Table 2: Trip Generation

Trip Generation
Park City - Kearns & Park TIS

Land Use*	# of Units	Unit Type	Trip Generation					Reductions		Vehicular Trips		
			Total	% In	% Out	In	Out	Internal Capture	Alternate Mode	In	Out	Total
Weekday Daily												
Affordable Housing (223)	64	Units	380	50%	50%	190	190	5%	5%	172	171	343
Strip Retail Plaza, <40k (822)	9.0	KSF	492	50%	50%	246	246	5%	0%	233	234	467
Hotel/Condos	170	Units	508	50%	50%	254	254	5%	0%	242	241	483
Fine Dining Restaurant (931)	2	KSF	18	50%	50%	9	9	75%	0%	3	2	5
TOTAL			1,398			699	699			650	648	1,298
AM Peak Hour												
Affordable Housing (223)	64	Units	37	29%	71%	11	26	1%	5%	11	24	35
Strip Retail Plaza, <40k (822)	9.0	KSF	22	60%	40%	13	9	1%	0%	13	9	22
Hotel/Condos	170	Units	44	55%	45%	24	20	1%	0%	24	20	44
Fine Dining Restaurant (931)	2	KSF	2	50%	50%	1	1	75%	0%	1	0	1
TOTAL			105			49	56			49	53	102
PM Peak Hour												
Affordable Housing (223)	64	Units	38	59%	41%	22	16	10%	5%	18	14	32
Strip Retail Plaza, <40k (822)	9.0	KSF	74	50%	50%	37	37	10%	0%	34	33	67
Hotel/Condos	170	Units	38	70%	30%	27	11	10%	0%	24	10	34
Fine Dining Restaurant (931)	2	KSF	2	67%	33%	1	1	75%	0%	1	0	1
TOTAL			152			87	65			77	57	134

*Land Use Code from the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition 2021.
SOURCE: Hales Engineering, March 2025.

Table 3: Trip Generation Comparison

Time Period	Current Site	Prior Plan Trip Gen	Updated Trip Gen
Weekday Daily	606 Trips	1,008 Trips	1,298 Trips
Morning Peak Hour	45 Trips	92 Trips	102 Trips
Evening Peak Hour	80 Trips	104 Trips	134 Trips

Comment Responses

1. The Park City Municipal Corporation Transportation Impact Study Guidelines state: "Traffic operations at study intersections should be analyzed using the most recent Highway Capacity

HALES ENGINEERING
innovative transportation solutions

Manual methodology." The Highway Capacity Manual (HCM), 7th Edition is the most recent HCM methodology, released in 2022.

- Response: The most current edition was utilized. This will be corrected in the updated text

4. Appendix C9 documents the turning movements into the West North Hotel drive from Park Avenue. Is there a seprate count for the West South Hotel drive? Were there any counts or queue observations from the existing adjacent shopping center driveway?

- Response: An error had occurred in which both hotel accesses counted together as a single access. Adjacent shopping center driveways were not counted. However, it is unlikely that a significant number, if any, trips from the hotel would utilize these accesses as the existing project accesses are located at the edge of the hotel property.

8. The TIS notes that the HAWK signal along Park Street north of Homestake Road negatively impacts the adjacent intersection. How many pedestrian crossings using the HAWK signal were observed? Was there any attempt to include the potential HAWK signal in the model?

- Response: 30 pedestrians were observed crossing during the evening peak hour. The HAWK was modeled as a signal in Synchro/SimTraffic, where mainline Park Avenue was stopped only when the ped signal was called and westbound traffic could only proceed when there were gaps in the northbound thru and southbound left-turn movements.

9. The TIS uses the observed entering and exiting traffic from the existing hotel site as the basis for trip generation for the "Vacation Condos". Little information is provided to document the whole site entering and exiting traffic:

a. It is unclear if the West North and West South driveways were separate counts.

b. The hotel site has two additional accesses into and out of the site through the adjacent commercial lot that were not accounted for in the TIS.

- Response: See response to comment 4.

Please provide additional documentation for the existing site trip generation. It isn't clear that the "Vacation Condos" at the proposed site will act similarly to a hotel. Hotels have centralized services, a front desk and welcome area, cleaning staff, and other amenities; vacation condos may have more bedrooms, kitchens, and more capacity per unit. These details that may or may not support the TIS trip generation methodology have not been detailed in the TIS.

The ITE Trip Generation Manual does provide a "Recreational Home" land use, defined: "A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis." This land use, which may be more similar to the proposed "Vacation Condos" has an average Friday PM peak hour trip generation rate of 1.11 trips per unit, 5-times higher than the trip generation rate for "Vacation Condos" in the TIS at 0.22 trips.

HALES ENGINEERING
innovative transportation solutions

- Response: The vacation condos do operate similarly to a hotel- there is a lobby with a front desk, cleaning staff, and other amenities including support commercial (which will be a place for guests to purchase a toothbrush, etc.). The majority of units are single-bedroom except for 12 units which will have a lockout, similar to how a standard hotel might primarily have standard rooms but also contain a few suites. These will be referred to as "condo/hotel" units in the TIS update to avoid confusion. Use of the ITE recreational home rate would not reflect the high transit usage for this location, which is why we based trip generation on the counts at the existing accesses. This approach was cleared by City staff.

10. The TIS applies an "internal capture" and "alternate mode" reduction to the estimated base vehicle trip generation. This is intended to account for "proximity to grocery stores, dining establishments, and other retail" and "proximity of the bus/shuttle/electric bike station". The observed "Vacation Condos" trip generation rate is based on existing site counts, which would include these effects. Applying reductions to Vacation Condos is in effect double counting the effect.

- Response: Only the internal capture reduction was applied to the condo/hotel units. The reason an internal capture reduction was applied is because the site provides additional commercial (on-site), further reducing the need to drive to external locations. The NCHRP methodology produced an evening peak hour reduction of approximately 15% based on on-site uses. This was reduced to 10% to avoid the double-counting effect.

11. The TIS refers to the proposed restaurant space as a 7,300 square foot hotel restaurant / bar in Table 5, a 0.6 thousand square foot "Fine Dining Restaurant" in the trip generation Table 6, and a "hotel restaurant" in the TIS narrative. (There is no proposed hotel on site.) As illustrated in the site plan, the proposed restaurant has direct access to a pedestrian walkway, exterior seating, and frontage along the northern parallel parking aisle in the shopping center. There is no indication that this restaurant will be primarily patronized by "hotel guests" (this is assumed to mean people staying in the vacation condos). The application of a 75% internal capture rate does not seem justified.

The site plan does not clearly delineate the restaurant space. However, the scaled area of the rectangle around the restaurant label is close to 3.1 thousand square feet. Reviewing the ITE data behind LUC 931, the smallest surveyed site in the PM peak hour was 4.4 thousand square feet. It seems unlikely that a fine dining restaurant would occupy 0.6 thousand square feet. Please confirm the size and trip generation of the restaurant space.

- Response: The Yarrow hotel currently includes a 6,700 sq. ft. restaurant. The trips from this restaurant were captured in the existing counts. The hotel has indicated that approximately 80% of the restaurant patrons are hotel guests, which was reduced to 75% to be conservative in the analysis. According to the developer, the new restaurant is anticipated to maintain a similar portion of patronage. The 7,300 sq. ft. from the prior plan included a rooftop bar. This square footage has been changed slightly in the latest plan,

HALES ENGINEERING
innovative transportation solutions

but the 600 sq. ft. in the prior plan and the 200 sq. ft. in the current plan represents the increase in square footage, which inclusion had been requested by City staff.

12. The proposed site relies on access through the Fresh Market and cinema parking lot for valet circulation and resident / office access into and out of the North Access parking garage, estimated at around 60 trips circulating into or out of the garage and through the parking lot in the PM peak hour. Does the proposed site have legal right to circulate through the parking lot?

- Response: It will- an agreement is being worked on.

13. The TIS indicates that the estimated 95th percentile queue on the West Project Access at

Park Street is about as long as the link distance itself. Is the West Project Access queue artificially truncated due to limitations of the link length? Will the West Project Access queue cause:

a. Increased delay or spillback into Park Avenue?

b. Conflict within the valet / circulating porte-cochere drive?

c. Spillback into the shopping center parking lot?

d. Interactions with any existing queues into or out of the existing shopping center parking lot?

- Response: While the modeling shows extensive queueing into the site, it is not anticipated that it would be reflective of real-world conditions. The model shows 10.5 minutes of delay at this access because of the difficulty in turning left. However, it is extremely unlikely that drivers would wait this long, and it is likely that they would choose to turn right and reroute instead.

14. The site plan illustrates a food truck location. Is this included in the land use summary in Table 5?

- Response: It is not- It is intended to service trail users and on-site guests. According to the developer, it is not anticipated to generate any vehicular traffic, and it is seasonal, meaning there would be no food truck during winter months.

15. Are there any features designed into the North Access from Kearns Boulevard to disallow left turns in or out of the site?

- Response: They have not been designed yet but it is anticipated that there will likely be a center median. This will be determined in the UDOT process.

16. The site plan does not illustrate or identify any locations for interior or exterior bicycle racks.

- Response: This particular plan does not, but other plans included in the project's submittal show bike racks on the southwest corner of the property.

HALES ENGINEERING
innovative transportation solutions

18. The Park City TIS guidelines indicate that the parking demand for the proposed project should be estimated and compared to the proposed supply as well as the requirement specified in the Park City Municipal Code. The location, access, and quantity of on-site bicycle parking that is being provided for both short-term and secure, long-term use should also be documented.

- Response: The parking was analyzed in a standalone memo, which should have also been submitted to the City.

19. The Park City TIS guidelines indicate that existing transit lines and service headways within one-quarter mile of the proposed project should be documented. The estimated mode share and number of trips for people walking to transit, completed as part of the trip generation, should be described along with an evaluation of the walking route to access the nearby transit stops from the proposed development.

- Response: The transit lines and headways will be included in the TIS update. See page 17 of the TIS for alternate mode trip generation. The site plan displays the proposed trails, which lead to the transit stop just south of the site. This will be clarified in the update.

Other comments will be addressed in a future TIS update.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

ELLIOTT WORKGROUP

Park & Kearns Redevelopment
MPD-006.1
Parking Analysis - Hales Engineering

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Parking Management Plan

General Operations

1. Property management of the property will implement a parking management system that supports vehicular access to the property and manages the use of the parking spaces associated with the property.
2. Overnight parking will only be allowed for the Hotel/Nightly Rental use and the Affordable Housing use. The parking garage and surface parking will be accessed nightly after Restaurant and Bar operating hours. Vehicles without appropriate passes displayed will be removed from the site at the vehicle owner's expense.
3. Vehicle repair in the parking garage is strictly prohibited (including oil changes). Anyone who works on a vehicle in the parking garage will be in violation of the lease agreement.
4. Surface parking is intended for short-term use to service the office, retail, restaurant, and bar. No overnight parking is allowed for these uses.
5. Only vehicles that are licensed and in operating condition are allowed on the property.

Hotel/Nightly Rental Operations

1. Parking passes will be issued to Hotel/Nightly Rental users that will allow access to the parking garage at the rate of one (1) pass per key. These passes will allow overnight parking and will be required to be displayed.
2. Parking passes will be issued to necessary Hotel/Nightly Rental operations employees as determined by the hotel operator and will be required to be displayed.
3. Parking passes will be issued to Owners of the Nightly Rental units at the rate of one (1) pass per unit. These Owners may not use the parking area if their unit is in use as a nightly rental.
4. Employees of the Hotel/Nightly Rental Operator will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Operator.
5. The Hotel/Nightly Rental Operator will provide an optional Valet service that is operated out of the Lobby/Check-in area.
6. The North East corner of the garage will be assigned as the first area of implementation for valet parking. This area is the farthest from the hotel entry and a good distance from the stair and elevator access to the Affordable Housing.
7. If the need increases, the valet area can expand first to the North West and then to the South area shown in the Valet Parking graphic.
8. The Hotel Operator will provide a shuttle service that will be made available to the hotel visitors.

Affordable Housing Operations

1. Residents will be required to apply for parking passes. Issued parking passes will be required to be displayed. Vehicles without a valid displayed parking pass or that do not adhere to the parking policy will be towed at the vehicle owner's expense.
2. Parking is limited to one (1) parking space per 1 bedroom apartment. And one (1) parking space per every two (2) studio apartments. Fifty-one (51) spaces will be available.
3. Residents will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for the residents.
4. Guests of the Affordable Housing residents will be allowed to park in the parking garage but will require a guest pass to be displayed. It is the responsibility of the Resident to notify guest(s) of the parking policies and issue a guest parking pass to the guest(s). Guest parking passes are for temporary guest parking and not to be used for tenant vehicles. Improper use of guest parking passes will result in a lease violation and/or vehicle towed at the vehicle owner's expense.
5. In the case of implementation of valet parking, Residents will be allowed to self park in the South portion of the garage as shown in the graphic for valet parking in the Parking Analysis. These areas are identified as black or pale red rectangles on the graphic and provides 68 spaces, which is more than the parking passes issued for the Affordable Housing Residents.
6. Failure to comply with any provisions of the parking agreement may result in termination of the lease agreement and or eviction proceedings, in addition to all other available legal remedies.
7. Residents will be required to sign the parking agreement document as part of the lease.

Meeting Operations

1. The Meeting spaces are intended to service the operations of the Hotel/Nightly Rental use and as such do not increase demand on the parking for the property.
2. In the case of a meeting that is open to guests of other Nightly Rental properties, the drop-off area at the hotel lobby entrance will be available for shuttle service and private car service.
3. The Operator may schedule meetings servicing local users in times when the vacancy rates are low and thus parking demand is low. This will primarily occur in Low Season and Shoulder Season as described in Tables 4 & 5 in the Parking Analysis section. Parking will be available in the garage for these uses.
4. No overnight parking will be allowed in association with this use.

Restaurant and Bar Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. The Restaurant and Bar Operator will provide an optional Valet service that is operated from a podium at the sidewalk.
3. Parking passes will be issued to necessary Restaurant and Bar operations employees as determined by the Restaurant and Bar Operator and will be required to be displayed.
4. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Restaurant and Bar.
5. No overnight parking will be allowed in association with this use.

Office and Retail Operations

1. Parking for customers is located in the parking garage and surface parking spaces.
2. Parking passes will be issued to necessary Office and Retail operations employees as determined by the Office and Retail Operators and will be required to be displayed.
3. Employees of the Restaurant and Bar will be encouraged to take alternative modes of transportation. With emphasis on use of bus service which is provided at the Fresh Market Transit Center which is adjacent to the property. Additionally, indoor secure bike storage will be provided for employees of the Office and Retail Operators.
4. No overnight parking will be allowed in association with this use.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

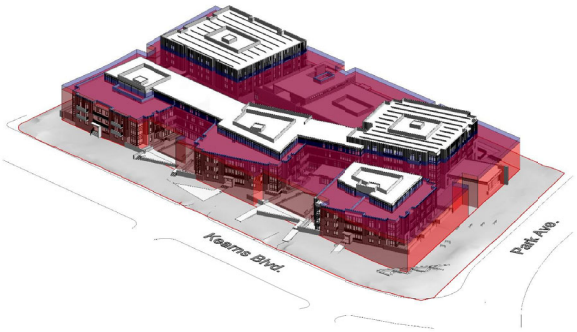
Park & Kearns Redevelopment

MPD-007 **Parking Management Plan**

LMC 15-6-5 F.1 MPD Criteria for Bldg. Height Exceptions

The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits

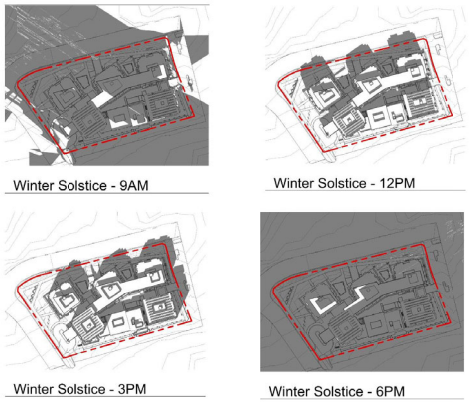
Refer to Site Suitability Analysis at MPD-002. In all cases the proposed density is less than the allowed.



- Allowable CF with 30' FPZ Set Back.....4,986,609 CF
- Proposed CF with 30' FPZ Set Back.....2,762,291 CF
- **45% LESS THAN ALLOWED**

LMC 15-6-5 F.2 MPD Criteria for Bldg. Height Exceptions

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



A Solar Study has been done during the different Equinox and Solstice of the year, every three hours and the proposed buildings does not have any impact to the neighboring properties. Refer to sheet MPD-034.

LMC 15-6-5 F.3 MPD Criteria for Bldg. Height Exceptions

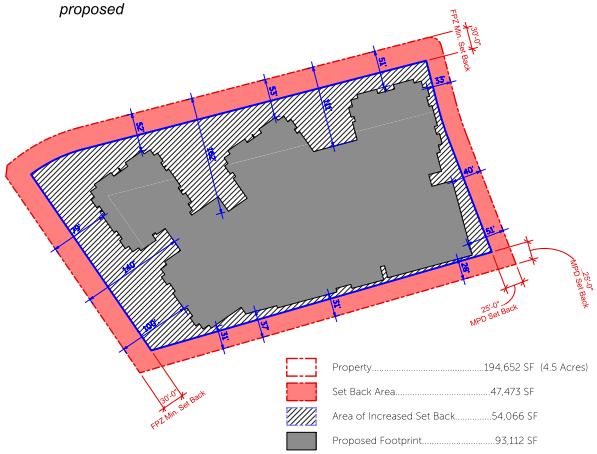
There is adequate Landscaping and buffering from adjacent Properties and Uses



Five (5) Buffer Types have been implemented in the site design along the perimeter of the site. Each Buffer Type is designed to meet the specific needs of the uses and locations. Refer MPD-026 for Buffer Type Information and refer to MPD-007 for Planting Plan.

LMC 15-6-5 F.4 MPD Criteria for Bldg. Height Exceptions

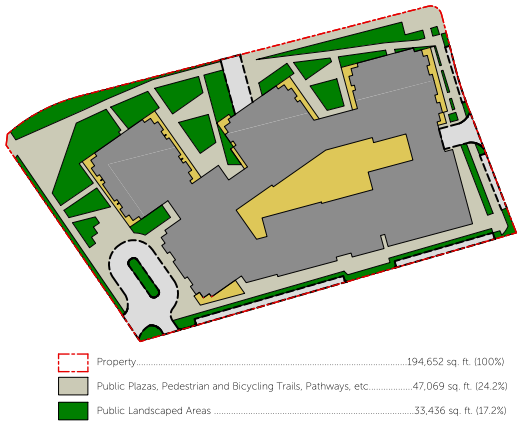
Increased Setbacks and separations from adjacent projects are proposed



- MPD Increased Set Back SF.....54,066 SF
- **113% Increase in Set Back Area over MPD Setbacks**

LMC 15-6-5 F.5 MPD Criteria for Bldg. Height Exceptions

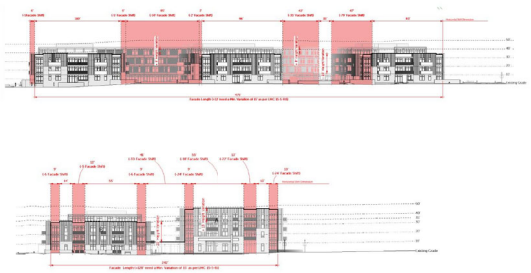
The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible



- Proposed Public Plazas, Pathways, etc.....47,069 SF (24.2%)
- Proposed Public Garden, greenways, etc.....33,436 SF (17.2%)
- **37.8% Increase in Open Space over MPD Baseline**

LMC 15-6-5 F.6 MPD Criteria for Bldg. Height Exceptions

The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District



The Facade length along each side of the property is over 120', as per LMC 15-5-6.B a minimum of 15' of variation is required, the highlighted red areas on the elevations show the proposed combined variation horizontally and vertically, in all cases bigger than 15'. Refer to MPD-205 and MPD-206.

ELLIOTT WORKGROUP

10/09/2023 (Rev., 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-008

Building Height Analysis

LMC 15-6-5 G.1 MPD Site Planning

Units shall be clustered on the most developable and least visually sensitive portions of the Site. Open Space shall separate the clusters. The Open Space should be designed so that existing Significant Vegetation is maintained on the Site.

The proposed blocks have been placed strategically located through out the site, to allow natural light not only as a benefit of the user but also the environment. Optimizing natural light usage in buildings can cut energy consumption by up to 40%. Open spaces in between blocks B, C and D separate clusters and provide significantly facade variation. Refer to MPD-027 Tree Demo, for Existing Vegetation to be maintained on Site.



LMC 15-6-5 G.2 MPD Site Planning

Projects shall be designed to minimize Grading and the need for large retaining Structures.

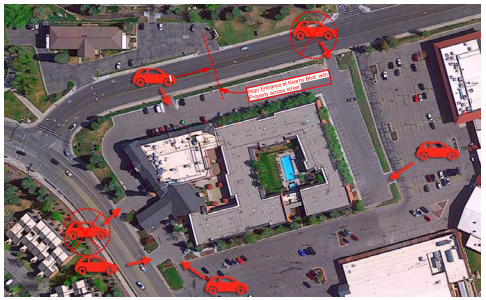
Minimum revisions to existing grade are being proposed. Refer to Grading Plan at MPD-024.



LMC 15-6-5 G.3 MPD Site Planning

Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.

Minimum revisions to existing grade are being proposed. The Vehicular Access is being improved by removing two existing ones. The relocation of the remaining access at Kearns Blvd. is being realigned, improving the overall safety and traffic flow. Refer to MPD-022 Site Plan and MPD-028 Utility Plan.



LMC 15-6-5 G.4 MPD Site Planning

Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible. Applicants may be required to grant the City a trail easement to connect proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.

There is not existing trails on site, only 5' unsafe sidewalks along Kearns Blvd. and Park Ave. The proposed trails are consistent with the Park City Trails Master Plan and Small Area Plan, which includes a 12' Signature Trail along the West, North and East property perimeter. Refer to MPD-022 Site Plan, MPD-025 Landscape Plan and MPD-026 Buffer Types.



LMC 15-6-5 G.5 MPD Site Planning

Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

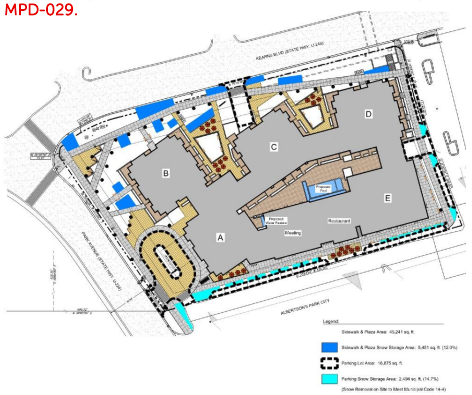
The proposed trails are consistent with the Park City Trails Master Plan and Small Area Plan, which includes a 12' Signature Trail along the West, North and East property perimeter. Refer to MPD-022 Site Plan, MPD-025 Landscape Plan and MPD-026 Buffer Types.



LMC 15-6-5 G.6 MPD Site Planning

The Site plan shall include adequate Areas for snow removal and snow storage. The Landscaping plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

Snow storage areas on-site are identified on Snow Storage Plan. Refer to MPD-029.



LMC 15-6-5 G.7 MPD Site Planning

The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Master Planned Development to the trash and recycling containers.

The proposed design includes a Service Entrance with adequate turning radius to allow semitrucks into a Loading Dock and Trash Enclosure at the eastern side of the property. The trash enclosure will hold trash and recycling commercial containers. Refer to MPD-101 Level 1.

LMC 15-6-5 G.8 MPD Site Planning

The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

The proposed Site layout includes a drop off area at the main entrance on the Southwest area. Refer to MPD-022 Site Plan, MPD-007 for Parking Management Plan and MPD-035 for Public Transportation.

LMC 15-6-5 G.9 MPD Site Planning

Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

The proposed design includes a Service Entrance with adequate turning radius to allow semitrucks into a Loading Dock and Trash Enclosure at the eastern side of the property. Refer to MPD-101 Level 1.

ELLIOTT WORKGROUP

Park & Kearns Redevelopment

MPD-009

Site Planning Analysis

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-6-5 H MPD Landscape and Lighting Requirements

A preliminary Landscaping plan must be submitted with the Master Planned Development Application. The Landscaping plan shall comply with all criteria and requirements of Section 15-5-5(N) LANDSCAPING. All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to issuance of Certificates of Occupancy. Lighting must meet the requirements of Section 15-5-5(J).

Refer to Landscape Plan at MPD-025. The site is currently developed and landscaped, there is not noxious weed on site currently. Refer to sheet MPD-033 for Lighting Fixtures Cut sheet.

LMC 15-5-5 N.1 Architectural Design Guidelines - Landscaping Plan

A complete landscape plan is required for (I) new Development and/or Construction Activity proposed for an unimproved Lot or property and/or undisturbed natural Lots or property; (II) renovations or Construction Activity that modifies the Building Footprint; and (III) projects proposing to modify over 50% of the Landscaped Area. Landscape plans shall incorporate best practices for water conservation. The landscape plan shall:

a. *Identify the intended plant materials indicating the botanical name and the common name for:*
   See Planting Plan MPD-025

b. *Utilize the concept of Water Wise Landscaping for selecting plants, plant location, irrigation methods, and mulching of all Landscaped Areas.*
   Plants selected for the plant schedule are native and/or native like to the area and meet the waterwise plant requirements. Irrigation in the planting beds will be drip irrigation. Planting bed to receive a 4" depth of bark mulch.

c. *For properties not included in a Historic District and for properties listed Landmark or Significant on Park City's Historic Sites Inventory, include plantings and ground cover in the Wildland Urban Interface Immediate Ignition Zone 0-5 feet and the Wildland Urban Interface Intermediate Ignition Zone 5-30 feet (Park City Municipal Code § 11-21-1(I) The 2006 Utah Wildland-Urban Interface Code).*
   Not Applicable

d. *Indicate the percentage of the lot that is landscaped.*
   21% of the site will be landscaped

e. *Indicate the percentage of the lot containing Impervious Surfaces, including driveways, parking areas, patios, and decks.*
   79% of the site contains impervious surfaces

f. *Indicate the percentage of the landscaping that is irrigated.*
   All landscape material will be irrigated, 100%

g. *Identify the 50 percent (50%) of any Water Wise Landscaped Area comprised of appropriate approved non-invasive drought-tolerant plants.*
   Not Applicable

h. *Identify Hydrozoning (grouping of plants based on irrigation needs) or Xeriscaping (sustainable, low-water landscaping) locations.*
   Plants have been grouped with similar irrigation needs

i. *Identify all existing Significant Vegetation, which shall remain and be maintained on Site and protected during construction.*
   - *If the Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a Conditional Use, Master Planned Development, Historic District Design Review approval, or building permit review, it may be replaced with equivalent landscaping in type and size.*
   - *The Forestry Board and Planning Director may grant exceptions if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code.*
   - *Multiple trees from the City's approved Wildland-Urban Interface Planting List, clumped and grouped together with canopies of the clusters being no closer than 18 feet to the next closest cluster within the Intermediate Zone, no cluster exceeding (5) five trees or cover more than 15% of the Intermediate Ignition Zone, whichever is lesser, and with vegetation not closer than 10 feet to any portion of a structure with vegetation at full grown height and size, equivalent in caliper to the size of the removed Significant Vegetation in the Intermediate Ignition Zone may be considered instead of replacement in kind and size.*
   - *Significant Vegetation preservation shall be prioritized, but where applicable, Significant Vegetation may be removed or replaced to comply with Firewise Landscaping and/or Defensible Space regulations in Chapter 11-21 Utah Wildland-Urban Interface Code as approved by the Planning Director and Forestry Board.*

   Trees that will remain have been identified on the tree demo plan MPD-027

k. *Identify Artificial turf, which is recommended to be non-toxic synthetic, plant based, and/or made of recycled materials with reduced petroleum-based polymers. Artificial turf is allowed to be used in limited quantities on decks, pathways, recreation and play areas. Installation of artificial turf shall not pool water and be installed to allow for drainage.*
   Artificial turf areas to be determined.

l. *Comply with Park City Municipal Code Chapter 11-21, Utah Wildland-Urban Interface Code.*
   Plan will comply with Utah Wildland-Interface Code. There are no noxious weeds on site currently.



ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-010
Landscape and Lighting Analysis

LMC 15-6-5 L Mine Hazards

All Master Planned Development Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan.

The property is outside the Mining Hazard Ordinance Overlay area. Refer to Map below.

LMC 15-6-5 I Sensitive Lands Compliance

Applicants for a Master Planned Development that contains any Area within the Sensitive Land Overlay Zone shall conduct a Sensitive Lands Analysis and shall conform to the Sensitive Lands Chapter 15-2.21.

The property is outside the Sensitive Lands Overlay area. Refer to Map below.

LMC 15-6-5 J MPD Employee / Affordable Housing

Master Planned Developments Applicants shall submit a housing mitigation plan that addresses employee Affordable Housing required by the adopted housing resolution in effect at the time of a complete Application.

A Housing Mitigation Plan has been submitted and discussed with the PCMC Housing Department. Refer to updated Housing Mitigation Plan below and MPD-012.1

Yarrow Hotel Owners, LLC Housing Mitigation Plan

Yarrow Hotel Owners, LLC (Yarrow Owner) is pleased to incorporate this Housing Mitigation Plan as a part of its Amended Master Planned Development application for the proposed redevelopment of the existing DoubleTree by Hilton Hotel (The Yarrow) located at 1800 Park Avenue, Park City. This proposed plan has been crafted to comply with the 2021 Park City Affordable Housing Resolution.

Background

Built in 1977, the Doubletree by Hilton Park City-Yarrow is a 182-room full-service hotel with over 10,000 square feet of meeting and convention space, approximately 3800 square feet of restaurant and bar, and over 15,000 square feet of lobby and support commercial space. Operating since 1977, the 132,330 square foot Yarrow property today does not contain or provide any affordable housing.

The proposed Yarrow MPD redevelopment would provide 60 deed-restricted affordable housing units on-site as part of a vibrant mixed-use, mixed-income community in the commercial heart of town. The site has immediate access to schools, shops, services, jobs, and recreation. The site sits adjacent to heavily served transit stops and at a junction of heavily trafficked pedestrian and bike routes despite the current inadequacy of pedestrian and bike infrastructure. The proposed redevelopment would enhance regional connectivity with significant on-site trail and infrastructure improvements along with the dedication of over 38% of the site as public open space. The mixed-use redevelopment is designed to accommodate additional area connectivity and redevelopment to help make the dream of a vibrant Bonanza Park community a reality.

Proposed Mitigation Plan

In connection with the complete redevelopment of the site, Yarrow Owner proposes to construct affordable housing on site as part of the MPD. This proposal will meet the requirements of the 2021 Park City Affordable Housing Resolution. The 2021 Housing Resolution calls for a total affordable housing contribution based on an employee mitigation calculation for various uses. The affordable housing requirement is calculated by Affordable Unit Equivalents (AUE), which equates to 900 square feet. In the case of condominium/hotel
type of developments, the Resolution requires the application of the more demanding criteria between that for a hotel and that for a multifamily project. Commercial areas are assessed on an employee generation rate pursuant to the specific type of commercial use contemplated, like restaurant, retail, or office, etc. The relevant portion of the Resolution reads as follows:

SECTION 8. CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

1. Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

RESIDENTIAL GENERATION CALCULATION EXAMPLE An Applicant has received approval for a 128-unit Master Planned Development. The dwelling units are of varying sizes totaling 328,000 square feet which equals 164 RUEs.

1. 164 RUEs (total units approved) multiplied by.20 (residential mitigation rate) equals 32.8 Affordable Unit Equivalents (AUEs).
2. One AUE equals 900 square feet of net livable space.
3. The total approved units for this Master Planned Development is 128 market rate units plus 32.8 AUEs equaling 29,520 total net square feet of additional livable space.

2. Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

Type of Use	Full Time Equivalents (2080 hours) per 1,000 Net Leasable SF
Restaurant/Bar	6.5
Education	2.3
Finance/Banking	3.3
Medical Professional	2.9
Other Professional Services	3.7
Personal Services	1.3
Real Estate/Property Management	5.9
Commercial/Retail	3.3
Recreation/Amusements	5.3
Utilities	2.9
Lodging/Hotel	.06/room
Condominium Hotel	Greater of lodging/hotel calculation or residential mitigation rate
Overall/General	4.4

The Overall/General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.

Applying the Hotel Criteria for employee generation for the Yarrow MPD redevelopment proposed results in the larger number of required AUE's at 26.49 AUE or 24,246 square feet of affordable housing as noted in the table below:

1800 Park Ave - AUE Calculation - Hotel — 3/19/2025

Building Areas with Calculations

Use	Net Floor Area/ Rooms Keys	Use Type from Housing Resolution	Full Time Equivalents per (1,000 sf Net Leasable)/ per (Room)	Total FTEs
B. Commercial Development				
Hotel Restaurant	4,184	Restaurant/Bar	6.5	27.20
Rooftop Bar	916	Restaurant/Bar	6.5	5.95
Rooftop Bar Deck	1,793	Restaurant/Bar	6.5	11.65
Retail	2,543	Commercial/Retail	3.3	8.39
Additional Retail	6,469	Commercial/Retail	3.3	21.35
Lobby Retail (Exempt)	2,136	Personal Services	1.3	2.78
Spa & Fitness (Exempt)	2,823	Personal Services	1.3	3.67
Breakout Rooms (Exempt)	1,148	Personal Services	1.3	1.49
Meeting Hall (Exempt)	5,051	Personal Services	1.3	6.57
Coffee Shop (Exempt)	354	Personal Services	1.3	0.46
Hotel Rooms	182	Lodging/Hotel	0.6	109.20
Totals	27,417	4.8862		198.71
Total FTEs (by Calculation)				198.71
Mitigation Rate			20%	39.74
Workers per Household - Total AUE Required			1.5	26.49
Net SF Livable Space			900	23,845.16
AUE Provided by the Project	24,246		900	26.94

Applying the Multifamily Criteria results in the lower required number of AUEs (24.73) as noted in the table in the next paragraph:

1800 Park Ave - AUE Calculation - Multi-Family — 3/19/2025

Building Areas with Calculations

Use	Net Floor Area	MRUE Area	RUEs	Total FTEs at 20% Mitigation
A. Residential Development				
Multi-Family	127,954	2,000	64.0	12.80
Totals	127,954		64.0	12.80

Use	Net Floor Area	Use Type from Housing Resolution	Full Time Equivalents (1,000 sf Net Leasable)	Total FTEs
B. Commercial Development				
Hotel Restaurant	4,184	Restaurant/Bar	6.5	27.20
Rooftop Bar	916	Restaurant/Bar	6.5	5.95
Rooftop Bar Deck	1,793	Restaurant/Bar	6.5	11.65
Retail	2,543	Commercial/Retail	3.3	8.39
Additional Retail	6,469	Commercial/Retail	3.3	21.35
Lobby Retail (Exempt)	2,136	Personal Services	1.3	2.78
Spa & Fitness (Exempt)	2,823	Personal Services	1.3	3.67
Breakout Rooms (Exempt)	1,148	Personal Services	1.3	1.49
Meeting Hall (Exempt)	5,051	Personal Services	1.3	6.57
Coffee Shop (Exempt)	354	Personal Services	1.3	0.46
Totals	27,417			89.51
Commercial Development Mitigation Rate			20%	17.90
Commercial Workers per Household			1.5	11.93
Total AUE Required				24.73
Net SF Livable Space			900	22,257.02
AUE Provided by the Project	24,246		900	26.94

INDEPENDENT CALCULATION BASED UPON ACTUAL DATA

Today, The Doubletree operates with an average of 53.5 Full Time Equivalent Employees (FTEE's)inclusive of all food & beverage and banquet employees. This results in an Observed Employee Generation Rate of 0.3 employee/room which is more typical of hotels of this size in the market. Applying this actual employee generation rate (.3) to the hotel portion of the proposed redevelopment results in a Housing Mitigation Rate of 7.14 AUEs (182 rooms x .3 = 53.5 employees x 20% mitigation rate= 10.7 / 1.5 employees per household.) Adding 2.54 AUEs required for the proposed new commercial areas results in an **9.68 AUE requirement for the proposed MPD based upon actual data**. To fulfil the requirements of the resolution Yarrow Owner proposes to provide 60 Affordable Housing Units totaling 26.94 AUE's or 24,246 square feet of on-site affordable housing meeting the requirement as noted below:

Use	Studio Area	Studio #'s	1 Bed Area	1 Bed #s	Total
A. Residential Development					
Second Floor	332	6	435	14	8,082
Third Floor	332	6	435	14	8,082
Fourth Floor	332	6	435	14	8,082
		18		42	24,246
Totals	996	18	1,305	42	24,246
AUEs Provided by the Project				900	26.94

The Proposed Affordable AUE exceeds the requirement based upon historical data by 17.26 AUEs, with out giving credit for the existing property.
It is worth noting that the proposed Yarrow Redevelopment is not generating entirely new demand for affordable housing from the site. In fact, applying the Housing Resolution to the existing Hotel operations results in 20.53 AUEs or over 18,000 square feet of Affordable Housing Demand which would be displaced by the proposed redevelopment (see next page.)

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-012

Housing Mitigation Plan

EXISTING HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Existing Yarrow Hotel	quantities	employee rate	employees	mitigation rate	workers per household
Hotel	room/suite	per room		20%	1.5
Guest Rooms	182	0.6	109.2	21.84	14.56
	182		109.2	21.84	14.56
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			20%	1.5
Hotel Restaurant/Lounge	5,000	5.0	6.5	32.50	6.50	4.33
Meeting Space	9,437	9.4	1.3	12.27	2.45	1.64
		14.4		44.77	8.95	5.97
Total Existing Yarrow Hotel Affordable Unit Equivalents						20.53

Pursuant to the Housing Resolution, the final count of units required may adjust slightly with final adjustments to the plans required to address City input. Actual square footage and AUE's provided will exceed the requirements per the Resolution which reads:

Final Unit Requirement Calculations. The final calculations for the number of affordable units and the rental rate for these units shall be made by staff utilizing the calculation formulas in Section 8 and Section 20 of this Housing Resolution. All calculations are subject to approval by the Park City Housing Authority prior to the issuance of building permits for the project.

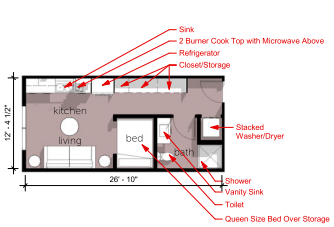
SUMMARY OF Affordable Housing Mitigation Calculations.

The proposed project will deliver more Affordable Housing Unit Equivalents than required pursuant to the 2021 Park City Affordable Housing Resolution even using the most stringent calculation method and giving no credit for the housing demand being displaced by replacing the existing Doubletree operations.

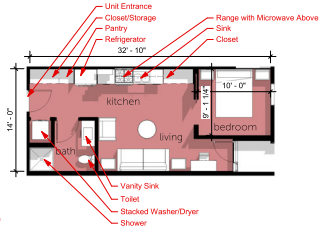
Affordable Homes Configurations:

Yarrow Owner proposes to deliver 26.94 AUEs of Affordable Housing on-site integrated into the project as 60 units in a dedicated residential building as follows:
The proposed design of the units are as follows:

Use	Studio Area	Studio #s	1 Bed Area	1 Bed #s	Total
A. Residential Development					
Second Floor	332	6	435	14	8,082
Third Floor	332	6	435	14	8,082
Fourth Floor	332	6	435	14	8,082
		18		42	24,246
Totals	996	18	1,305	42	24,246
AUEs				900	26.94



Small Studio Affordable Housing (332 SF)
SCALE: 1/8" = 1'-0"



Large Studio Affordable Housing (435 SF)
SCALE: 1/8" = 1'-0"

The proposed Affordable Housing Units are located on-site in a dedicated residential building block integrated into the overall redevelopment as noted on the site plan below. The building features a private outdoor area for the exclusive use of the permanent residents and their guests. The building is designed for efficiency to minimize maintenance and energy use, and to create a community environment different than the transient uses in the market rate hotel condominium buildings.



As can be seen from the elevation below, the Affordable Homes will book end a new strip of neighborhood commercial space and sit at the corner adjacent to existing grocery store, gym, restaurants, and other neighborhood amenities. At the other end of the new pedestrian plaza and trail sits the main entrance for the hotel condominiums where the existing DoubleTree lobby sits today.



All affordable housing shall be deed restricted and subject to Park City affordable housing guidelines including affordable rent restrictions. All the affordable housing is proposed to be built in the 1st residential phase of the redevelopment.

ELIGIBILITY AND PRICING

All required Affordable Units will be maintained as deed restricted affordable rental homes as required by the 2021 Housing Resolution. A qualified property management company shall manage the rental and ongoing operation of the units.

In an effort to best address the various needs of the community, proposed rents for the units will range from 50-80% AMI for Summit County updated on an annual basis. All rental units will submit annual compliance surveys in accordance with the recorded deed restrictions.

The table below from Mountain Lands Community Housing Trust shows the particulars of the AMI in Summit County. Pursuant to the requirements of the 2021 Housing Resolution all of the affordable housing units in the proposed Yarrow Redevelopment will be available to households at or below 80% AMI.

2024 SUMMIT COUNTY AMI INCOME LIMITS (Based on Household size)

	1 Person	2 Person	3 Person	4 Person
50% AMI	$53,550	$61,200	$68,850	$76,500
60% AMI	$64,260	$73,440	$82,620	$91,800
70% AMI	$74,970	$85,630	$96,390	$107,100
80% AMI	$85,680	$97,920	$110,160	$122,400
90% AMI	$96,390	$110,160	$123,930	$137,700
100% AMI	$107,100	$122,400	$137,700	$153,000

Rental rates for each type of unit will be reset annually according to the published AMI for the project location. In 2024 representative rents would be as follows:

Unit Type	Occupants	*AMI Limit	Income Limit	Yearly Rent	Monthly Gross Rent	No. of Units
Small Studio	18	60%	$ 64,260	$19,278	$1,606.50	18
Large Studio	42	80%	$ 85,680	$25,704	$2,142.00	42
Total						60

Eligibility for the affordable rental housing at the redevelopment will be based on the AMI standards as noted. For the initial lease up of the available units, Yarrow Owner proposes to use a geographic waterfall approach in selecting from applicants, in the following priority:

1. Qualifying applicants employed in the City of Park City, 84060.
2. Qualifying applicants employed within the Park City School District boundaries.
3. Qualifying applicants employed within 84098
4. Qualifying applicants employed within Summit County.

There shall be no time limit required in selecting between orders of priority. Rather, when all qualifying applicants from a category have been exhausted, applicants from the next order of priority shall immediately be given priority. This waterfall provision shall only apply at the initial generation of any waitlist and selection for the proposed affordable housing units. Subsequent leasing of available units shall be made available to qualifying applicants on a first-come-first-serve basis from the existing waitlist.
Yarrow Owner may enter into one or more master leases with local employers whereby local employers may lease a block of units to meet the housing needs of their qualifying employees. The priority of any such master leases shall follow the same geographic waterfall provided previously. Any such master leases must be consistent with the remaining provisions of this Housing Mitigation Plan, as it may be amended from time to time.

AMENITIES

The proposed Redevelopment includes numerous amenities for both its residents and the community at large. Permanent residents in Block E have exclusive access to a private secure rooftop terrace for their enjoyment. Over 38% of the remaining site is dedicated to publicly accessible open space with safe protected bike and pedestrian trails surrounding the entire site. There are two community greens for lounging, recreation and special events like Mountain Town Music concerts. The proposed project provides covered onsite bike parking for every unit as well as available covered parking with available charging infrastructure for vehicles.
The units feature individual heat and Air Conditioning as well as in-unit laundry. The site is located in the commercial core of Park City immediately adjacent to grocery stores, schools, health care, restaurants, and recreation. This area is also the source of many jobs in park city allowing many residents to walk or bike to work and school. The site is next to the most frequented transit stop in the city for easy access beyond the immediate area and there will be a Summit Bike Share Station onsite for the convenience of residents and the community at large. This location and the provided facilities are designed to encourage alternative transit options over private vehicle trips. These features are key to minimizing traffic impacts and saving residents significant expense associated with vehicle ownership and operation.

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-013

Walk/Bike/Childcare Study

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Census Data Household Size and Children

Summit County's household size is consistent with Utah's, but the population of children is significantly lower than in the rest of the state, and, for children under 5, is even lower than the national average.

	Summit County	Utah	US
Household Size =	3.1%	3.1%	2.6%
0 to 5 years old =	4.8%	7.7%	5.7%
6 to 14 years old =	23.1%	28.4%	16.8%
15 to 18 years old =	14.7%	11.7%	16.8%
% in poverty	5.8%	8.6%	8.6%
Totals	82		

Child care center is not provided currently on site, there are 9 existing facilities within 15 minute walk and 3 minute bike ride.

If there is a future desire a Child Care Center would like to be included as an Allowed Use.

LMC 15-6-5 O MPD Historic Sites

All Master Planned Development Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional.

Refer to Historic Site Report from Chronicle Heritage, dated October 5,2023 below. It is proposed to rehabilitate the monument and leave on its current location. Once the City finalizes the pedestrian tunnel design, the owner is open to find a location within the property, the goal is to avoid relocating it more than one time.

CHRONICLE HERITAGE

T: 602.261.7253
info@paleowest.com

PHOENIX HQ
319 East Palm Lane
Phoenix, AZ 85004

October 5, 2023

Yarrow Hotel Owner, LLC
1800 Park Avenue
Park City, Utah 84060

RE: ABOVE-GROUND HISTORIC STRUCTURES REVIEW FOR THE PROPERTY AT 1800 PARK AVE, IN PARK CITY, SUMMIT COUNTY, UTAH

INTRODUCTION

Chronicle Heritage, LLC (Chronicle) completed an above-ground resources assessment for Yarrow Hotel Owner, LLC (Client) for the 1800 Park Ave Project in Park City, Summit County, Utah (Project). The project is in Section 9 of T2S R4E, Summit County, Utah. The Client provided map coordinates and a description of the Project to Chronicle in September of 2023.

This inventory was done to meet Park City's municipal code 15-6.1-11 (O) regarding Affordable Master Planned Developments. The code indicates that "Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional."

This letter report provides the results of the background research as well as an assessment of the potential for the project area to contain National Register of Historic Places (NRHP) eligible or listed above-ground *historic properties* that are protected under the National Historic Preservation Act. For the background research, Chronicle conducted a literature review at the Utah State Historic Preservation Office (SHPO), compiling information derived from the National and State Registers of Historic Places, historic aerials, and maps to determine if any architectural/historical resources are known to be in the project area.

ABOVE-GROUND RESOURCES

For the 1800 Park Ave Project, the Above-Ground Study Area (Study Area) (Figure 1) is considered to include those cultural resources (buildings, structures, objects, or sites) that are in the Study Area and one parcel deep around it. Chronicle conducted a literature review for this area to identify any previously recorded resources. A review of SHPO survey files revealed that there are no previously recorded resources in the Study Area. The Glenwood Cemetery was noted as being listed on the NRHP; however, the cemetery is located about 650 m southwest of the Study Area.

Through field survey, Chronicle Architectural Historian, Katie Remensnyder, identified no buildings that are over 50 years old in the Study Area. Historic aerial imagery indicates that all of the buildings in the Study Area were constructed after 1973. However, one object, a Daughters of Utah Pioneers (DUP) Historic Marker was identified and recorded (Figure 2).

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker

and a 3 ft diameter bell placed on top of the base. The bell was moved from its original location at the town hall and appears to have been painted numerous times. The plaque reads:

Daughters of Utah Pioneers
No. 128,
Erected 1948,
PARK CITY PIONEERS

At this site, the first settlers entered Park City. George G. Snyder, his wife Rhoda, and their three children had cleared their way through the forest to arrive at their destination on May 25, 1872. On July 4, 1872, a celebration was held, a U.S. flag flown to the breeze, and the name Park City given officially to the town. Mrs. Snyder and daughters made the flag from a bed-sheet, a red flannel baby blanket and blue silk handkerchief. The bell hung atop the City Hall from 1902 to 1948.

RECOMMENDATIONS

The following is Chronicle's NRHP recommendation for this historic object. As part of this study, these sites were evaluated for eligibility to the NRHP based on criteria present in federal regulations outlined in *36CFR 60.4*:

> *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*
>
> *(A) that are associated with events that have made a significant contribution to the broad patterns of our history; or*
> *(B) that are associated with the lives of persons significant in our past; or*
> *(C) that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
> *(D) that have yielded, or may be likely to yield, information important in prehistory or history.*

Recommendations regarding the site's eligibility for the NRHP were made based on the retention of historic integrity and the above-cited criteria.

DUP Marker No. 128 NRHP Recommendation

The most prominent feature of this marker, erected by the Daughter of Utah Pioneers in 1948, is the bell from the town hall. Because the bell is a "fragment of a larger resource" (NRHP Bulletin 15), it has lost integrity of location, design, setting, materials, workmanship, and association. Further, due to the commercialization and changing nature of this part of Park City, the site lacks integrity of feeling. Although this site can be associated with the broad patterns of settlement and early settlers in Park City, it does not retain the integrity necessary to convey its significance. Further, this object does not "demonstrate its ability to convey its significance as opposed to other sites" (NRHP Bulletin 15), and is recommended not eligible under Criterion A and B. The marker does not represent a type, period, or method of construction nor was it created by a master and is recommended not eligible under Criterion C. Further, there is little potential for this

object to contain additional information that could answer questions important to the history of the area and is therefore, recommended not eligible under Criterion D.

Based on the literature review, no previously recorded historic resources exist in the Study Area. One new object was recorded as part of this Study, a DUP Marker denoting the first flag raising in Park City with the City Hall bell on top. This DUP marker was recommended not eligible for the NRHP under any Criteria. Therefore, Chronicle recommends that the 1800 Park Avenue project will have No Effect on Significant Historic Resources.

HISTORIC SITE SHORT FORM

(11/17)

UTAH OFFICE OF HISTORIC PRESERVATION
For Section 106 Review Only
(Do not use this form to record archeological sites)

1 IDENTIFICATION

Historic Property Name (if known): Daughters of Utah Pioneers Monument *106 Project Title:* 1800 Park Ave, Park City
Address: ~1800 Park Ave *Lat/Long (Optional):*
City, County: Park City, Summit County Geographical Data (Optional):

2 EVALUATION

Evaluation (select one)

☐ *The property is considered* **Eligible** *at this time because it is already listed in the National Register* **or**
- is at least 50 years old **and** retains its historic integrity (minimal alterations to key features), and has potential significance.

☑ *The property is considered* **Not Eligible** *at this time because it:*
- is less than 50 years old, **or** is 50 years or older but there have been major alterations to key features.

3 DOCUMENTATION

Required
☑ *Upload two photos*
☐ *site sketch map (optional)*
☐ *other:*

Research Sources (optional, check all sources consulted, whether useful or not)
☐ *abstract of title*
☐ *tax card & photo*
☐ *building permit*
☐ *Sanborn Maps*
☑ *other:*

4 ARCHITECTURAL DESCRIPTION AND HISTORY

Date of Construction: 1948 *No. of Stories:* 0 *Use*
Building Type: Other Type *Building Style:* Other *Original Use:* Other
Foundation Material: Concrete *Wall Material(s):* Stone *Current Use:* Other
Additions: ☑none ☐minor ☐major (describe below) *Alterations:* ☑none ☐minor ☐major (describe below)
No. of contributing outbuildings and/or structures: *No. of non-contributing outbuildings and/or structures:*

Briefly describe the original building, any major additions or alterations and their dates, and associated outbuildings and structures. Also provide a brief history of the building's construction and use (if known). Use continuation sheets as necessary for additional photos and text.

DUP Marker No. 128

This marker was placed by the DUP in 1948, to commemorate the location where the first family of settlers in Park City raised their home-made flag. The marker consists of a tan brick base that measures about 4 ft square and 3 to 4 ft tall. There is a bronze plaque on the front of the marker and a 3 ft diameter bell placed on top of the base. The bell was

5 PROPOSED ACTION

Describe the impending action (e.g., road widening, rehabilitation, alteration, demolition). Use continuation sheets as necessary for additional photos and text.

This project may involve moving the monument. Although the monument is recommended not eligible for listing on the NRHP, it is still important to the community and to the Daughters of Utah Pioneers. It is therefore, recommended that the Daughters of the Utah Pioneers be notified so that they can participate in the relocation process.

Form completed by: Wendy Simmons Johnson *Date (mo/yr):* 8/2023

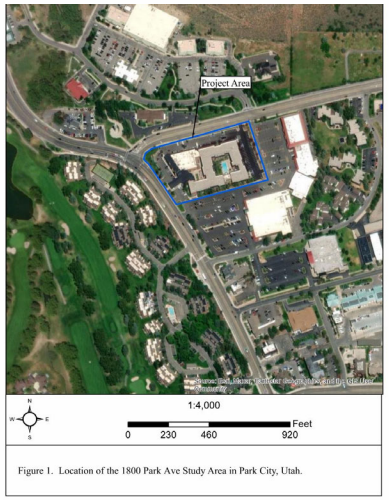


Figure 1. Location of the 1800 Park Ave Study Area in Park City, Utah.

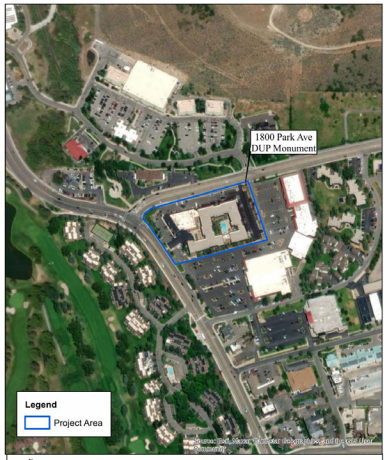


Figure 2. Location of the 1800 Park Ave, DUP Monument, Park City, Utah.

6 PHOTO UPLOAD

Upload your images. Please upload at least one current and clear image.
If you have additional documents, such as a site sketch map or project area map (a map for each individual property is not required if project features multiple properties; just submit one map highlighting all properties in project area), please submit those as a separate pdf or attach as part of the agency letter.





10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-6-6 MPD Required Findings and Conclusions of Law

The Planning Commission must make the following findings in order to approve a Master Planned Development. In some cases, conditions of approval will be attached to the approval to ensure compliance with these findings. The Master Planned Development, as conditioned:

LMC 15-6-6A

Complies with all requirements of the Land Management Code

Refer to MPD Requirements Analysis on sheets MPD-002 thru MPD-016.

LMC 15-6-6B

Meets the minimum requirements of Section 15-6-5;

Refer to MPD Requirements Analysis on sheets MPD-002 thru MPD-016.

LMC 15-6-6C

Provides the highest value of Open Space

The project exceeds the baseline percentage of open space. It includes open space types appropriate for each location of the site. These open space types range from linear green spaces, plazas, commercial sidewalks, signature trails, and general gathering areas.

LMC 15-6-6D

Strengthens and enhances the resort character of Park City

Maintaining a hotel use at this location continues to support the Park City Resort Character. The design incorporates stone, steel, and wood in a composition that is familiar to the mining heritage and the resort development as seen at the base area of Park City Mountain and Deer Valley.

LMC 15-6-6E

Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible

Refer to MPD-014 Historic Site Report for preservation of existing Historic Object and MPD-027 Tree Demo for preservation of existing vegetation along Kearns Blvd.

LMC 15-6-6F

Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses

The project is compatible with the surrounding residential, commercial, retail, and office uses in both use and scale.

LMC 15-6-6G

Provides amenities to the community so that there is no net loss of community amenities

Refer to MPD-017 Community Benefits.

LMC 15-6-6H

Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete

Refer to MPD-012, MPD-012.1 Affordable Mitigation Plan and MPD-016 Unit Equivalent Calculations.

LMC 15-6-6I

Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site

The site is not located with the Sensitive Lands as defined in the LMC. The entire site is developable and the building has been pulled away from Kearns Boulevard and Park Avenue.

LMC 15-6-6J

Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections

Refer to MPD-035 Public Transportation, MPD-007 Parking Management Plan and MPD-013 Walk/Bike Study.

LMC 15-6-6K

Was noticed and the Planning Commission held a public hearing in accordance with this Chapter

Staff published notice on the City's website and the Utah Public Notice website and mailed courtesy notice to property owners within 300 feet on June 12, 2024. The Park Record published courtesy notice on June 12, 2024.

LMC 15-6-6L

Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application

A third party energy consultant during design development and construction document phases and is willing to explore Energy Use Intensity requirements. The Applicant Proposes:

a. Installing 58 Electric Charging Stations for 20% of the parking stalls prior issuance of a Certificate of Occupancy
b. Constructing all-electric multi-family units
c. Installing windows specificity designed for mountain climate with performance of R-5 to R-9
d. Installing exterior insulation that exceeds the requirements of the Building Code.
e. Incorporating bioswales in the landscaping to collect and remove pollutants from stormwater.
f. Constructing building that are solar PV ready.

LMC 15-6-6M

Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies

The property is outside the Mining Hazard Ordinance Overlay area. Refer to MPD-011.

LMC 15-6-6N

Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance

The project is in the Park City Soils Boundary. Geotechnical Investigation has been completed for the property. The project will comply with requirements during the construction phase of the project.

LMC 15-6-6O

Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan

Existing Historic Structure is proposed to be rehabilitated, the monument preserve its current location. Once the City finalizes the pedestrian tunnel design, the owner is open to find a location within the property, the goal is to avoid relocating it more than one time. Refer to MPD-014 Historic Site Report

LMC 15-6-6P

Addresses and mitigates traffic.

A Traffic Impact Study is currently being coordinated between Hales Engineering (Traffic Consultant) and the PCMC Engineering Department.

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-6-8 MPD 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. 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. On the Tables below, One (1) UE equates 2000 SF has been use for Multi Family calculation.

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.
On the Tables below, Affordable Housing and ADA units have not been accounted on calculations.

LMC 15-6-8A. Calculating Residential Units

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.
The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

LMC 15-6-8A. Lockouts

For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit. Lockouts have been included on Hotel UE calculation.

LMC 15-6-8B. Support Commercial within Residential MPD

Within a Hotel or Nightly Rental condominium project, the Floor Area of Support Commercial uses may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents. Any unused support commercial floor area may be utilized for meeting space Uses. The Support Commercial and Meeting Room is less than 10% of the Residential UE in both Hotel and Multi Family calculations (11,452 SF < 12,699 SF)

LMC 15-6-8C. 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. The Support Commercial and Meeting Room is less than 10% of the Residential UE in both Hotel and Multi Family calculations (11,452 SF < 12,699 SF)

LMC 15-6-8D. 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.*The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

LMC 15-6-8E. 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, Laundry facilities and storage, Employee facilities, 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 The Square Footage below has followed the calculation stated on this section. Refer to Floor Plan exhibits and Tables below.

EXISTING HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

Existing Yarrow Hotel		quantities	employee rate	employees	mitigation rate	workers per household
Hotel		room/suite	per room		78%	1.5
Guest Rooms		182	0.6	109.2	21.84	14.56
		182		109.2	21.84	14.56
	total area	unit equivalent	employee rate	employees	mitigation rate	workers per household
Commercial		1,000.0			78%	1.5
Hotel Restaurant/Lounge	5,000	5.0	6.5	32.50	6.50	4.33
Meeting Space	9,437	9.4	1.3	12.27	2.45	1.64
		14.4		44.77	8.95	5.97
Total Existing Yarrow Hotel Affordable Unit Equivalents						20.53

EXISTING PARKING ANALYSIS

Existing Yarrow Hotel	area	rooms/suites/ keys	total area parking required		spaces required
Hotel					
Guest Rooms		182	71,400	1	182.00
Deluxe 2 Doubles	380	18	6,840		
Deluxe 2 Queen	380	101	38,380		
Deluxe King	380	31	11,780		
Queen ADA	380	5	1,900		
Studio King	380	12	4,560		
Studio Double	380	7	2,660		
Parlor Suite Kings	640	6	3,840		
Executive Suite King	720	2	1,440		
		182	71,400	1	182.00
	total area	allowed support space	area over allowed support commercial parking required		spaces required
Support Commercial		5%	1/200 sf		
Hotel Restaurant/Lounge	5,000	3,570	1,430.0	0.005	7.15
Meeting Space	9,437	3,570	5,867.0	0.005	29.34
		7,140.0		0.01	0.00	36.49
Total Building Area						132,330
Total Parking Required						219.00
Total Parking Available						168
Percentage Reduction						23.29%

HOTEL EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

1800 Park Ave - AUE Calculation - Hotel — 3/19/2025

Building Areas with Calculations

Use	Net Floor Area/ Rooms Keys	Use Type from Housing Resolution	Full Time Equivalents per (1,000 sf Net Leasable)/ per (Room)	Total FTEs
B. Commercial Development				
Hotel Restaurant	4,184	Restaurant/Bar	6.5	27.20
Rooftop Bar	916	Restaurant/Bar	6.5	5.95
Rooftop Bar Deck	1,793	Restaurant/Bar	6.5	11.65
Retail	2,543	Commercial/Retail	3.3	8.39
Additional Retail	6,469	Commercial/Retail	3.3	21.35
Lobby Retail (Exempt)	2,136	Personal Services	1.3	2.78
Spa & Fitness (Exempt)	2,823	Personal Services	1.3	3.67
Breakout Rooms (Exempt)	1,148	Personal Services	1.3	1.49
Meeting Hall (Exempt)	5,051	Personal Services	1.3	6.57
Coffee Shop (Exempt)	354	Personal Services	1.3	0.46
Hotel Rooms	182	Lodging/Hotel	0.6	109.20
Totals	27,417	4.8862		198.71

Total FTEs (by Calculation)			198.71
Mitigation Rate		20%	39.74
Workers per Household - Total AUE Required		1.5	26.49
Net SF Livable Space		900	23,845.16
AUE Provided by the Project	24,246	900	26.94

MULTI-FAMILY EMPLOYEE GENERATION & UNIT EQUIVALENT CALCULATION

1800 Park Ave - AUE Calculation - Multi-Family — 3/19/2025

Building Areas with Calculations

Use	Net Floor Area	MRUE Area	RUEs	Total FTEs at 20% Mitigation
A. Residential Development				
Multi-Family	127,954	2,000	64.0	12.80
Totals	127,954		64.0	12.80

Use	Net Floor Area	Use Type from Housing Resolution	Full Time Equivalents (1,000 sf Net Leasable)	Total FTEs
B. Commercial Development				
Hotel Restaurant	4,184	Restaurant/Bar	6.5	27.20
Rooftop Bar	916	Restaurant/Bar	6.5	5.95
Rooftop Bar Deck	1,793	Restaurant/Bar	6.5	11.65
Retail	2,543	Commercial/Retail	3.3	8.39
Additional Retail	6,469	Commercial/Retail	3.3	21.35
Lobby Retail (Exempt)	2,136	Personal Services	1.3	2.78
Spa & Fitness (Exempt)	2,823	Personal Services	1.3	3.67
Breakout Rooms (Exempt)	1,148	Personal Services	1.3	1.49
Meeting Hall (Exempt)	5,051	Personal Services	1.3	6.57
Coffee Shop (Exempt)	354	Personal Services	1.3	0.46
Totals	27,417			89.51
Commercial Development Mitigation Rate			20%	17.90
Commercial Workers per Household			1.5	11.93
Total AUE Required				24.73
Net SF Livable Space			900	22,257.02
AUE Provided by the Project	24,246		900	26.94

- Existing Building.....20.53 AUEs
- Proposed Building (Hotel).....26.49 AUE's Req.
- Proposed Building (Multi-Family).....24.73 AUE's Req.
- AH Units Provided.....26.94 AUEs.

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment
MPD-016
Unit Equivalent Calculations

Affordable Housing

60 Units of deed restricted affordable housing units with a range of affordability for households with incomes between 60% - 80% of AMI. Over $10 million in private investment.



Outdoor Community Spaces

Over 1.7 acres of public open space, creating a landscaped greenbelt surrounding the property and new community greens. Over 40% of the property will be community accesible open space.



Connectivity

Over 1500 feet of new 12' multi-use paths separated from traffic, enhancing the pedestrian experience at this critical and highly trafficked intersection. Also designed to work with the proposed pedestrian tunnel that crosses Kearns Boulevard. Over $7 million in savings for the City.



(City will not need to acquire ROW for the planned pedestrian tunnel, and City will not need to rebuild sidewalk along Park & Kearns).

Bike Share Station

Design hosts a new Summit bike Share Station to supplement the highly popular station across Park Avenue. $30,000 in private investment.



Underground Parking

Replace the sea of asphalt surrounding the current building with underground parking for 263 cars, plus covered bike parking and charging facilities. $20 million in private investment.



Transit Oriented Development

Property is adjacent to heavily used Park City and High Valley Transit stops.



Community Facilities

In addition to making land available for the Park City's planned Kearns Boulevard tunnel, the project would deliver several million dollars' worth of public infrastructure created at private expense.



Transit Stop Improvements

The design improves access to the Fresh Market transit stop through improved connections to crosswalks and bike share facilities.



Sustainable Development

The project is designed to EnergyStar, yielding low Energy Use Intensity, and all electric residential and lodging units which eliminates residential unit C02 emissions. The entire project will consume less energy than the existing property.



ELLIOTT WORKGROUP

Park & Kearns Redevelopment

MPD-017

Community Benefits

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

LMC 15-3-9 Bicycle Parking Requirements

LMC 15-3-9A. Bicycle Parking Requirements

Outdoor bicycle parking is an area where one bicycle may be securely stored with both wheels resting on a stable surface and conveniently accessed and removed without requiring the movement of other bicycles, vehicles, or other objects.

1. *Outdoor bicycle parking must:*

   a. *Be inverted-U, post and ring, corral, or other as approved by the City Engineer and Transportation Planning Department;*
   b. *Be mounted in concrete;*
   c. *Be galvanized or stainless steel, coated with PVC or thermoplastic, and resistant to rust, corrosion, hammers, and saws;*
   d. *Provide secure racks in which both the bicycle frame and wheel may be locked by the user using a U-lock;*
   e. *Be designed to prevent damage to the bicycle and to facilitate easy and secure bicycle parking without interference from or to adjacent bicycles;*
   f. *Be installed no more than fifty feet (50') from the primary entrance;*
   g. *Be located in convenient, highly visible, active, well-lighted areas that are easily accessible from the Right-of-Way, bicycle lanes, and/or trails and pathways;*
   h. *Meet the dimension, setback, and installation requirements outlined in the NACTO or AASHTO design guidelines, as approved by the City Engineer or Transportation Planning;*
   i. *Be Compatible in design and function with the surrounding Buildings and Street furniture;*
   j. *Be protected from vehicles;*
   k. *Be maintained in good condition, appearance, and repair;*
   l. *Be protected from weather by existing structures such as overhangs or awnings or by natural elements such as a tree canopy;*
   m. *Be clear of ice, snow, and any other obstructions;*
   n. *Not obstruct pedestrian or ADA accessibility.*

The proposed outdoor bicycle parking meets with the criteria above. Refer to MPD-023 Site Plan, MPD-100 Level-1 & MPD-101 Level 1 Floor Plan for outdoor locations.



2. *Outdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles. Applicants granted a reduction in Off-Street parking by the Planning Commission must satisfy outdoor bicycle parking for the full Off-Street parking requirement. One percent (1%) or minimum of one (1) bicycle parking space of the outdoor bicycle parking shall provide parking at least three feet (3') by ten feet (10') per space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.*

   -Required Parking Stalls: 363 stalls
   -Required Outdoor Bicycle Parking: 36.3
   -Provided Outdoor Bicycle Parking: 37 (Refer to MPD-100 & 101) & 1 oversize stall (3'x10')

LMC 15-3-9B. Enclosed Bicycle Storage

Enclosed bicycle storage provides secure long-term storing and locking of bicycles.

1. *Enclosed bicycle storage must:*

   a. *Be located within the Parking Structure or Building for which it is required*
   The proposed Enclosed Bike Storage is located on enclosed storage on Parking Level & Level 1. Refer to MPD-100 & MPD-101

   b. *Be enclosed with solid walls or floor-to-ceiling fencing;*
   Proposed Bike Storage on Level 1 Storage has solid walls at Level 1 and floor to ceiling enclosure on proposed locations at Level -1

   c. *Be securely locked and access-controlled;*
   Proposed Bike Storage on Level -1 and 1 will be securily locked and will have access controlled.

   d. *Contain racks for support and locking of individual bicycles;*
   Racks will be provided and individual locking as well.

   e. *If not located on the ground floor, be accessible by an elevator with interior dimensions of at least eighty inches (80") by fifty-four inches (54"); and*
   Bike Storage is located at ground floor and Parking Level. Elevators to Parking Level meet the requirement above

   f. *Provide electrical outlets for e-bike charging*
   Outlets will be provided on each of the proposed locations

   Enclosed bicycle storage shall be provided as follows:

2. a. *For one (1) bicycle per three (3) Dwelling Units for Multi-Unit Dwellings with ten (10) or more Dwelling Units, and*

   b. *For one (1) bicycle per ten (10) employees generated for Uses as outlined in Resolution No. 05-2021, as amended*

3. *Five percent of the Enclosed Bicycle Storage shall be at least three feet (3') by ten feet (10') per parking space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.*

4. *Applicants required to provide ten (10) or more Enclosed Bicycle Storage spaces shall include a bicycle repair station.*

   Refer to MPD-016 for Unit Calculation and Employee Generation used on Enclosed Bicycle calculation below.

Residential
170 units + 60 units = 230 units /3 = 77 spaces

Employees
89.51 employees /10 = 8.9 = 9 spaces

Total 86 Indoor spaces

5% of Indoor spaces = 5 spaces which are required to be 3' x 10'
(Proposed on Parking Level, Refer to MPD-100)

And this requires a Bicycle Repair Station
(Proposed on North East area, next to outdoor bicycle parking, Refer to MPD-101)

As an Alternate, the hotel employees will not all park at the same time as there are three 8 hour shifts in a day. At most we would need 1/2 of the enclosed spaces for the Hotel Use.

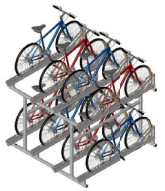
Residential
170 units + 60 units = 230 units /3 = 77 spaces

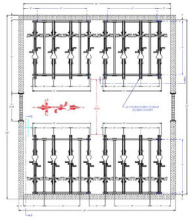
Employees
89.51 / 2 = 45 employees /10 = 4.5 = 5 spaces

Total 82 Indoor spaces

5% of Indoor spaces = 5 spaces which are required to be 3' x 10'
(Proposed on Parking Level, Refer to MPD-100)

And this requires a Bicycle Repair Station
(Proposed on North East area, next to outdoor bicycle parking, Refer to MPD-101)





LMC 15-3-9C. Exceptions

This Section does not apply to Summit Bike Share.

Summit Bike Share has been proposed on South West area, this section doesn't apply to it.

LMC 15-3-9D. Alternative Compliance

The Planning Commission may reduce or modify the required outdoor bicycle parking and enclosed bicycle storage when the Applicant demonstrates a plan that achieves secure bicycle parking facilities that best suits the Uses and physical constraints of a Site.

Not Applicable

LMC 15-3-9E. Paymney-In-Lieu

Structures with zero Setback requirements or Properties where Outdoor Bicycle Parking or Enclosed Bicycle Parking would negatively impact access, circulation, or snow removal, may pay a fee in-lieu for required bicycle parking.

Not Applicable

ELLIOTT WORKGROUP

Park & Kearns Redevelopment
MPD-018
Bike Storage Analysis

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-020.

Aerial View

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Park & Kearns Redevelopment

MPD-100

Parking Level -1

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Level -1 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-101

Level 1

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Support Commercial
- &Meeting Space
- Commercial
- Service / Accesory Use
- Circulation
1 Bed
2 Bed
3 Bed
Studio
Lockout Units

Park & Kearns Redevelopment

MPD-102

Level 2

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Support Commercial
- &Meeting Space
- Commercial
- Service / Accesory Use
- Circulation
1 Bed
2 Bed
3 Bed
Studio
Lockout Units

Level 2 - MPD

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

Level 3

ELLIOTT WORKGROUP

- Support Commercial &Meeting Space
- Commercial
- Service / Accesory Use
- Circulation
- 1 Bed
- 2 Bed
- 3 Bed
- Studio
- Lockout Units

Park & Kearns Redevelopment

MPD-104

Level 4

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Support Commercial
- &Meeting Space
- Commercial
- Service / Accesory Use
- Circulation
1 Bed
2 Bed
3 Bed
Studio

Level 4 - MPD
SCALE: 1" = 20'-0"


Roof Plan
SCALE: 3/64" = 1'-0"
Park & Kearns Redevelopment
MPD-105
Roof Over Topography
ELLIOTT WORKGROUP
10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023
Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"
Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"
Guardrail Elevation: 6855' - 0"
Grade: 6820' - 0"
Guardrail Over Topo: 35' - 0"
Roof Elevation: 6851' - 1"
Grade: 6820' - 0"
Roof Over Topography: 31' - 1"
Elevator Elevation: 6865' - 0"
Grade: 6820' - 0"
Elevator Over Topo: 45' - 0"
Parapet Elevation: 6833' - 0"
Grade: 6820' - 0"
Parapet Over Topo: 13' - 0"
Roof Elevation: 6831' - 0"
Grade: 6820' - 0"
Roof Over Topography: 11' - 0"
Elevator Elevation: 6868' - 6"
Grade: 6820' - 0"
Elevator Over Topo: 48' - 6"
Parapet Elevation: 6869' - 0"
Grade: 6820' - 0"
Parapet Over Topo: 49' - 0"
Entry Canopy Elevation: 6836' - 8"
Grade: 6819' - 6"
Canopy Over Topo: 16' - 2"
Roof Elevation: 6865' - 0"
Grade: 6820' - 0"
Roof Over Topography: 45' - 0"
Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"
Guardrail Elevation: 6854' - 6"
Grade: 6820' - 0"
Guardrail Over Topo: 34' - 6"
Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"
Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"
Roof Elevation: 6851' - 0"
Grade: 6819' - 3"
Roof Over Topography: 31' - 9"
Elevator Elevation: 6866' - 0"
Grade: 6820' - 0"
Elevator Over Topo: 46' - 0"
Guardrail Elevation: 6854' - 6"
Grade: 6820' - 0"
Guardrail Over Topo: 34' - 6"
Roof Elevation: 6851' - 0"
Grade: 6818' - 10"
Roof Over Topography: 32' - 2"
Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"
Roof Elevation: 6862' - 0"
Grade: 6820' - 0"
Roof Over Topography: 42' - 0"
Guardrail Elevation: 6854' - 6"
Grade: 6817' - 6"
Guardrail Over Topo: 37' - 0"
Elevator Elevation: 6865' - 6"
Grade: 6820' - 0"
Elevator Over Topo: 45' - 6"
Mech. Screen Elevation: 6866' - 0"
Grade: 6820' - 0"
Mech. Screen Over Topo: 46' - 0"
Roof Elevation: 6835' - 0"
Grade: 6820' - 0"
Roof Over Topography: 15' - 0"
Parapet Elevation: 6837' - 0"
Grade: 6820' - 0"
Roof Over Topography: 17' - 0"
Elevator Elevation: 6867' - 6"
Grade: 6820' - 0"
Elev. Shaft Over Topo: 47' - 6"
Mech. Screen Elevation: 6869' - 0"
Grade: 6821' - 0"
Mech. Screen Over Topo: 48' - 0"
Roof Elevation: 6864' - 0"
Grade: 6821' - 0"
Roof Over Topography: 43' - 0"
Roof Elevation: 6840' - 0"
Grade: 6821' - 0"
Roof Over Topography: 19' - 0"
Roof Elevation: 6849' - 6"
Grade: 6821' - 0"
Roof Over Topography: 28' - 6"
Roof Elevation: 6835' - 0"
Grade: 6821' - 0"
Roof Over Topography: 14' - 0"
Parapet Elevation: 6837' - 0"
Grade: 6821' - 0"
Parapet Over Topo: 16' - 0"
Mech. Screen Elevation: 6845' - 6"
Grade: 6821' - 0"
Mech. Screen Over Topo: 24' - 6"
Parapet Elevation: 6842' - 0"
Grade: 6821' - 0"
Parapet Over Topo: 21' - 0"
Roof Elevation: 6841' - 7"
Grade: 6821' - 0"
Roof Over Topography: 20' - 7"
30'-0"
20'-0"
50'-0"
Elevator Penthouse
Elevator/Mech. Screening
Elevator & Mech. Screening
Elevator Penthouse/Mech. Screening
Solar Panel Ready, behind parapet

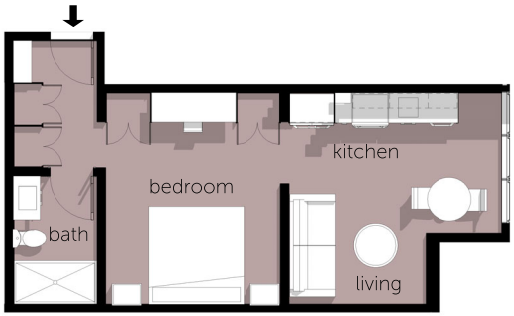
10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Studio - Affordable **332 SF**
SCALE: 1/4" = 1'-0"

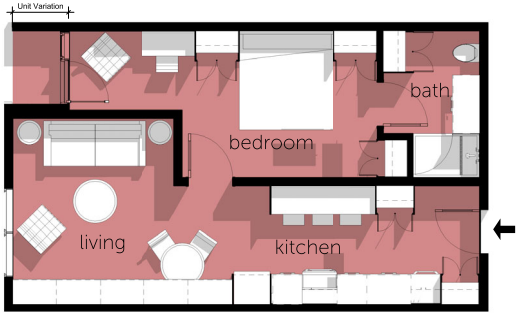
1 Bedroom - Affordable **435 SF**
SCALE: 1/4" = 1'-0"



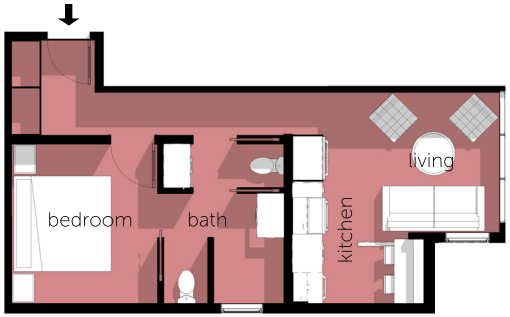
Studio
SCALE: 1/4" = 1'-0"
450 / 535 SF



Studio - Corner
SCALE: 1/4" = 1'-0"
476 SF



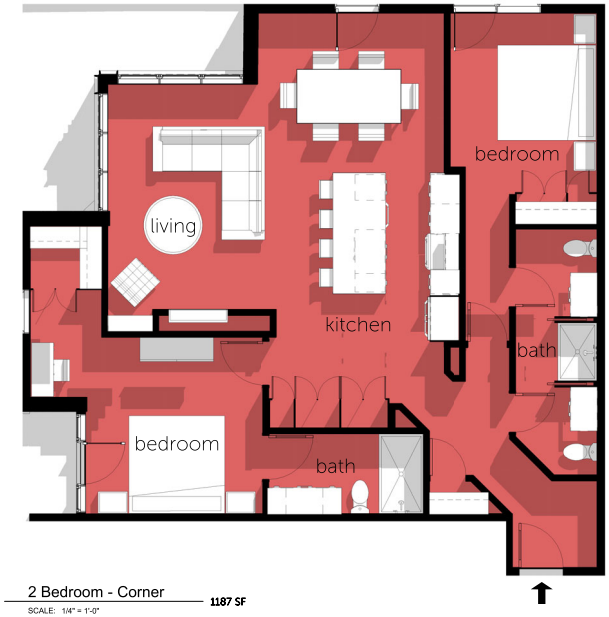
1 Bedroom
SCALE: 1/4" = 1'-0"
571 / 594 SF



1 Bedroom - Corner
SCALE: 1/4" = 1'-0"
476 SF



2 Bedroom - Lockout
SCALE: 1/4" = 1'-0"
1222 / 1288 SF



2 Bedroom - Corner
SCALE: 1/4" = 1'-0"
1187 SF



2 Bedroom - Lockout at Joint
SCALE: 1/4" = 1'-0"
1280 / 1328 SF

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-107

Unit Floor Plans









Park & Kearns Redevelopment

MPD-108. **Unit Floor Plans**

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

3 Bedroom G — 1703 SF
SCALE: 1/4" = 1'-0"

3 Bedroom F — 1922 SF
SCALE: 1/4" = 1'-0"

3 Bedroom E — 1815 SF
SCALE: 1/4" = 1'-0"

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

3 Bedroom H — 2246 SF
SCALE: 1/4" = 1'-0"

Park & Kearns Redevelopment

MPD-201

Elevations

10/09/2023 (Rev.03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Elevation 1.

SCALE: 1" = 20'-0"

Elevation 2.

SCALE: 1" = 20'-0"

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-202

Elevations

Elevation 3.
SCALE: 1" = 20'-0"

Elevation 4.
SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-203

Height Analysis

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

Elevation 1 - Height Analysis
SCALE: 1" = 20'-0"

Elevation 2 - Height Analysis
SCALE: 1" = 20'-0"

COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

MPD-204

Height Analysis

Elevation 3 - Height Analysis
SCALE: 1" = 20'-0"

Elevation 4 - Height Analysis
SCALE: 1" = 20'-0"

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Park & Kearns Redevelopment

Facade Variation

MPD-205

Elevation 1 - Facade Variation

SCALE: 1" = 20'-0"

Elevation 2 - Facade Variation

SCALE: 1" = 20'-0"

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Elevation 3 - Facade Variation
SCALE: 1" = 20'-0"

Elevation 4 - Facade Variation
SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-301

Rendered Elevations

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

East Elevation

SCALE: 1" = 20'-0"

South Elevation

SCALE: 1" = 20'-0"

Park & Kearns Redevelopment

MPD-302

Rendered Elevations

10/09/2023 (Rev. 03/19/2025)

COPYRIGHT: Elliott Workgroup LLC 2023

ELLIOTT WORKGROUP

North Elevation

SCALE: 1" = 20'-0"

West Elevation

SCALE: 1" = 20'-0"

10/09/2023 (Rev. 03/19/2025)
COPYRIGHT: Elliott Workgroup LLC 2023

Housing Team

October 15, 2024

RE: **Park & Kearns Redevelopment** (Planning Applications: XXXX) – Review for Consistency with Resolution 05-2021 Affordable Housing Guidelines

Dear Park & Kearns Redevelopment Project Team,

The Park City Municipal Corporation (PCMC) Housing team has reviewed the Housing Mitigation Plans provided for the proposed Park & Kearns Redevelopment project, dated October 9th, 2024, for an initial review for consistency with Park City's 2021 Housing Resolution criteria[1].

100% of the Master Planned Development proposed, or required, to be Affordable Housing must meet the 2021 Affordable Housing Guidelines requirements. These requirements include housing size and type for individuals meeting occupancy guidelines approved and adopted by the City Council and outlined in the Housing Resolution in effect at the time of a complete application.

Criteria

The proposed affordable housing development, Block E, includes studio and 1-bedroom units. Section 9.C of the Resolution defines 'Minimum Square Footage Standards' for Micro Unit/Studio, and 1-bedroom unit types as follows:

UNIT TYPE	MINIMUM SQUARE FEET	MAXIMUM SQUARE FEET
Micro Unit/Studio	200	600
1 Bedroom	600	800

Net-livable square footage is defined as the interior living area and is measured from interior wall to interior wall, including all interior partitions. The definition also includes but is not limited to, habitable basements and interior storage areas, closets, and laundry areas. Net-livable square footage exclusions include but are not limited to, uninhabitable basements, mechanical areas, exterior storage, stairwells, garages (either attached or detached), patios, decks, and porches.

Areas designated for sleeping and/or bedrooms shall be a minimum of 100 square feet, with a minimum width dimension of 10 feet. PCMC shall be the final judge of the adequacy of facilities provided in the unit.

[1] Resolution 05-2021 *Affordable Housing Guidelines*

Section 8: Calculation of Minimum Affordable Housing Requirements

The 2021 Affordable Housing Guidelines define one Affordable Unit Equivalent (AUE) as 900 square feet of net-livable space and Residential Unit Equivalent (RUE) as 2,000 square feet. We conducted two analyses to assess which calculation—lodging/hotel or residential mitigation rate—was greater when applied to a condominium hotel based on employee generation and type of use. Analysis 1, which used the lodging/hotel calculation, required more. Both analyses are provided below for the applicant's reference.

During review of the applicant's Housing Mitigation Plan it was unclear which units were considered 'lockout units' as part of the condo-hotel total unit counts. PCMC requests the applicant to provide net-liveable square footage for all condo-hotel unit types. Ex: Studios = XX,XXX total SF, 1-Bed = XX,XXX total SF, 2-Bed = XX,XXX total SF, lockout = XX,XXX total SF, 3-Bed = XX,XXX total SF. Also, please provide location on plans where lockout units are located.

PCMC requests clarification on if all units, excluding affordable housing, are to be sold as condo-hotels. If not, please provide hotel unit counts, location in building, unit layout, and unit square footages.

Per the applicant's Housing Mitigation Plan and PCMC analysis, it was determined that the applicant has not met the Affordable Housing Obligations outlined in the 2021 Affordable Housing Guidelines. While the total number of proposed affordable housing units is within the guidelines, the net-livable square footage falls short, as noted in Figure 1.

Analysis 1 **<greater mitigation rate. Required per Condominium Hotel calculation**

Using 'Commercial Lodging/ Hotel Calculation' for Condominium Hotel calculation.

Proposed Use	Proposed SF/ or # of	Type of Use Category from Housing Resolution	Full Time Equivalents (per 1,000 Net Leaseable SF)	Employees Generated
Coffee Shop	354 SF	Commercial/ Retail	3.3	1.17
Retail	2,136 SF	Commercial/ Retail	3.3	7.05
Breakout Meeting	1,148 SF	Other Professional Services	3.7	4.25
Fitness/ Spa	2,823 SF	Commercial/ Retail	3.3	9.32
Meeting Rooms	5,051 SF	Other Professional Services	3.7	18.69
Restaurant + Kitchen	4,184 SF	Restaurant/ Bar	6.5	27.20
Co-Office	6,469 SF	Other Professional Services	3.7	23.94
Retail	2,543 SF	Commercial/ Retail	3.3	8.39
Roof Deck	916 SF	Restaurant/ Bar	6.5	5.95
Bar	1,793 SF	Restaurant/ Bar	6.5	11.65
Lodging/ Hotel	170 rooms	Lodging/ Hotel	0.60/room	102.00
TOTAL	27,417 SF			219.60
		Mitigation Rate	20%	43.92
		Workers per Household	1.5	**29.28 AUEs req**
		Net SF Livable Space	900 SF	**26,352 SF**

Analysis 2				
Using 'Residential Generation Calculation' for Condominium Hotel calculation.				
Proposed Use	**Proposed SF/ or # of**	**Type of Use Category from Housing Resolution**	**Full Time Equivalents (per 1,000 Net Leaseable SF)**	**Employees Generated**
Coffee Shop	354 SF	Commercial/ Retail	3.3	1.17
Retail	2,136 SF	Commercial/ Retail	3.3	7.05
Breakout Meeting	1,148 SF	Other Professional Services	3.7	4.25
Fitness/ Spa	2,823 SF	Commercial/ Retail	3.3	9.32
Meeting Rooms	5,051 SF	Other Professional Services	3.7	18.69
Restaurant + Kitchen	4,184 SF	Restaurant/ Bar	6.5	27.20
Co-Office	6,469 SF	Other Professional Services	3.7	23.94
Retail	2,543 SF	Commercial/ Retail	3.3	8.39
Roof Deck	916 SF	Restaurant/ Bar	6.5	5.95
Bar	1,793 SF	Restaurant/ Bar	6.5	11.65
TOTAL	27,417 SF			117.60
		Mitigation Rate	20%	23.52
		Workers per Household	1.5	15.68 AUEs req
		Net SF Livable Space	900 SF	14,112 SF
Condominium Hotel	127,870 SF	Lodging/ Hotel	20%	12.79 AUEs req
/2,000 SF	63.94 RUEs	TOTAL		**28.47 AUEs req**
		Net SF Livable Space	900 SF	**25,620 SF**

Figure 1: PCMC Housing Obligation Calculations for Park & Kearns Redevelopment

Section 9: Methods to Fulfill Housing Obligations

PCMC requests the applicant to resubmit typical floor plans for all condo-hotel unit types, with associated square footages.

Studio Units:
As measured by net-livable square footage, the studio affordable housing units located at the Block E building (depicted on page MPD-012.1) contain approximately 332 SF of livable space. This square footage does fall within the Minimum Square Footage Standards for a Micro Unit/ Studio. However, dimensions or square footage were not provided to determine that facilities are adequate in size per Section 9.C. Areas designated for sleeping and/ or bedrooms shall be a minimum of 100 square feet, with a minimum width of 10 feet.

Kitchens must demonstrate that a fully equipped kitchen (sink, refrigerator, stove top, microwave) will be provided. Designated areas for storage also need to be demonstrated.

1-Bedroom Units:
As measured by net-livable square footage, the 1-bedroom affordable housing units at the Block E building (depicted on page MPD-012.1) contain approximately 435 SF of livable space. This square footage does not fall within the Minimum Square Footage Standards for a 1-bedroom unit. Also, dimensions or square footage were not provided to determine that facilities are adequate in size per Section 9.C. Areas designated for sleeping and/ or bedrooms shall be a minimum of 100 square feet, with a minimum width of 10 feet.

Kitchens must demonstrate that a fully equipped kitchen (sink, refrigerator, stovetop, microwave) will be provided. Designated areas for storage also need to be demonstrated. The entry into a typical 1-bedroom unit is unclear, with the proposed plan showing the door overlapping with walls and equipment.

Section 10: Deed Restriction

As outlined in the applicant's Housing Mitigation Plan, all affordable housing units shall be deed-restricted and subject to Park City Affordable Housing Guidelines, including affordable rent restrictions. Per Section 10, PCMC Staff shall provide the Developer with template deed restriction documents for review. The deed restrictions shall not be recorded until reviewed and approved by the City Attorney with such modifications as may be deemed necessary to carry out the purpose of this Resolution. In addition, prior to issuance of any Certificate of Occupancy, the deed restrictions shall be amended, if necessary, to reflect changes approved by PCMC and governing bodies which may have occurred during construction or conversion of the units(s) (e.g., net livable square footage). Deed Restrictions for Affordable Units must meet the requirements of the Park City Municipal Land Management Code in addition to the general requirements of this Resolution. No building permit application shall be accepted in the absence of proof of the execution of requirement agreements and covenants.

Proposed 2024 rental rates outlined in the applicant's Housing Mitigation Plan include:

Unit Type	Occupants	AMI – 80%	Income %	Yearly Rent	Monthly Gross Rent	No. of Units
Studio	1	$85,680	30%	$25,704	$2,142	18
1-bedroom	2	$97,920	30%	$29,376	$2,448	42
TOTAL						60

All required Affordable Units will be maintained as deed restricted affordable rental homes as required by the 2021 Housing Resolution. A qualified property management company shall manage the rental and ongoing operation of the units.

Deed restricted affordable housing units will be made available at rents for households at 80% AMI or below for Summit County updated on an annual basis. All rental units will submit annual compliance surveys in accordance with the recorded deed restrictions.

The table below from Mountain Lands Community Housing Trust shows the particulars of the AMI in Summit County. Pursuant to the requirements of the 2021 Housing Resolution, the proposed Yarrow Redevelopment will provide housing at rents attainable for households at or below 80% AMI

2024 Summit County AMI Income Limits (based on household size)

	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
50% AMI	$53,550	$61,200	$68,850	$76,500	$82,650	$88,750	$94,900	$101,000
60% AMI	$64,260	$73,440	$82,620	$91,800	$99,180	$106,500	$113,880	$121,200
70% AMI	$74,970	$85,630	$96,390	$107,100	$115,640	$124,250	$132,790	$141,400
80% AMI	$85,680	$97,920	$110,160	$122,400	$132,240	$142,000	$151,840	$161,600
90% AMI	$96,390	$110,160	$123,930	$137,700	$148,680	$159,750	$170,730	$181,800
100% AMI	$107,100	$122,400	$137,700	$153,000	$165,300	$177,500	$189,800	$202,200
120% AMI	$128,520	$146,880	$165,240	$183,600	$198,360	$213,000	$227,760	$242,400
150% AMI	$160,650	$183,600	$206,550	$229,500	$247,800	$266,250	$284,550	$303.000

Figure 2: 2024 Summit County AMI Income Limits (based on household size). Source: Mountainlands Community Housing Trust

PCMC requests that the applicant reassess each unit type's proposed Area Median Income (AMI) levels. We encourage a more diverse range of AMI levels (<80% AMI) to better align with the workforce generated by the proposed project.

Section 11: Timing of Occupancy & Section 14: Construction Timing

As outlined in the applicant's Housing Mitigation Plan (noted on page MPD-012.1), all affordable housing units are proposed to be built in the 1st residential phase of development. Per Section 11, the affordable units shall be ready for occupancy no later than the date of the initial or temporary occupancy of the free market portion of the project. If the free-market units are to be developed in phases, then the affordable housing can be developed in proportion to the phasing of the free market units as approved in the Housing Mitigation plan.

Section 16: Household Qualifications

The applicant's Housing Mitigation Plan (page MPD-012.1) outlines that the eligibility for affordable rental housing at the redevelopment will be based on the AMI standards noted at 80% AMI. For the initial lease-up of the available units, Yarrow Owner proposes to use a geographic waterfall approach in selecting applications in the following priority:

1. Qualifying applicants employed in the City of Park City, 84060.
2. Qualifying applicants employed within the Park City School District boundaries.
3. Qualifying applicants employed within 84098.
4. Qualifying applicants employed within Summit County.

There shall be no time limit required in selecting between orders of priority. Rather, when all qualifying applicants from a category have been exhausted, applicants from the next order of priority shall immediately be given priority. This waterfall provision shall only apply at the initial generation of any waitlist and selection for the proposed affordable housing units.
Subsequent leasing of available units shall be made available to qualifying applicants on a first-come-first-serve basis from the existing waitlist.

PCMC requests that household qualifications outlined per Section 16 be incorporated in the applicants' Housing Mitigation Plan to ensure compliance with Fair Housing. Also, if the applicant seeks master leases with local employers, approval is necessary with PCMC Housing.

Housing Team

Summary of PCMC Requests and Clarifications

1. PCMC requests the applicant to resubmit typical floor plans for all condo-hotel unit types, with associated square footages.
2. PCMC requests clarification on if all units, excluding affordable housing, are to be sold as condo-hotels. If not, please provide hotel unit counts, location in building, unit layout, and unit square footages.
3. PCMC requests the applicant to provide net-liveable square footage for all condo-hotel unit types, including lockout units. Ex: Studios = XX,XXX total SF, 1-Bed = XX,XXX total SF, 2-Bed = XX,XXX total SF, lockout = XX,XXX total SF, 3-Bed = XX,XXX total SF. Also, please provide location on plans where lockout units are located.
4. Per review of Applicant's Housing Mitigation Plan and PCMC analysis, the applicant has not met the Affordable Housing Obligations outlined in the 2021 Affordable Housing Guidelines. The applicant is required to provide a minimum 29.28 AUEs and 25,352 net-livable square feet.
5. 1-Bedroom Affordable Units: The square footage does not fall within the Minimum Square Footage Standards for a 1-bedroom unit. A minimum of 600 square feet is required.
6. 1-Bedroom Affordable Units: The entry into a typical 1-bedroom unit is unclear, with the proposed plan showing the door overlapping with walls and equipment.
7. All Affordable Units: Kitchens must demonstrate that a fully equipped kitchen (sink, refrigerator, stove top, microwave) will be provided.
8. All Affordable Units: Designated areas for storage need to be demonstrated.
9. All Affordable Units: Provide dimensions or square footage to determine facilities are adequate in size per Section 9.C. Areas designated for sleeping and/ or bedrooms shall be a minimum of 100 square feet, with a minimum width of 10 feet.
10. PCMC requests that the applicant reassess each unit type's proposed Area Median Income (AMI) levels. We encourage a more diverse range of AMI levels (<80% AMI) to better align with the workforce generated by the proposed project.
11. PCMC requests that household qualifications outlined per Section 16 be incorporated in the applicants' Housing Mitigation Plan to ensure compliance with Fair Housing. Also, if the applicant seeks master leases with local employers, approval is necessary with PCMC Housing.

WALL CONSULTANT GROUP
2139 South 1260 West, Salt Lake City, UT 84119-1464

TECHNICAL MEMORANDUM

Date: Friday, February 28th, 2025

To: John Robertson, City Engineer

From: Corey Mack, PE, PTOE, Jeremy Searle, PE, PTOE

Subject: Kearns & Park Traffic Impact Study Review

Purpose

WCG was asked to review the traffic impact study (TIS) for the proposed Kearns & Park development in Park City, Utah. The proposed development is located on the southeast corner of the Kearns Boulevard (S.R. 248) & Park Avenue (S.R. 224) intersection. The TIS is dated October 16, 2024 and includes an analysis of the existing conditions, future 2029, and future 2040 conditions, both with and without the proposed project. The purpose of this memorandum is to provide an independent 3rd party review of the TIS and summarize our comments and findings.

The TIS was reviewed and a summary of our comments and observations are provided below.

1. The Park City Municipal Corporation Transportation Impact Study Guidelines state: "Traffic operations at study intersections should be analyzed using the most recent Highway Capacity Manual methodology." The Highway Capacity Manual (HCM), 7th Edition is the most recent HCM methodology, released in 2022.
2. The West Hotel Access intersections with Park Avenue have the lowest proportion of property damage only crashes / highest rate of severe plus fatal crashes of all the study intersections, including one fatal crash. Was there any investigation into the contributing factors of these severe and fatal crashes?
3. The Park Ave & Homestake Road count did not appear to be included in the Appendix.
4. Appendix C9 documents the turning movements into the West North Hotel drive from Park Avenue. Is there a separate count for the West South Hotel drive? Were there any counts or queue observations from the existing adjacent shopping center driveway?
5. Appendix C10 and C11 both state the location as Park Avenue & Deer Valley Drive Road, but the volumes are significantly different. Please confirm the count locations and use within the analysis.
6. There were significant pedestrian volumes noted at the Kearns Boulevard & Park Avenue intersection during the PM peak hour (51 pedestrians across Park; 20 across Kearns). Were the pedestrians included in the modeling, and if so, how?
7. The TIS indicates that Park Avenue & Kearns Boulevard operate at LOS C in the PM peak hour, and continue to do so through 2040. At the same time, the northbound and

southbound queue lengths are reported as significant at 700-feet and 750-feet, respectively. Why is this study showing acceptable LOS and significant queuing through 2040? Are adjacent nodes in the Synchro network truncating delays and queuing in the LOS reports? For example, the northbound through delay at the West Hotel Driveways report northbound through delays; the northbound through movement is unconflicted and should have no delay. Delays reported at the northbound through movements may be attributable to the Park Avenue & Kearns Boulevard signalized intersection.

8. The TIS notes that the HAWK signal along Park Street north of Homestake Road negatively impacts the adjacent intersection. How many pedestrian crossings using the HAWK signal were observed? Was there any attempt to include the potential HAWK signal in the model?

9. The TIS uses the observed entering and exiting traffic from the existing hotel site as the basis for trip generation for the “Vacation Condos”. Little information is provided to document the whole site entering and exiting traffic:

    a. It is unclear if the West North and West South driveways were separate counts.

    b. The hotel site has two additional accesses into and out of the site through the adjacent commercial lot that were not accounted for in the TIS.

    Please provide additional documentation for the existing site trip generation.

    It isn’t clear that the “Vacation Condos” at the proposed site will act similarly to a hotel. Hotels have centralized services, a front desk and welcome area, cleaning staff, and other amenities; vacation condos may have more bedrooms, kitchens, and more capacity per unit. These details that may or may not support the TIS trip generation methodology have not been detailed in the TIS.

    The ITE Trip Generation Manual does provide a “Recreational Home” land use, defined: “A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis.” This land use, which may be more similar to the proposed “Vacation Condos” has an average Friday PM peak hour trip generation rate of 1.11 trips per unit, 5-times higher than the trip generation rate for “Vacation Condos” in the TIS at 0.22 trips.

10. The TIS applies an “internal capture” and “alternate mode” reduction to the estimated base vehicle trip generation. This is intended to account for “proximity to grocery stores, dining establishments, and other retail” and “proximity of the bus/shuttle/electric bike station”. The observed “Vacation Condos” trip generation rate is based on existing site counts, which would include these effects. Applying reductions to Vacation Condos is in effect double counting the effect.

11. The TIS refers to the proposed restaurant space as a 7,300 square foot hotel restaurant / bar in Table 5, a 0.6 thousand square foot “Fine Dining Restaurant” in the trip generation Table 6, and a “hotel restaurant” in the TIS narrative. (There is no proposed hotel on site.) As illustrated in the site plan, the proposed restaurant has direct access to a pedestrian walkway, exterior seating, and frontage along the northern parallel parking

aisle in the shopping center. There is no indication that this restaurant will be primarily patronized by “hotel guests” (this is assumed to mean people staying in the vacation condos). The application of a 75% internal capture rate does not seem justified.

The site plan does not clearly delineate the restaurant space. However, the scaled area of the rectangle around the restaurant label is close to 3.1 thousand square feet. Reviewing the ITE data behind LUC 931, the smallest surveyed site in the PM peak hour was 4.4 thousand square feet. It seems unlikely that a fine dining restaurant would occupy 0.6 thousand square feet. Please confirm the size and trip generation of the restaurant space.

12. The proposed site relies on access through the Fresh Market and cinema parking lot for valet circulation and resident / office access into and out of the North Access parking garage, estimated at around 60 trips circulating into or out of the garage and through the parking lot in the PM peak hour. Does the proposed site have legal right to circulate through the parking lot?
13. The TIS indicates that the estimated 95th percentile queue on the West Project Access at Park Street is about as long as the link distance itself. Is the West Project Access queue artificially truncated due to limitations of the link length? Will the West Project Access queue cause:
    a. Increased delay or spillback into Park Avenue?
    b. Conflict within the valet / circulating porte-cochere drive?
    c. Spillback into the shopping center parking lot?
    d. Interactions with any existing queues into or out of the existing shopping center parking lot?
14. The site plan illustrates a food truck location. Is this included in the land use summary in Table 5?
15. Are there any features designed into the North Access from Kearns Boulevard to disallow left turns in or out of the site?
16. The site plan does not illustrate or identify any locations for interior or exterior bicycle racks.
17. The Park City TIS guidelines indicate that an analysis of the proposed driveway sight triangles should be completed to ensure that they meet the requirements published in the Park City Municipal Code. Additionally, the location of commercial vehicle access for loading / unloading and deliveries should be evaluated.
18. The Park City TIS guidelines indicate that the parking demand for the proposed project should be estimated and compared to the proposed supply as well as the requirement specified in the Park City Municipal Code. The location, access, and quantity of on-site bicycle parking that is being provided for both short-term and secure, long-term use should also be documented.

19. The Park City TIS guidelines indicate that existing transit lines and service headways within one-quarter mile of the proposed project should be documented. The estimated mode share and number of trips for people walking to transit, completed as part of the trip generation, should be described along with an evaluation of the walking route to access the nearby transit stops from the proposed development.

Please contact us if there are any questions regarding these comments.

HALES ENGINEERING
innovative transportation solutions

Kearns & Park

DRAFT - Traffic Impact Study



Park City, Utah

October 16, 2024

UT22-2615

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Kearns & Park development located in Park City, Utah. The Kearns & Park development is located on the southeast corner of the Kearns Boulevard (SR-248) / Park Avenue (SR-224) intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The peak hour level of service (LOS) results is shown in Table ES-1.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service											
		Existing (2024)				Future (2029)				Future (2040)			
		BG		+P		BG		+P		BG		+P	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Kearns Boulevard / Park Avenue	B	C	B	C	B	C	B	C	B	C	B	C
2	East Reid Access & North Access / Kearns Boulevard	b	b	a	c	b	b	b	b	c	e	b	f
3	Snow Creek Drive / Kearns Boulevard	c	d	c	d	c	d	c	d	c	f	c	f
4	Homestake Road / Kearns Boulevard	a	b	a	b	a	c	a	c	a	f	a	f
5	Bonanza Drive & Monitor Drive / Kearns Boulevard	C	C	C	C	C	D	C	D	D	F	D	F
6	Comstock Drive / Kearns Boulevard	A	B	A	B	B	C	B	C	C	C	C	C
7	West North Access / Park Avenue	b	f	-	-	b	f	-	-	c	f	-	-
8	West South Access / Park Avenue	d	f	e	f	b	f	f	f	b	f	f	f
9	Homestake Road / Park Avenue	b	f	f	f	f	f	f	f	f	f	f	f
10	Deer Valley Drive & Empire Avenue / Park Avenue	C	E	C	E	C	F	C	E	C	F	C	F
11	Bonanza Drive / Deer Valley Drive	B	C	B	B	B	C	B	B	B	D	B	D

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), +P = Plus Project (with project traffic)

Source: Hales Engineering, October 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of vacation condo units, affordable multifamily residential units, retail, office, and restaurant space.
- The project is anticipated to generate approximately 1,008 weekday daily vehicle trips, including 92 trips in the morning peak hour, and 104 trips in the evening peak hour.
    - This represents a net increase from the existing hotel of 602 new vehicle trips per day, including 47 trips in the morning peak hour, and 64 trips for the evening peak hour.
- A 5% transit reduction and a 5% internal capture reduction were applied to align with surrounding land uses and Park City's commitment to travel demand management (TDM) strategies.

2024	Background	Plus Project
Assumptions	• Traffic volumes from Homestake and Holiday Village/Parkside developments added	• Right-in right-out at the North Project Access and full access at the West Project Access • Vehicle valet for hotel guests results in an increase of right-turn vehicle trips at the West Project Access, North Project Access, and Snow Creek Dr
Findings	• Poor LOS at: o West North Access / Park Ave (PM) o West South Access / Park Ave (PM) o Homestake Rd / Park Ave (PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)	• Poor LOS at: o West Access / Park Ave (AM & PM) o Homestake Rd / Park Ave (AM & PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)
Mitigations	• No physical improvements- possible mitigations are outlined at the end of the table	• See end of table
2029	**Background**	**Plus Project**
Findings	• Poor LOS at: o West North Access / Park Ave (PM) o West South Access / Park Ave (PM) o Homestake Rd / Park Ave (AM & PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)	• Poor LOS at: o West Access / Park Ave (AM & PM) o Homestake Rd / Park Ave (AM & PM) o Deer Valley Dr & Empire Ave / Park Ave (PM)
Mitigations	• See end of table	• See end of table

DRAFT

2040	Background	Plus Project
Findings	• Poor LOS at: ○ East Reid Access & North Project Access (PM) ○ West North Access / Park Ave (PM) ○ West South Access / Park Ave (PM) ○ Homestake Rd / Park Ave (AM & PM) Deer Valley Dr & Empire Ave / Park Ave (PM)	• Poor LOS at: ○ East Reid Access & North Project Access (PM) ○ Snow Creek Dr / Kearns Blvd (PM) ○ Homestake Dr / Kearns Blvd (PM) ○ Bonanza Dr & Monitor Dr / Kearns Blvd (PM) ○ West Access / Park Ave (AM & PM) ○ Homestake Rd / Park Ave (AM & PM) ○ Deer Valley Dr & Empire Ave / Park Ave (PM)
Mitigations	• See end of table	• See end of table

Additional Mitigation Considerations

Park City favors future travel demand management strategies to reduce traffic volumes on the roadway in place of widening roadways to encourage personal vehicle travel. Vehicles will likely learn to reroute when undue delays and queues are observed. However, if the travel demand model projections are accurate, significant innovative mitigation measures may be needed to maintain traffic at an acceptable LOS during peak hours on Park Avenue between Kearns Boulevard and Deer Valley Drive and Kearns Avenue between Park Avenue and Bonanza Drive.

Transportation Demand Management (TDM) Strategies

The development is deploying multiple TDM strategies, including:

- Car share and e-bike share
- Employee carpool/vanpool incentives
- Ample supply of bike parking and lockers
- Wide trail adjacent to building

A bus shelter with a pullout is located near the edge of the property, which provides access to free transit services.

TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... **i**
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS ii
TABLE OF CONTENTS ..... **iv**
LIST OF TABLES ..... **vi**
LIST OF FIGURES ..... **vi**
I. INTRODUCTION **1**
A. Purpose 1
B. Scope 2
C. Analysis Methodology 2
D. Level of Service Standards 2
II. EXISTING (2024) BACKGROUND CONDITIONS **4**
A. Purpose 4
B. Roadway System 4
C. Crash Data Summary 4
D. Traffic Volumes 7
E. Level of Service Analysis 10
F. Queuing Analysis 11
G. Mitigation Measures 11
III. PROJECT CONDITIONS **12**
A. Purpose 12
B. Project Description 12
C. Vehicle Trip Generation 12
D. Trip Distribution and Assignment 14
E. Multimodal Analysis 17
F. Transportation Demand Management (TDM) 17
G. Access 18
H. Auxiliary Lane Requirements 18
IV. EXISTING (2024) PLUS PROJECT CONDITIONS **20**
A. Purpose 20
B. Traffic Volumes 20
C. Level of Service Analysis 20
D. Queuing Analysis 20
E. Mitigation Measures 23
V. FUTURE (2029) BACKGROUND CONDITIONS **24**
A. Purpose 24
B. Roadway Network 24
C. Traffic Volumes 24
D. Level of Service Analysis 24
E. Queuing Analysis 27
F. Mitigation Measures 27
VI. FUTURE (2029) PLUS PROJECT CONDITIONS **29**
G. Traffic Volumes 29
A. Purpose 29

DRAFT

B. Level of Service Analysis 29
C. Queuing Analysis 29
D. Mitigation Measures 29

VII. FUTURE (2040) BACKGROUND CONDITIONS 33

A. Purpose 33
B. Roadway Network 33
C. Traffic Volumes 33
D. Level of Service Analysis 33
E. Queuing Analysis 36
F. Mitigation Measures 37

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS 38

A. Purpose 38
B. Traffic Volumes 38
C. Level of Service Analysis 38
D. Queuing Analysis 38
E. Mitigation Measures 41

Appendix A: Project Site Plan
Appendix B: Crash Data Summaries
Appendix C: Turning Movement Counts
Appendix D: LOS Results
Appendix E: Queue Length Reports

DRAFT

LIST OF TABLES

Table 1: Level of Service Description 3
Table 2: Crash Data by Severity 5
Table 3: Crash Data by Type 6
Table 4: Existing (2024) Background Peak Hour LOS 10
Table 5: Project Land Uses 12
Table 6: Trip Generation 13
Table 7: Trip Distribution 14
Table 8: Alternate Mode Trip Generation 17
Table 9: Auxiliary Lane Summary – North Access 19
Table 10: Auxiliary Lane Summary – West Access 19
Table 11: Existing (2024) Plus Project Peak Hour LOS 23
Table 12: Future (2029) Background Peak Hour LOS 27
Table 13: Future (2029) Plus Project Peak Hour LOS 32
Table 14: Future (2040) Background Peak Hour LOS 36
Table 15: Future (2040) Plus Project Peak Hour LOS 41

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Park City, Utah 1
Figure 2: Existing (2024) background peak hour traffic volumes 8
Figure 3: Trip assignment for the peak hours 15
Figure 4: Existing (2024) plus project peak hour traffic volumes 21
Figure 5: Future (2029) background peak hour traffic volumes 25
Figure 6: Future (2029) plus project peak hour traffic volumes 30
Figure 7: Future (2040) background peak hour traffic volumes 34
Figure 8: Future (2040) plus project peak hour traffic volumes 39

DRAFT

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Kearns & Park development located in Park City, Utah. The proposed project is located on the southeast corner of the Kearns Boulevard (SR-248) / Park Avenue (SR-224) intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024), future (2029), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Park City, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Kearns Boulevard (SR-248) / Park Avenue (SR-224)
- Existing North Accesses (2) / Kearns Boulevard (SR-248)
- East Reid Building Access & North Project Access / Kearns Boulevard (SR-248)
- Snow Creek Drive / Kearns Boulevard (SR-248)
- Homestake Road / Kearns Boulevard (SR-248)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (SR-248)
- Existing West Accesses (2) / Park Avenue (SR-224)
- West Project Access / Park Avenue (SR-224)
- Homestake Road / Park Avenue (SR-224)
- Deer Valley Drive (SR-224) & Empire Avenue / Park Avenue (SR-224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)
- Comstock Drive / Kearns Boulevard (SR-248)

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 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, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix D. Hales Engineering calculated the average queue and 95th percentile queue lengths for the study intersections using SimTraffic as provided in Appendix E.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation

and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Kearns Boulevard (SR-248) – is a state-maintained roadway (classified by UDOT access management standards as a "Community – Rural Importance" facility, or access category 7 roadway). The roadway has two travel lanes in each direction with a center two-way left-turn lane. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

Park Avenue (SR-224) – is a state-maintained roadway (classified by UDOT access management standards as a "Community – Rural Importance" facility, or access category 7 roadway). The roadway has two travel lanes in each direction with a center two-way left-turn lane. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

C. Crash Data Summary

Hales Engineering collected crash data records from the Utah Numeric database at each of the study intersections from the previous five-year period. A summary of the crash data by severity is shown in Table 2. A summary of the crash data by type is shown in Table 3. A detailed summary of the crash data is included in Appendix B. This data is protected under 23 USC 407.

DRAFT

Table 2: Crash Data by Severity

Intersection		Crash Severity					
		Property Damage Only		Injury		Fatal	
Description	Total Crashes	#	%	#	%	#	%
Kearns Boulevard / Park Avenue	36	31	86%	5	14%	0	-
East Reid Access & Northwest Hotel Access / Kearns Boulevard	0	0	-	0	-	0	-
Snow Creek Drive / Kearns Boulevard	39	25	64%	14	36%	0	-
Homestake Road / Kearns Boulevard	14	10	71%	4	29%	0	-
Bonanza Drive & Monitor Drive / Kearns Boulevard	52	38	73%	14	27%	0	-
Comstock Drive / Kearns Boulevard	22	16	73%	6	27%	0	-
West North Hotel Access / Park Avenue West South Hotel Access / Park Avenue	5	3	60%	1	20%	1	20%
Homestake Road / Park Avenue	17	11	64%	6	36%	0	-
Deer Valley Drive & Empire Avenue / Park Avenue	36	25	69%	11	31%	0	-
Bonanza Drive / Deer Valley Drive	30	25	83%	5	17%	0	-
Total	**251**	**184**	**73%**	**66**	**26%**	**1**	**0.5%**

Source: Numetric, October 2024

DRAFT

Table 3: Crash Data by Type

Intersection		Crash Type							
		Angle		Front-to-Rear		Sideswipe		Other	
Description	Total Crashes	#	%	#	%	#	%	#	%
Kearns Boulevard / Park Avenue	36	7	19%	9	25%	10	28%	10	28%
East Reid Access & Northwest Hotel Access / Kearns Boulevard	0	0	-	0	-	0	-	0	-
Snow Creek Drive / Kearns Boulevard	39	28	72%	4	10%	3	7%	4	11%
Homestake Road / Kearns Boulevard	14	7	50%	1	7%	3	21%	3	22
Bonanza Drive & Monitor Drive / Kearns Boulevard	52	16	31%	15	29%	5	10%	16	31%
Comstock Drive / Kearns Boulevard	22	1	5%	15	68%	2	11%	4	16%
West North Hotel Access / Park Avenue	5	1	20%	1	20%	0	0%	3	60%
West South Hotel Access / Park Avenue									
Homestake Road / Park Avenue	17	5	29%	5	29%	2	11%	5	29%
Deer Valley Drive & Empire Avenue / Park Avenue	36	13	36%	11	31%	4	11%	8	22%
Bonanza Drive / Deer Valley Drive	30	12	40%	6	20%	8	27%	4	13%
Total	**251**	**90**	**36%**	**67**	**27%**	**37**	**15%**	**57**	**22%**

Source: Numetric, October 2024

DRAFT

D. Traffic Volumes

Morning (8:00 to 10:00 a.m.) and evening (3:00 to 5:00 p.m.) peak period traffic counts were performed at the following intersections on Friday, February 23, 2024:

- Kearns Boulevard (SR-248) / Park Avenue (SR-224)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (SR-248)
- Comstock Drive / Kearns Boulevard (SR-248)
- Deer Valley Drive (SR-224) & Empire Avenue / Park Avenue (SR-224)
- Bonanza Drive / Deer Valley Drive (S.R. 224)

The following intersection was counted on Friday, August 2, 2024:

- East Reid Building Access / Kearns Boulevard (SR-248)

The following intersections were counted on Saturday, January 29, 2023:

- Northwest Hotel Access / Kearns Boulevard (SR-248)
- Snow Creek Drive & Northeast Hotel Access / Kearns Boulevard (SR-248)
- Homestake Road / Kearns Boulevard (SR-248)
- West North Hotel Access / Kearns Boulevard (SR-248)
- West South Hotel Access / Park Avenue (SR-224)
- Homestake Road / Park Avenue (SR-224)

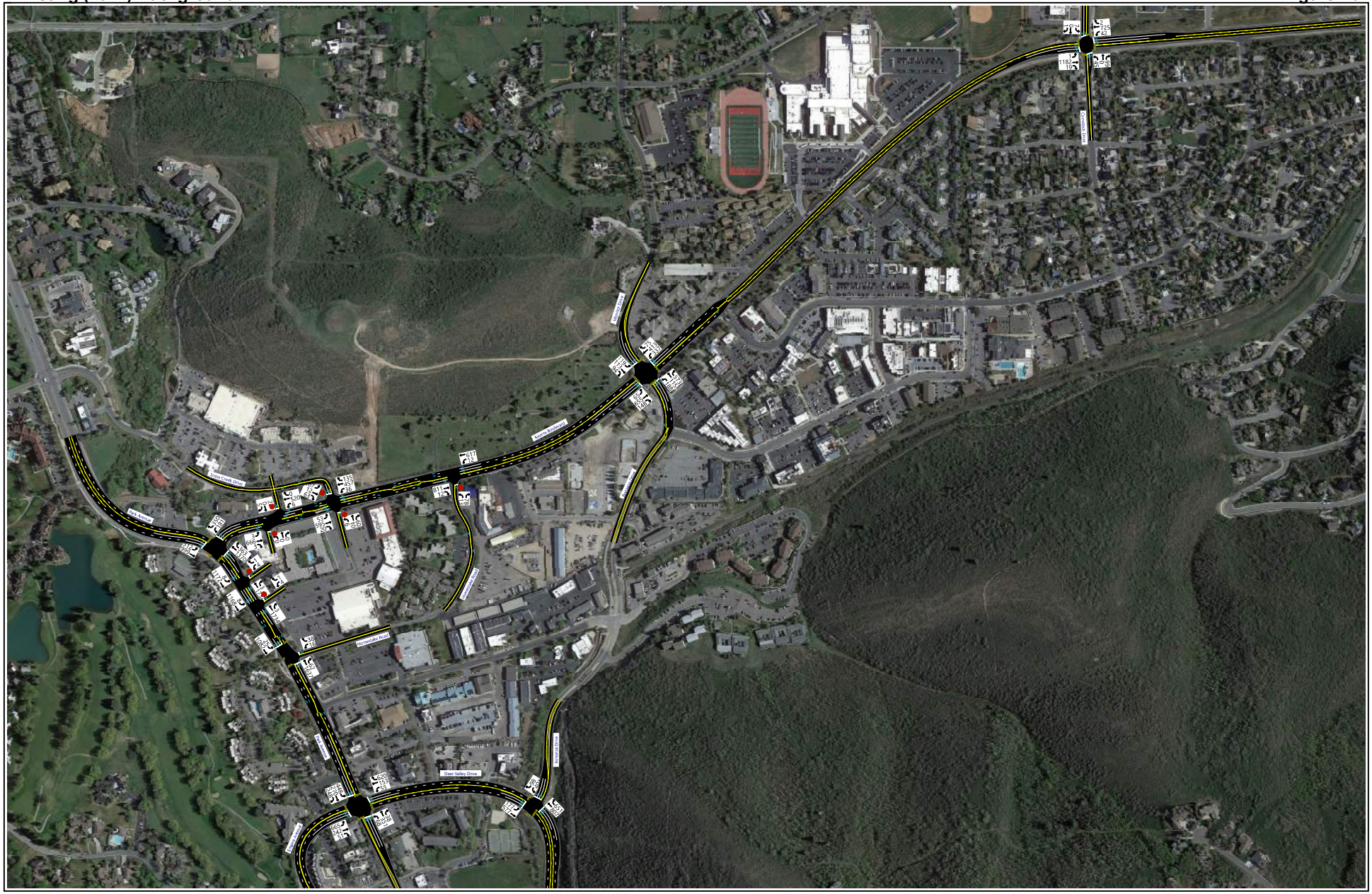
The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 31% higher than the morning peak hour volumes. Detailed count data are included in Appendix C.

Hales Engineering followed the Park City TIS guidelines for seasonal adjustments to the observed traffic volumes. The traffic counts taken in January and February were left unadjusted. The traffic count from August was adjusted to reflect that traffic volumes are on average 75% of the average volumes during the winter in the morning and 85% in the evening. The counts from January 2023 were taken on a Saturday, before the Park City TIS Guidelines required counts to be taken on Fridays. These counts were used for turning volumes at driveways accesses and have been approved for use in this study by Park City staff.

Anticipated trip generation from the Homestake TIS (Hales Engineering, 2022) and the Holiday village & Parkside TIS (Hales Engineering, 2023) were added to the to the background traffic volumes. Figure 2 shows the existing peak hour volumes as well as intersection geometry at the study intersections. Due to the limitations of the modeling software, the south leg of the Snow Creek Drive and the northeast hotel access were modeled as one access, and the volumes were combined.

DRAFT




Kearns Blvd/Park Ave
Kearns Blvd/Monitor Drive
Kearns Blvd/Prospector Drive
Kearns Blvd/Deer Valley Drive
Kearns Blvd/Silver Star Drive
Kearns Blvd/Kearns Blvd
Kearns Blvd/Kearns Blvd
Kearns Blvd/Kearns Blvd

E. Level of Service Analysis

Hales Engineering determined that the study accesses and streets intersecting Park Avenue between Kearns Boulevard and Deer Valley Drive are currently operating at poor levels of service, as shown in Table 4. These include:

- West Hotel Accesses (PM)
- Homestake Road / Park Avenue (PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

Table 4: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (13.2)	C (28.3)
East Reid Access & Northwest Hotel Access / Kearns Boulevard	NB/SB Stop	b (10.6) / SBL	b (13.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (20.1) / NBT	d (30.9) / SBT
Homestake Road / Kearns Boulevard	NB Stop	a (8.0) / NBL	b (13.1) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (23.8)	C (31.5)
Comstock Drive / Kearns Boulevard	Signal	A (9.4)	B (17.6)
West North Hotel Access / Park Avenue	WB Stop	b (12.0) / SBL	f (>50) / WBL
West South Hotel Access / Park Avenue	WB Stop	b (10.5) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	d (34.2) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (26.1)	E (79.8)
Bonanza Drive / Deer Valley Drive	Signal	B (14.9)	C (26.5)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2024

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
  - Southbound: 750 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
- Deer Valley Dr & Empire Ave / Park Avenue:
  - Northbound: 625 feet (PM)
  - Southbound: 525 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 875 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 675 feet (PM)

The queuing anticipated on the northbound approach for the HAWK signal near the Homestake Road / Park Avenue intersection during the evening peak hour is expected to negatively impact the Homestake Road / Park Avenue intersection.

G. Mitigation Measures

No physical mitigation measures are recommended as Park City prefers TDM strategies to reduce vehicle trips within the city. Long northbound queues originating from the Kearns Boulevard / Park Avenue can delay right-turning vehicles exiting the west hotel access due to minimal gaps available. Other delays at Homestake Road / Park Avenue depend on the level of pedestrian crossings at the nearby HAWK signal. Vehicles will likely learn to reroute when undue delays and queues are observed.

DRAFT

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Kearns & Park development is located on the southeast corner of the Kearns Boulevard (SR-248) / Park Avenue (SR-224) intersection. The development will consist of multi-family residential units and vacation condominiums that are connected by a ground level with some retail and office space included. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5.

Table 5: Project Land Uses

Land Use	Intensity
Affordable Apartments	60 units
Vacation Condos	170 units
Hotel Restaurant / Bar	7,300 sq. ft
Commercial / Retail	2,500 sq. ft.
Office	4,000 sq. ft

C. Vehicle Trip Generation

Trip generation for the development was calculated through a combination of trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (11th Edition, 2021)* as well as local data for the vacation condo use.

It is anticipated that the condos will be rented out for temporary stays for business or vacationing purposes. Therefore, the travel patterns are more equivalent to a hotel than a residence. Additionally, according to the current hotel on-site, many of their patrons use transit, resulting in a lower trip rate than what would be generated by a typical hotel. For this reason, trip generation was based on existing counts taken at the hotel accesses. The counts were performed on Saturday, January 29, 2022. Because Saturdays are typically just as busy as Fridays at the hotel, the Saturday trip generation will be applied to the Friday scenario in the TIS.

Based on the existing 181 rooms at the hotel, trip generation rates of 0.25 and 0.22 trips per unit were calculated for the morning and evening peak hours, respectively. To calculate the daily trip rate, the ratio of ITE daily hotel trips to evening peak hour trips was used, resulting in an estimated daily rate of 2.98 trips per unit.

Due to the proximity to grocery stores, dining establishments, and other retail, a 5% internal capture reduction was applied to the generated trips which was calculated based on standard NCHRP methodology. Reductions of 2% and 10% were applied to the morning and evening peak hour trip generation, respectively. Some land uses are likely to have higher internal capture than others, but these rates were applied broadly to the development.

The hotel restaurant was assumed to have a 75% internal capture rate because the clientele is anticipated to be primarily hotel guests. In addition, a 5% transit reduction was applied to the affordable housing and office uses due to the proximity of the bus/shuttle/electric bike station that is approximately 400 feet to the south of the proposed development. In addition, Summitt County has approved an on-site bike-share when the development is completed. These reductions align with Park City's goals of travel demand reductions and a multimodal emphasis. The resulting trip generation for the proposed project is included in Table 6.

The total trip generation for the development is as follows:

- Daily Trips: 1,008
- Morning Peak Hour Trips: 92
- Evening Peak Hour Trips: 104

As shown in Table 6, it is anticipated that the proposed development will generate approximately 1,008 trips from the site on an average weekday, including 92 trips during the morning peak hour, and 104 trips during the evening peak hour. These represent a net increase of approximately 602 net new trips per day beyond what is currently generated by the site, including 47 trips for the morning peak hour and 64 trips for the evening peak hour.

Table 6: Trip Generation

Trip Generation
Park City - Kearns & Park TIS

Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions		Vehicular Trips		
			Total	% In	% Out	In	Out	Internal Capture	Alternate Mode	In	Out	Total
Weekday Daily												
Affordable Housing (223)	60	Units	364	50%	50%	182	182	5%	5%	165	164	329
Strip Retail Plaza, <40k (822)	2.5	KSF	138	50%	50%	69	69	5%	0%	65	66	131
Small Office Building (712)	4.0	KSF	58	50%	50%	29	29	5%	5%	26	26	52
Vacation Condos	170	Units	508	50%	50%	254	254	5%	0%	242	241	483
Fine Dining Restaurant (931)	.6	KSF	52	50%	50%	26	26	75%	0%	6	7	13
TOTAL			**1,120**			**560**	**560**			**504**	**504**	**1,008**
AM Peak Hour												
Affordable Housing (223)	60	Units	35	29%	71%	10	25	1%	5%	9	24	33
Strip Retail Plaza, <40k (822)	2.5	KSF	6	60%	40%	4	2	1%	0%	4	2	6
Small Office Building (712)	4.0	KSF	8	82%	18%	7	1	1%	5%	7	1	8
Vacation Condos	170	Units	44	55%	45%	24	20	1%	0%	24	20	44
Fine Dining Restaurant (931)	.6	KSF	2	50%	50%	1	1	75%	0%	1	0	1
TOTAL			**95**			**46**	**49**			**45**	**47**	**92**
PM Peak Hour												
Affordable Housing (223)	60	Units	37	59%	41%	22	15	10%	5%	19	13	32
Strip Retail Plaza, <40k (822)	2.5	KSF	30	50%	50%	15	15	10%	0%	13	14	27
Small Office Building (712)	4.0	KSF	10	34%	66%	3	7	10%	5%	3	6	9
Vacation Condos	170	Units	38	70%	30%	27	11	10%	0%	24	10	34
Fine Dining Restaurant (931)	.6	KSF	6	67%	33%	4	2	75%	0%	1	1	2
TOTAL			**121**			**71**	**50**			**60**	**44**	**104**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation* ,11th Edition,2021.
SOURCE: Hales Engineering, October 2024

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips is shown in Table 7.

Table 7: Trip Distribution

Direction	% To/From Project
North	30%
South	35%
East	35%

It is anticipated that the vacation condos will operate using a valet system that will pick up and drop off customers at the porte-cochere off Park Avenue. To enter the parking garage, valets will take the vehicle, turn right onto Park Avenue, turn right onto Kearns Boulevard, and then take a final right turn into the garage. To return vehicles, valets will turn right from the exit onto Kearns Boulevard, turn right into the shopping center access, and then use the cross-access to arrive at the porte-cochere. In the analysis, this process will be assumed for all trips entering and exiting the vacation condos to be conservative.

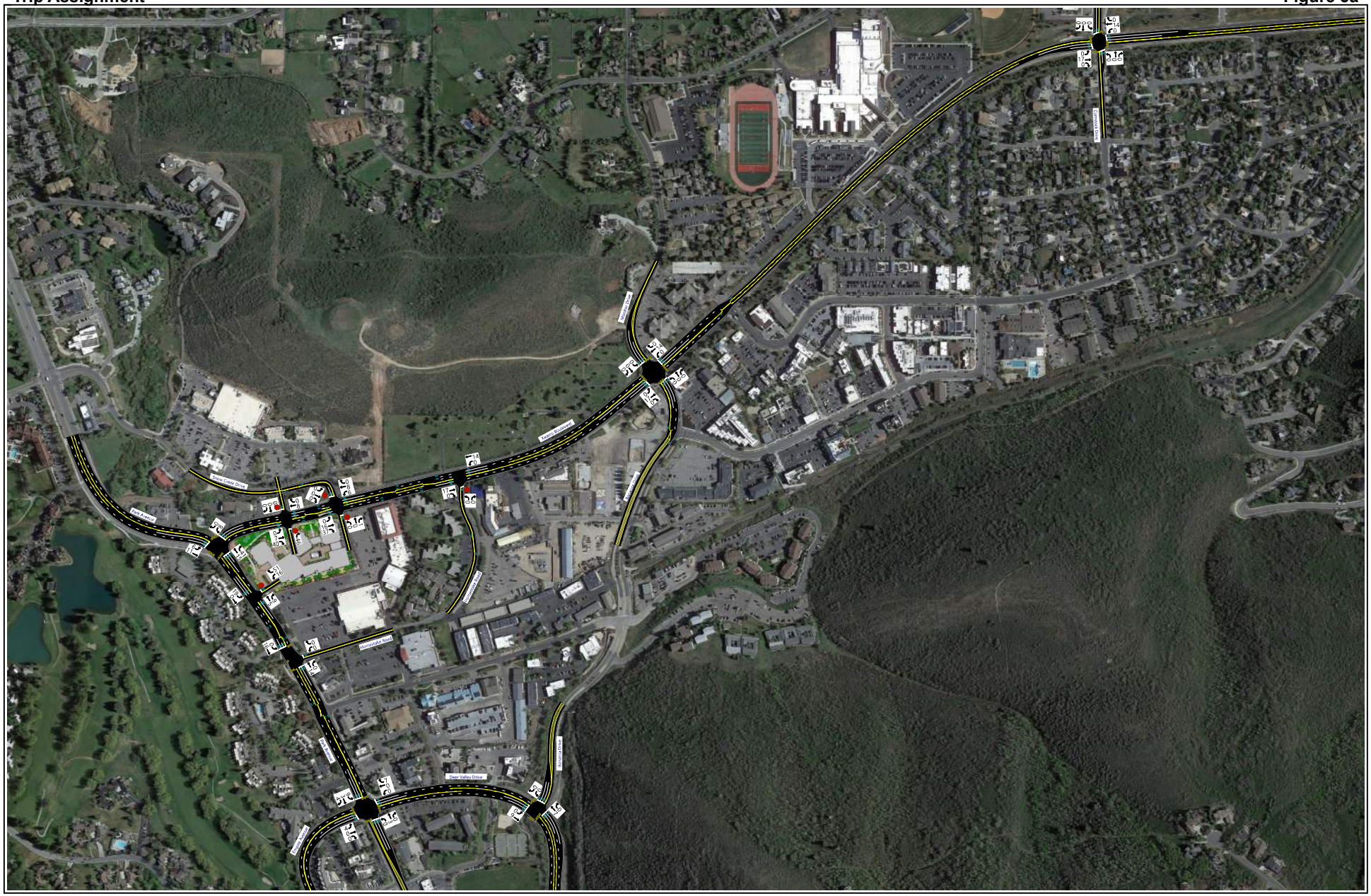
The valet pick-up and drop-off trips are not included with the overall trip generation because they will be minimally impactive to the roadway network. These trips will consist exclusively of right turns, and the only study intersection they will use that is not a driveway is the Kearns Boulevard / Park Avenue intersection, where they will also turn right. Residential and office trips were assigned directly to the North Project Access parking garage and the retail and restaurant trips were assigned to the West Project Access and Snow Creek Drive.

These trip distribution assumptions were used to assign the peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignments for the development are shown in Figure 3.

DRAFT

Park City Kearns & Park TIS
Trip Assignment

Morning Peak Hour
Figure 3a

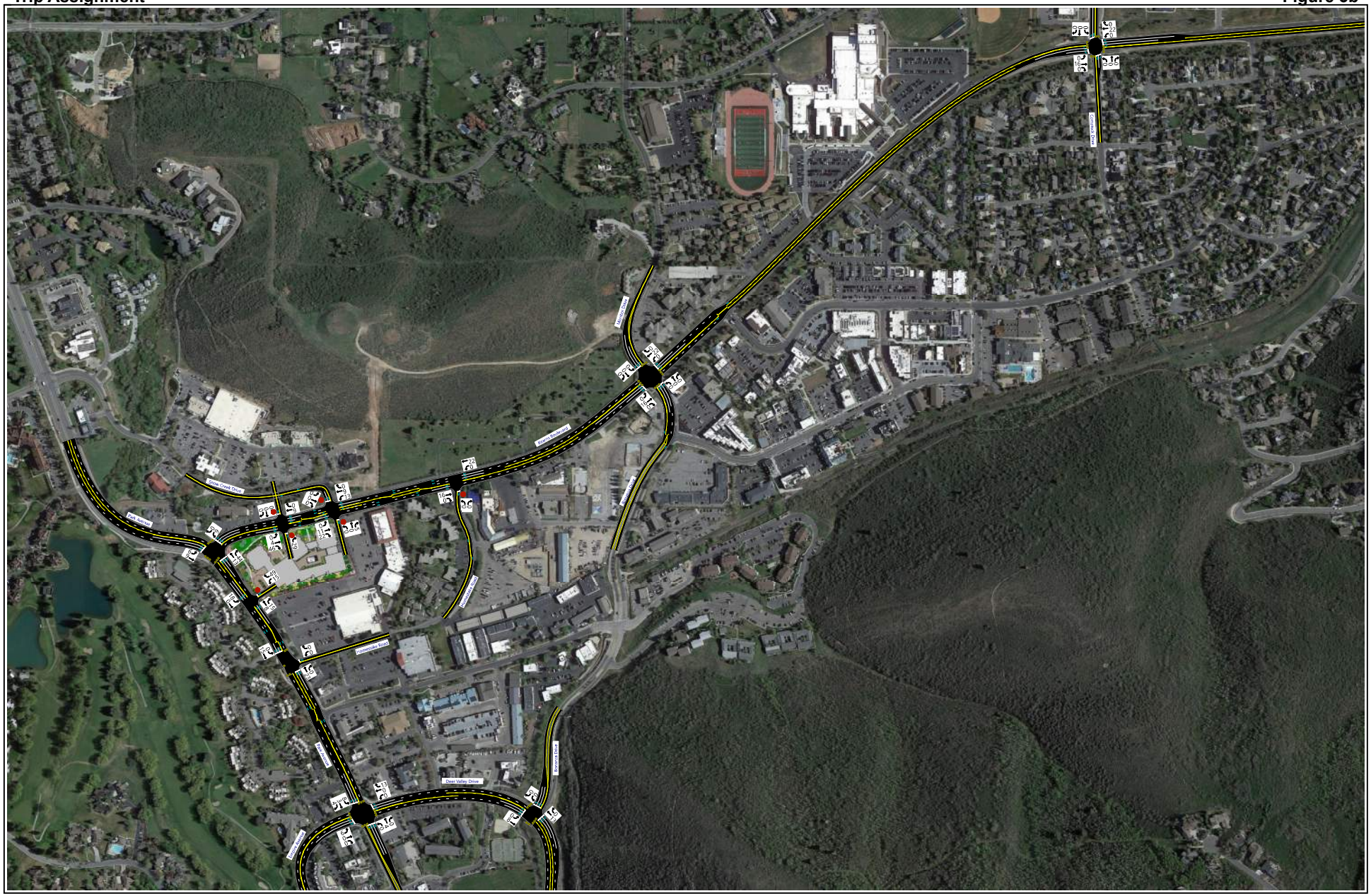


Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
08/26/2024

Park City Kearns & Park TIS
Trip Assignment

Evening Peak Hour
Figure 3b



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
10/15/2024

E. Multimodal Analysis

Hales Engineering estimated trip generation for other modes of transportation, including walking, biking, and transit. ITE has recently published limited data on trip generation for these types of uses, but the data are sparse and may not be applicable to a community such as Park City, which has an extensive trail network and free transit. Because local data is available, trip generation was based on a prior survey at a nearby residential development.

According to this survey, approximately 20% of residents that responded use alternative modes of transportation daily. If, during the time of the count, 80% of trips were car-based and 20% used alternative modes of transportation, then alternative trips would be equivalent to approximately 25% of car-based trips.

An additional survey filtered down the alternative modes by type, including walking, biking, and transit. Approximately 59% of alternate mode users responded that they walk, 26% responded that they bike, and 70% responded that they use public transportation. Combining these percentages into a total, it is estimated that 38% of alternate mode trips are via walking, 17% are via biking, and the remaining 45% are via public transportation.

Using these calculations, the estimated alternate mode trip generation is shown in Table 8. It is worth noting that these were applied to the development globally as limited information is available for alternate mode transportation when looking at commercial uses near the site. ITE provides limited data that are to be more applicable to suburban areas and likely does not apply to this site. Additionally, based on conversations with Park City, transit boardings and alightings at individual stops are not available.

The proposed project has appropriate pedestrian access. A plan showing the sidewalks and the wide trail that wraps around the site is contained in Appendix A.

Table 8: Alternate Mode Trip Generation

	Trip Generation			
	Walk	Bike	Transit	**Total**
Daily	36	16	43	**95**
AM Peak Hour	4	2	5	**10**
PM Peak Hour	4	2	5	**10**

F. Transportation Demand Management (TDM)

Hales Engineering evaluated the project site to determine what TDM strategies may be appropriate to reduce vehicle demand, in line with the city's goals. The following TDM strategies are being considered for the project:

- **Bike Parking and Bike Lockers:**
  - Provide on-site bike racks, bike lockers, and e-bike shares for residents to use to encourage biking to nearby destinations instead of driving. Provide access to a wide multi-use path that increases bicycle accessibility to the building.
- **Shuttle System:**
  - Provide a shuttle service to/from major destinations such as Park City Mountain Resort, Canyons Village, Deer Valley Ski Resort during peak times.
- **Car-Sharing:**
  - Provide shared-use vehicles that are available for reservation to reduce resident dependence on personal vehicles.
- **Employee carpool/vanpool incentives:**
  - Employees will be given the opportunity to ride to/from work together.

G. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix A):

Kearns Boulevard (SR-248):

- The North Project Access will realign the Northwest Hotel Access directly across from the East Reid Building Access and the Northeast Hotel Access will be closed. It will be located approximately 325 feet east of the Kearns Boulevard / Park Avenue intersection. It will access the project on the south side of Kearns Boulevard. It is anticipated that the access will be stop-controlled and right-in right-out only.

Park Avenue (SR-224):

- The West Project Access will be located at the location of the West South Hotel Access and West North Hotel Access will be closed. It will be located approximately 250 feet south of the Kearns Boulevard / Park Avenue intersection. It will access the project on the east side of Park Avenue. It is anticipated that the access will be stop-controlled. There is currently an access that is 50 feet to the south, which does not meet UDOT's access spacing requirements and may require a variance request

H. Auxiliary Lane Requirements

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes for an access category 7 highway as shown in Table 9 and Table 10. While the minimum requirements are close to meeting for a deceleration lane at the north access, it is not standard to widen the roadway for auxiliary lanes at unsignalized intersections in Park City.

Table 9: Auxiliary Lane Summary – North Access

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (WB-to-SB)	-	-	-
Right turn	Deceleration (EB-to-SB)	50 vph	47 vph	No

Table 10: Auxiliary Lane Summary – West Access

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration (SB-to-EB)	25 vph	19 vph	No
Right turn	Deceleration (NB-to-EB)	50 vph	15 vph	No

DRAFT

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. The background counts that were utilizing the hotel access points were removed from future volumes as the site is replaced with the proposed development. Existing (2024) plus project peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that several of the study intersections and accesses are currently operating at poor levels of service, as shown in Table 11. These include:

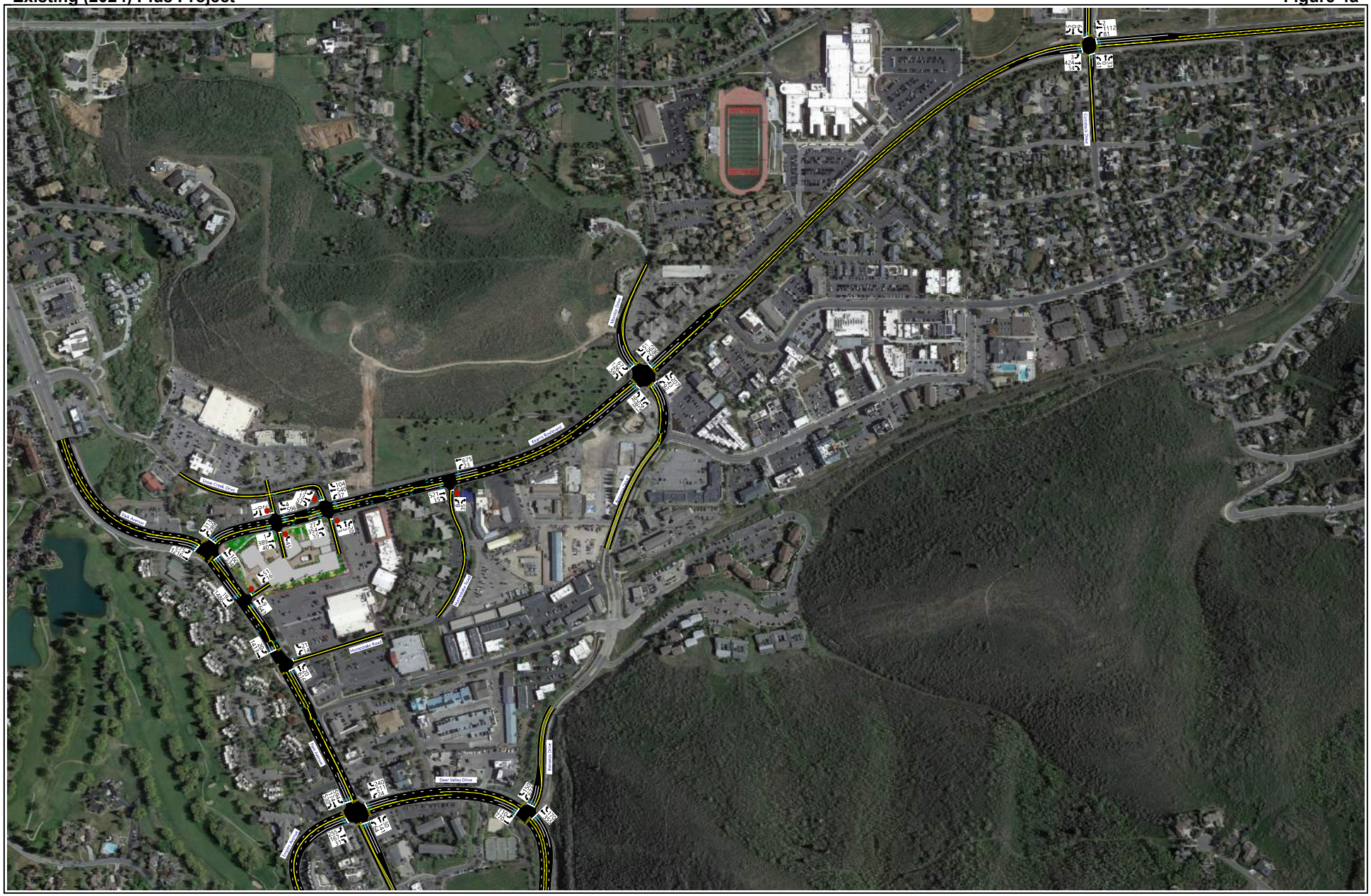
- West Project Access (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

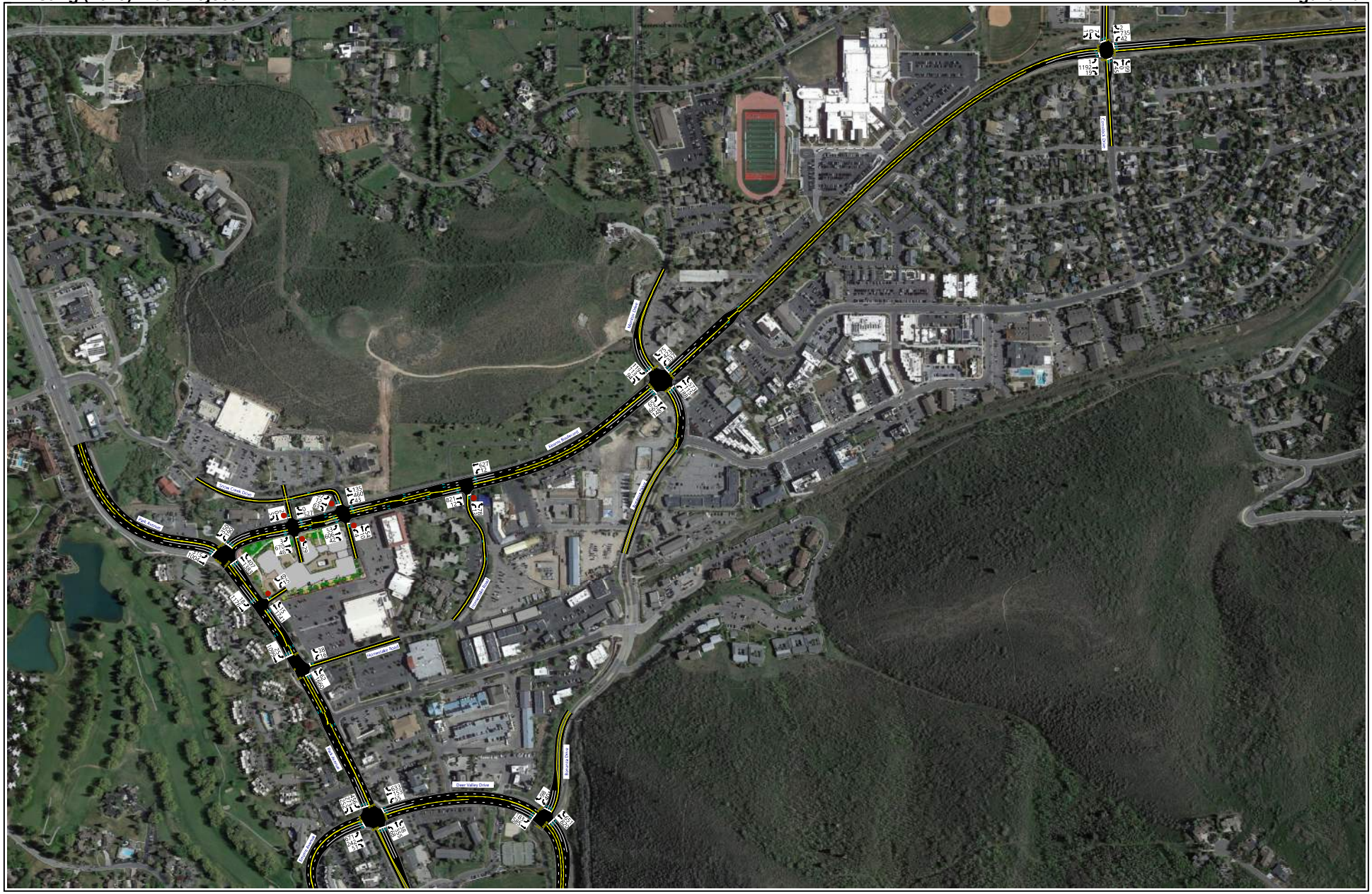
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
  - Westbound: 575 feet (PM)
- Deer Valley Dr & Empire Ave / Park Avenue:
  - Northbound: 425 feet (PM)
  - Southbound: 400 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 550 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 475 feet (PM)

DRAFT


Kearns Boulevard
Kearns Boulevard
Kearns Boulevard



E. Mitigation Measures

No further mitigation measures are recommended for the reasons mentioned in the existing (2024) background conditions.

Table 11: Existing (2024) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (12.7)	C (21.1)
East Reid Access & North Project Access / Kearns Boulevard	NB/SB Stop	a (8.5) / SBL	c (16.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (23.6) / SBT	d (33.4) / NBT
Homestake Road / Kearns Boulevard	NB Stop	a (7.7) / NBL	b (12.5) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (25.6)	C (32.9)
Comstock Drive / Kearns Boulevard	Signal	A (9.9)	B (17.2)
West Project Access / Park Avenue	WB Stop	e (39.9) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (26.5)	E (69.8)
Bonanza Drive / Deer Valley Drive	Signal	B (14.8)	B (18.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2024

DRAFT

V. FUTURE (2029) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2029) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Park City Forward, a comprehensive transportation blueprint (2022), there is a pedestrian crossing project planned before 2032 in the study area near Snow Creek Drive. At the current time, a signalized pedestrian crossing is not warranted. Therefore, no changes were made to the roadway network for the future (2029) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2029) forecasted volumes from the Summit/Wasatch County travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2029) peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that several of the study intersections and accesses and streets are currently operating at poor levels of service, as shown in Table 12. These include:

- West Hotel Accesses (PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

DRAFT

Park City Kearns & Park TIS
Future (2029) Background

Morning Peak Hour
Figure 5a



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
08/26/2024

Park City Kearns & Park TIS
Future (2029) Background

Evening Peak Hour
Figure 5b



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
08/26/2024

Table 12: Future (2029) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (13.4)	C (24.0)
East Reid Access & Northwest Hotel Access / Kearns Boulevard	NB/SB Stop	b (11.0) / SBR	b (10.1) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (22.1) / SBT	d (26.6) / SBT
Homestake Road / Kearns Boulevard	NB Stop	a (8.5) / NBL	c (17.1) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (27.6)	D (42.1)
Comstock Drive / Kearns Boulevard	Signal	B (15.2)	C (20.7)
West North Hotel Access / Park Avenue	WB Stop	b (12.5) / WBL	f (>50) / WBL
West South Hotel Access / Park Avenue	WB Stop	b (10.2) / WBL	f (>50) / WBR
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (28.5)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (15.5)	C (32.1)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2024

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Keans Boulevard / Bonanza Dr. & Monitor Dr.
  - Northeast-bound: 700 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: 500 feet (PM)
  - Southbound: 525 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 900 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 450 feet (PM)

F. Mitigation Measures

No mitigation measures are recommended. Long northbound queues originating from the Kearns Boulevard / Park Avenue can delay right-turning vehicles exiting the west hotel accesses due to

minimal gaps available. Others delays at Homestake Road / Park Avenue depend on the level of pedestrian crossings at the nearby HAWK signal. Vehicles will likely learn to reroute when undue delays and queues are observed.

DRAFT

VI. FUTURE (2029) PLUS PROJECT CONDITIONS

G. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2029) background traffic volumes to predict turning movement volumes for future (2029) plus project conditions. Future (2029) plus project peak hour turning movement volumes are shown in Figure 6.

A. Purpose

The purpose of the future (2029) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Level of Service Analysis

Hales Engineering determined that several of the study intersections and accesses are anticipated to continue operating at a poor level of service during the evening peak hour in future (2029) plus project conditions, as shown in Table 13. These include:

- West Project Access (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

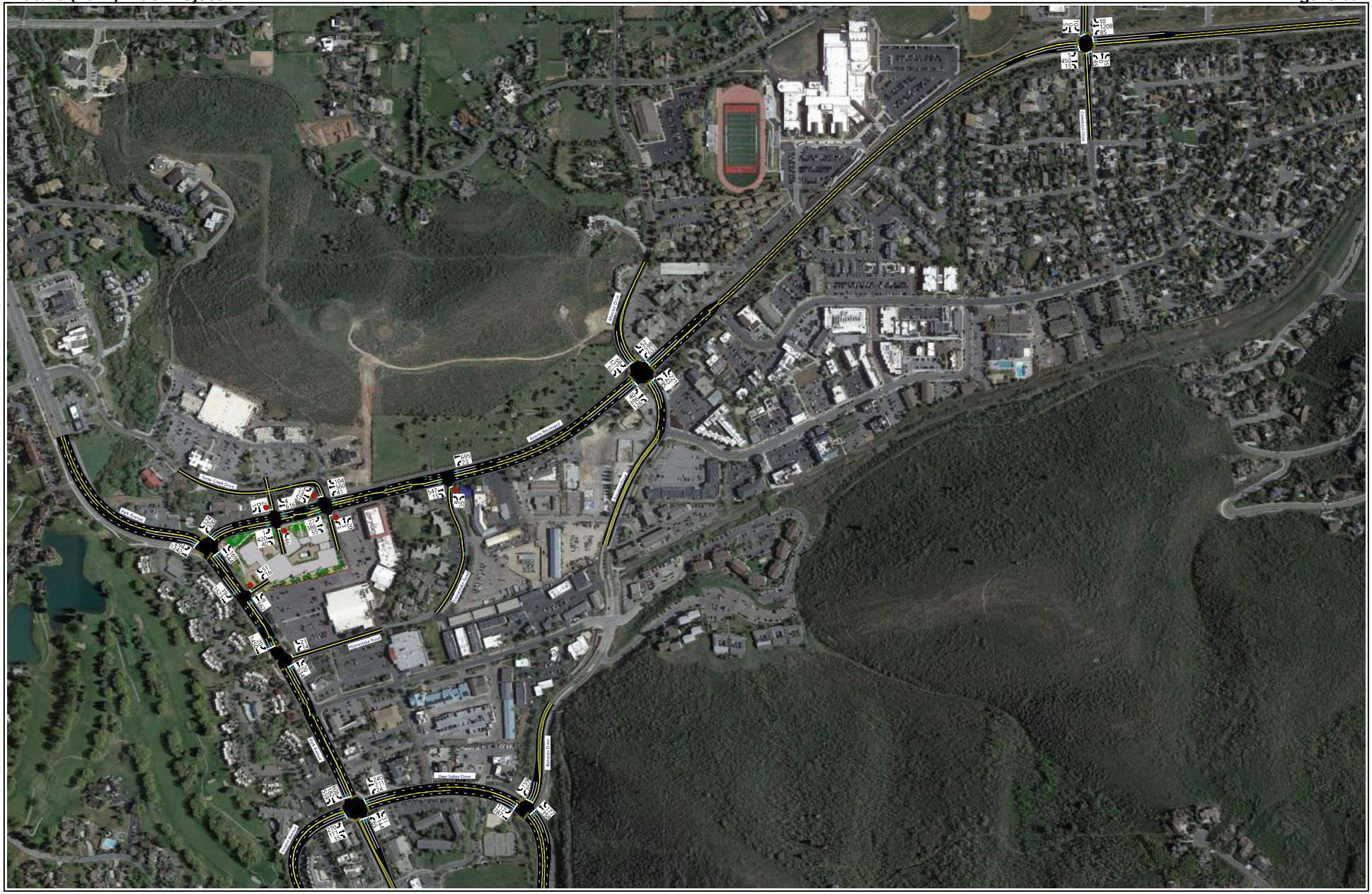
C. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Keans Boulevard / Bonanza Dr. & Monitor Dr.
  - Northeast-bound: >1000 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 350 feet (PM)
  - Westbound: 550 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: 450 feet (PM)
  - Southbound: 400 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 650 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 525 feet (PM)

D. Mitigation Measures

No further mitigation measures are recommended besides those already mentioned in previous chapters. Vehicles will learn to reroute if undue delays and queues are experienced from access points being blocked by downstream signal queues.



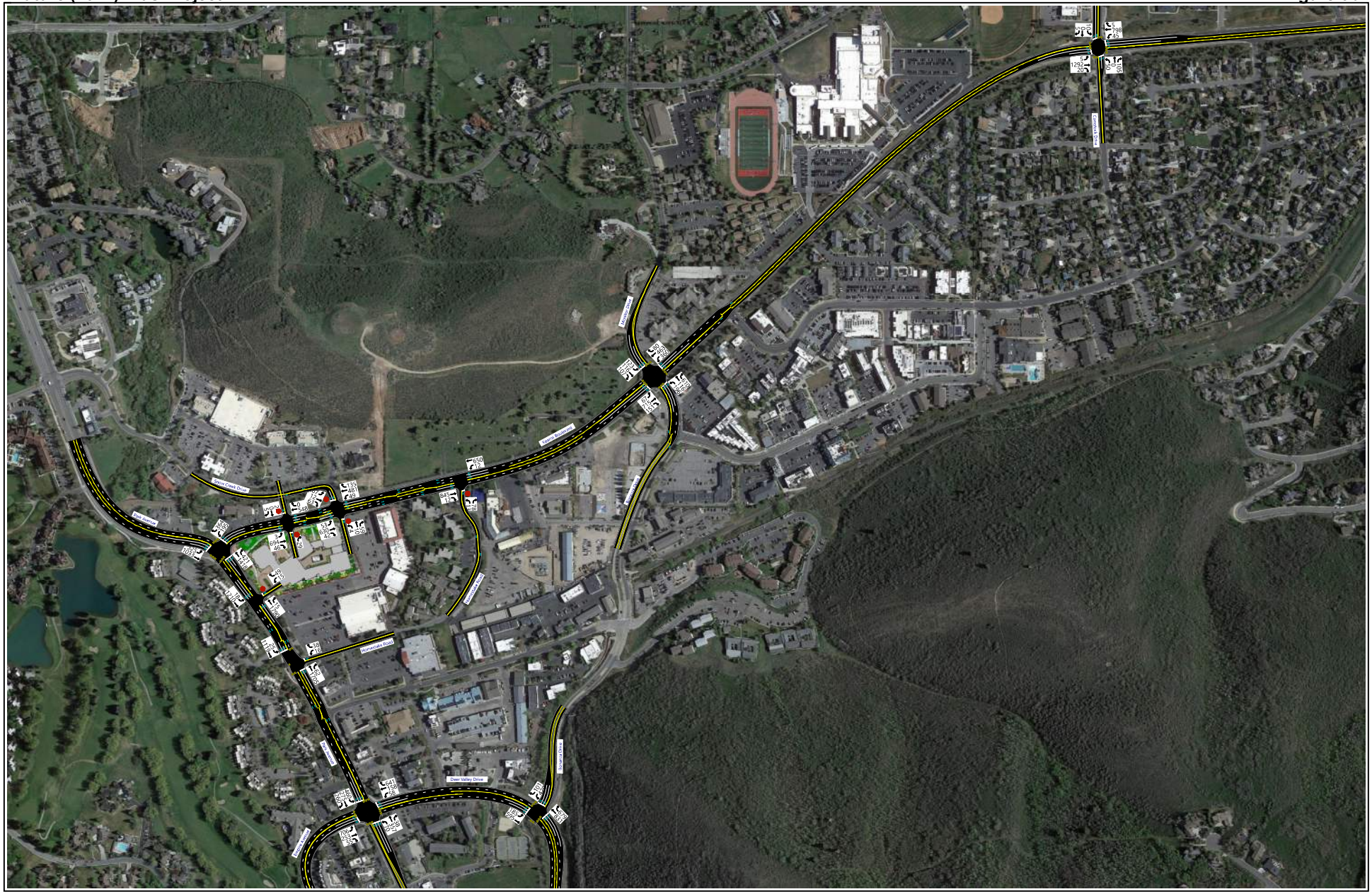

Kearns Boulevard
Deer Valley Drive
Homestake Road
Park Avenue
Silver Lake Drive
Silver Lake Drive
Deer Valley Drive
Deer Valley Drive
Deer Valley

Table 13: Future (2029) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (13.6)	C (21.3)
East Reid Access & North Project Access / Kearns Boulevard	NB/SB Stop	b (11.7) / SBL	b (12.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (22.0) / SBT	d (34.2) / SBT
Homestake Road / Kearns Boulevard	NB Stop	a (9.2) / NBL	c (21.9) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	C (28.4)	D (52.1)
Comstock Drive / Kearns Boulevard	Signal	B (13.4)	C (21.0)
West Project Access / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (27.5)	E (73.9)
Bonanza Drive / Deer Valley Drive	Signal	B (15.4)	B (17.6)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2024

DRAFT

VII. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to Park City Forward (2022), there are no projects planned before 2040 in the study area. Therefore, no changes were made to the roadway network for the future (2040) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2040) forecasted volumes from the Summit/Wasatch County travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2040) background peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that many of the study area accesses are anticipated to operate at a poor level of service during the evening peak hour, as shown in Table 14. These include:

- East Reid Access & North Hotel Access / Kearns Boulevard (PM)
- Snow Creek Drive / Kearns Boulevard (PM)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (PM)
- Homestake Road / Kearns Boulevard (PM)
- West Hotel Accesses (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

DRAFT

Park City Kearns & Park TIS
Future (2040) Background

Morning Peak Hour
Figure 7a



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
08/26/2024

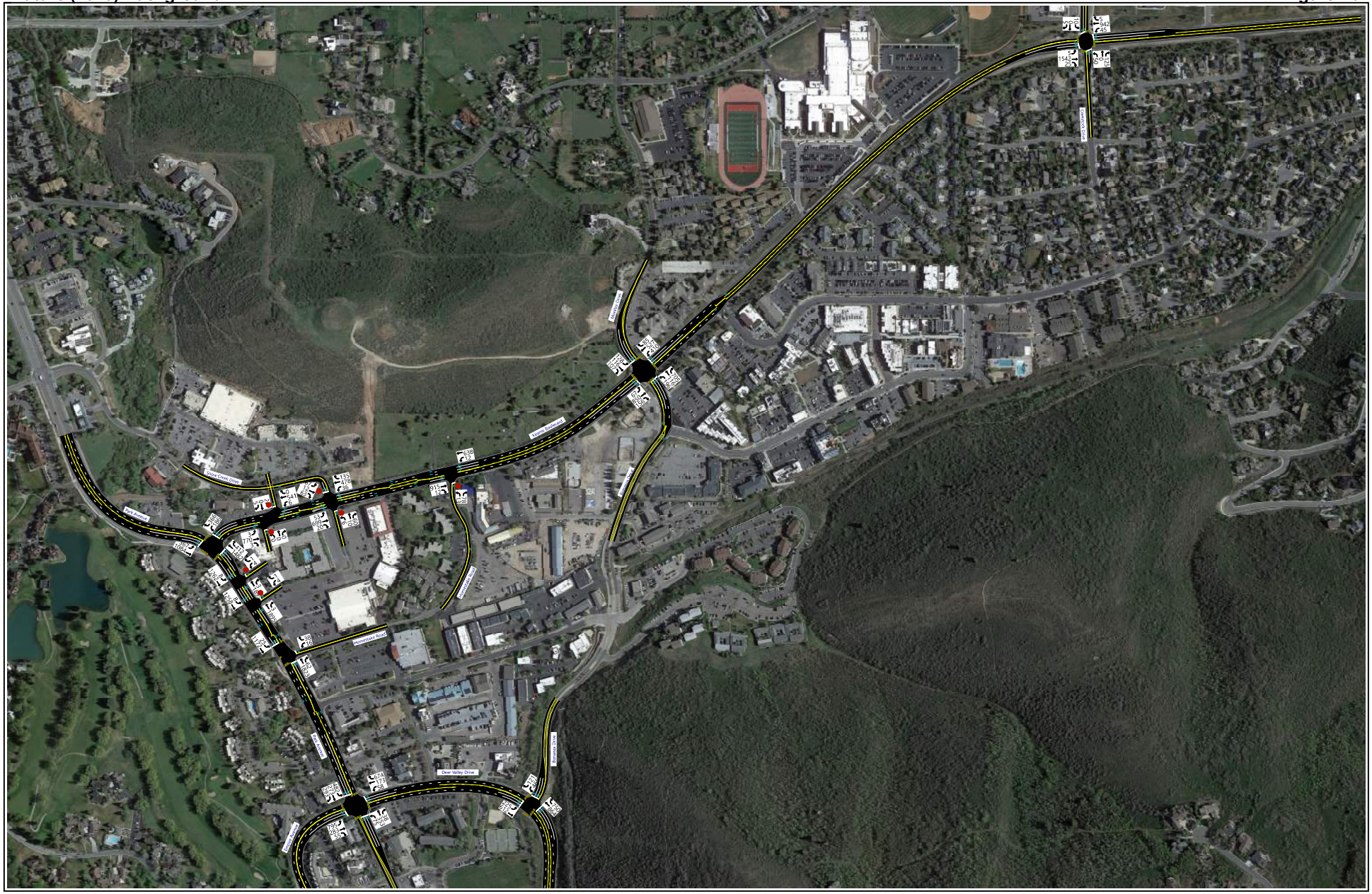


Table 14: Future (2040) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (15.1)	C (35.0)
East Reid Access & Northwest Hotel Access / Kearns Boulevard	NB/SB Stop	c (19.4) / SBL	e (40.3) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (22.4) / SBT	f (>50) / NBR
Homestake Road / Kearns Boulevard	NB Stop	a (8.7) / NBL	f (>50) / NBR
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	D (43.6)	F (>80)
Comstock Drive / Kearns Boulevard	Signal	C (30.3)	C (31.7)
West North Hotel Access / Park Avenue	WB Stop	c (19.4) / WBL	f (>50) / WBR
West South Hotel Access / Park Avenue	WB Stop	b (12.5) / WBR	f (>50) / WBR
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (30.3)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (17.6)	D (48.5)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2024

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
- Keans Boulevard / Bonanza Dr. & Monitor Dr.
  - Northeast-bound: >1000 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 300 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: 850 feet (PM)
  - Southbound: 600 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 875 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 775 feet (PM)

F. Mitigation Measures

Park City favors innovative multimodal strategies to reduce travel demand. If these strategies are pursued and successful, the need for mitigations may be unnecessary. However, if the anticipated traffic volumes from the travel demand model are accurate, significant innovative mitigation measures may be needed to maintain traffic at an acceptable LOS during peak hours on Park Avenue between Kearns Boulevard and Deer Valley Drive.

DRAFT

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project peak hour turning movement volumes is shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that several of the study intersections are anticipated to continue operating at a poor level of service during the evening peak hour in future (2040) plus project conditions, as shown in Table 15. These include:

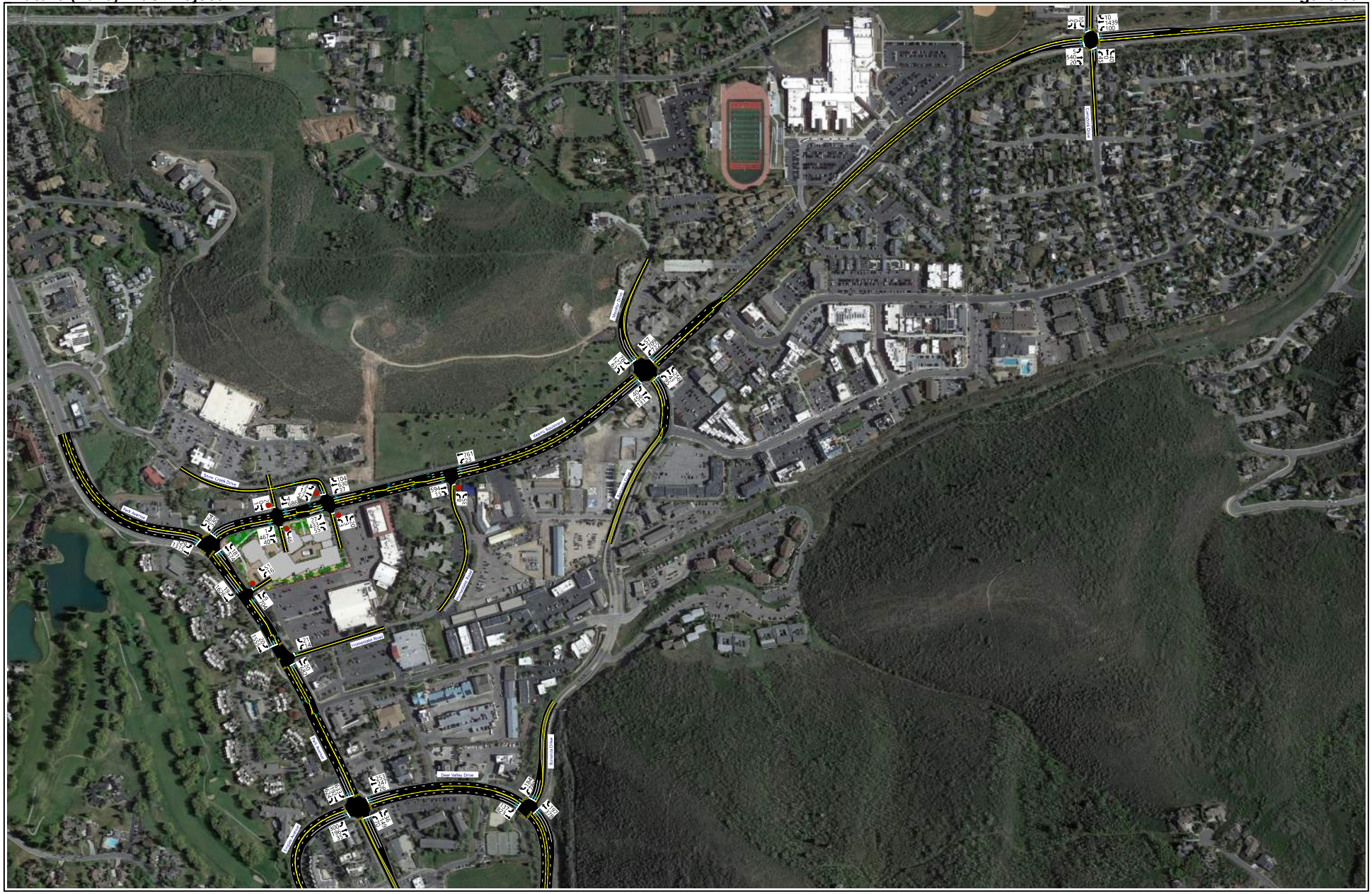
- East Reid Access & North Hotel Access / Kearns Boulevard (PM)
- Snow Creek Drive / Kearns Boulevard (PM)
- Bonanza Drive & Monitor Drive / Kearns Boulevard (PM)
- Homestake Road / Kearns Boulevard (PM)
- West Hotel Accesses (AM & PM)
- Homestake Road / Park Avenue (AM & PM)
- Deer Valley Drive & Empire Avenue / Park Avenue (PM)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are summarized as follows:

- Kearns Boulevard / Park Avenue:
  - Northbound: 700 feet (PM)
  - Southeast-bound: 625 feet (PM)
- Snow Creek Drive / Kearns Boulevard
  - Northbound: 275 feet (PM)
- Homestake Road / Kearns Boulevard
  - Northbound: >1000 feet (PM)
- Bonanza Dr. & Monitor Dr. / Kearns Boulevard
  - Northeast-bound: >1000 feet (PM)
  - Northwest-bound: >1000 feet (PM)
- Homestake Road / Park Avenue:
  - Northbound: 850 feet (PM)
  - Westbound: 720 feet (PM)
- Deer Valley Dr. & Empire Ave / Park Avenue:
  - Northbound: >1000 feet (PM)
  - Southbound: 575 feet (PM)
  - Eastbound: >1000 feet (PM)
  - Westbound: 850 feet (PM)
- Bonanza Drive / Deer Valley Drive
  - Northwest-bound: 800 feet (PM)

DRAFT



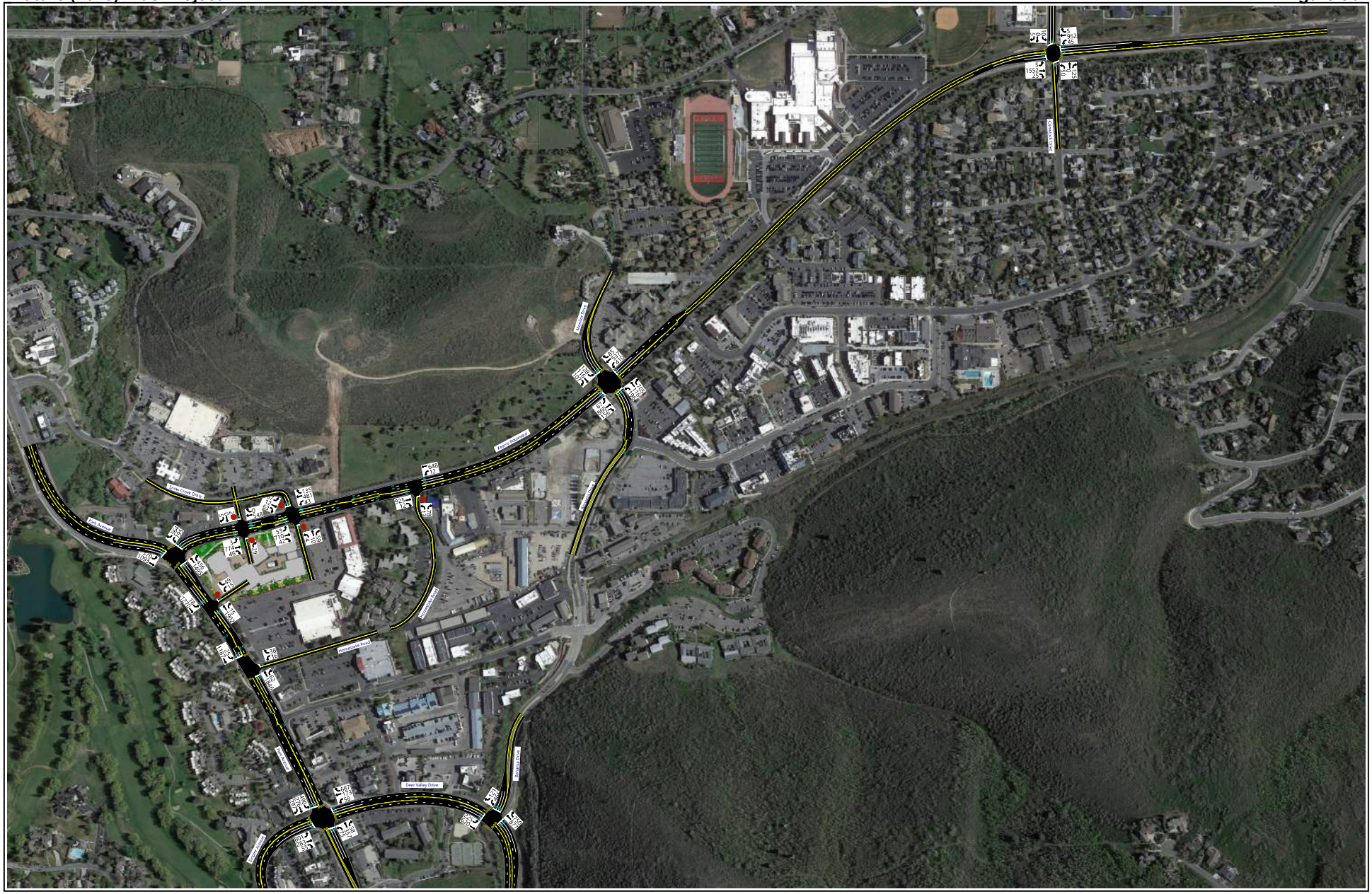


Table 15: Future (2040) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Kearns Boulevard / Park Avenue	Signal	B (15.6)	C (22.6)
East Reid Access & North Project Access / Kearns Boulevard	NB/SB Stop	b (13.9) / SBL	f (>50) / SBL
Snow Creek Drive / Kearns Boulevard	NB/SB Stop	c (23.8) / SBT	f (>50) / NBR
Homestake Road / Kearns Boulevard	NB Stop	a (9.0) / NBL	f (>50) / NBL
Bonanza Drive & Monitor Drive / Kearns Boulevard	Signal	D (42.7)	F (>80)
Comstock Drive / Kearns Boulevard	Signal	C (31.3)	C (34.0)
West Project Access / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBL
Homestake Road / Park Avenue	WB Stop	f (>50) / WBL	f (>50) / WBR
Deer Valley Drive & Empire Avenue / Park Avenue	Signal	C (31.6)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (18.0)	D (40.3)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, October 2024

E. Mitigation Measures

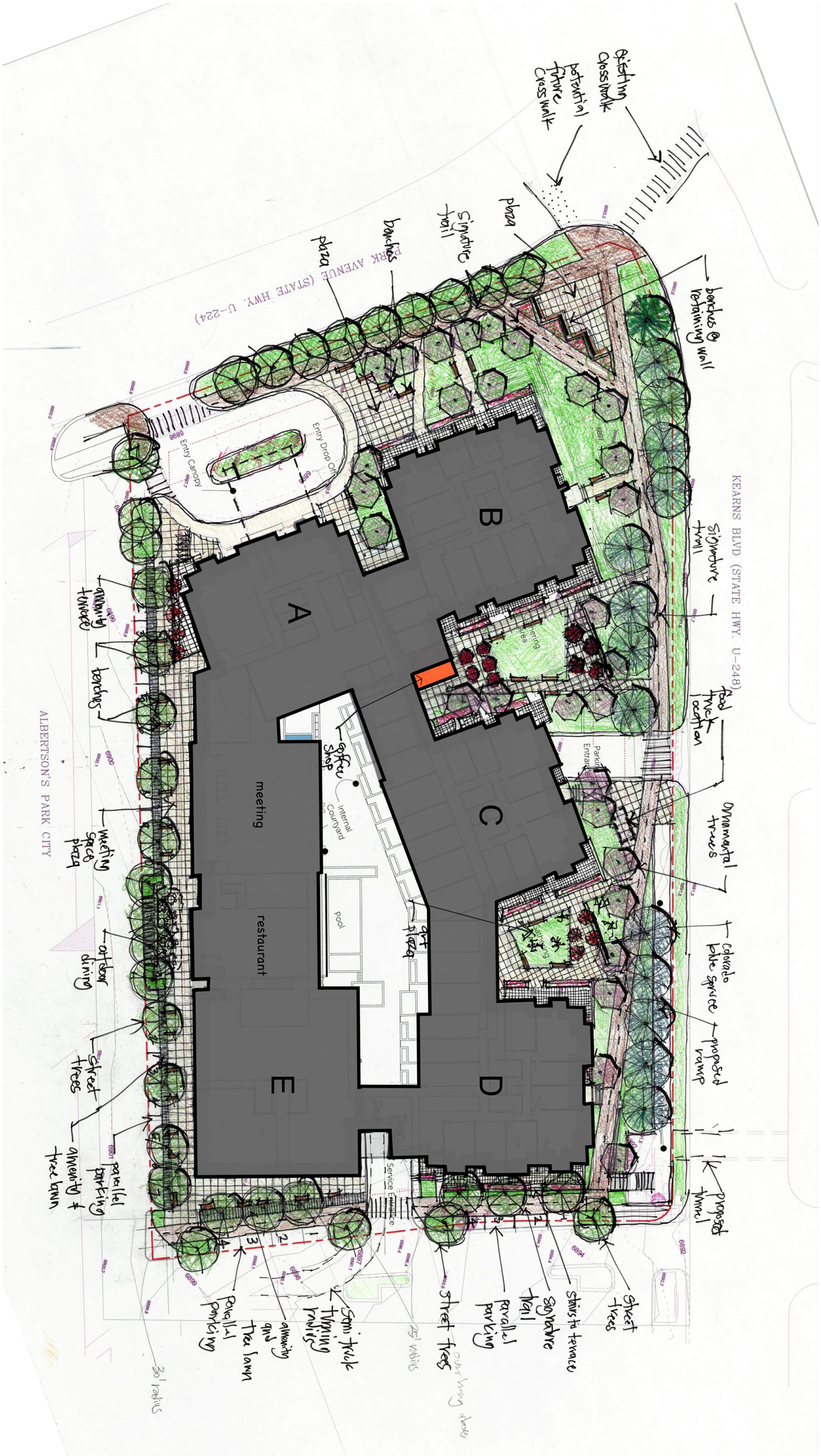
No further mitigation measures are recommended for the purposes mentioned in the 2040 background analysis and previous report chapters.

DRAFT

APPENDIX A

Site Plan

DRAFT



Landscape Plan

SCALE: 1" = 30'-0"

Park & Kearns Redevelopment

MPD-007

Landscape Plan

10/05/23

COPYRIGHT: Elliott Workgroup LLC 2022

ELLIOTT WORKGROUP

APPENDIX B

Crash Data Summaries

DRAFT

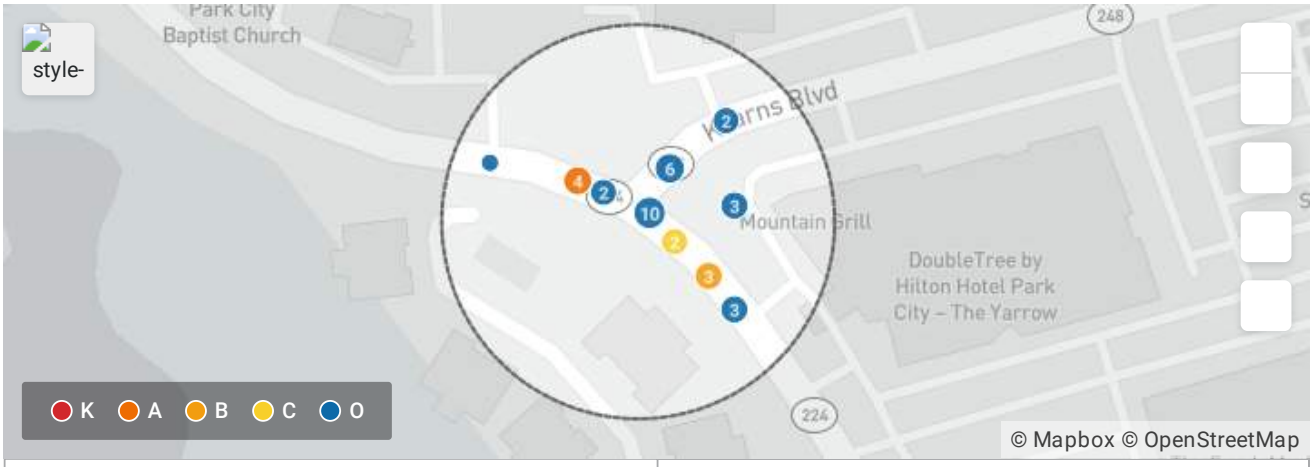
CRASH SUMMARY REPORT

Kearnes BLVD / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	36	Fatal Crashes	0

UDOT Crash Summary	Crashes	
Total Crashes	36	100.00%
Intersection Related	22	61.11%
Roadway Departure	7	19.44%
Speed Related	5	13.89%
CMV Involved	4	11.11%
Animal Related	3	8.33%
Motorcycle Involved	2	5.56%
DUI	1	2.78%
+ 5 more	1	2.78%

Crash Verified	Crashes	
True	33	91.67%
False	3	8.33%

Crash Severity	Crashes

No injury/PDO	31	86.11%
Possible injury	2	5.56%
Suspected Minor Injury	2	5.56%
Suspected Serious Injury	1	2.78%
Fatal	0	0.00%

Injury Level		People
No injury	69	93.24%
Possible injury	2	2.70%
Suspected Minor Injury	2	2.70%
Suspected Serious Injury	1	1.35%
+ 2 more	0	0%

Manner of Collision		Crashes
Front to Rear	9	25.00%
Not Applicable/Single Vehicle	9	25.00%
Sideswipe Same Direction	8	22.22%
Angle	7	19.44%
Sideswipe Opposite Direction	2	5.56%
Head On (front-to-front)	1	2.78%
+ 5 more	0	0%

Crash Date Time (Year)		Crashes
2024	4	11.11%
2023	5	13.89%
2022	8	22.22%
2021	5	13.89%
2020	8	22.22%
2019	6	16.67%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Changing Lanes (Southbound) & Straight Ahead (Southbound)	3	8.33%
Turning Left (Southbound) & Straight Ahead (Northbound)	3	8.33%
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	2	5.56%
Straight Ahead (Southbound) & Straight Ahead (Southbound)	2	5.56%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	2	5.56%
& Straight Ahead (Northbound)	1	2.78%
Starting to Move in Traffic Lane (Northbound) & Straight Ahead (Northbound)	1	2.78%

Straight Ahead (Northbound) & Slowing in Traffic Lane (Northbound)	1	2.78%
+ 992 more	12	33.36%

Roadway Surface Condition		Crashes
Dry	20	55.56%
Wet	9	25.00%
Snow	5	13.89%
Ice/Frost	2	5.56%
+ 11 more	0	0%

Weather Condition		Crashes
Clear	25	69.44%
Snowing	6	16.67%
Cloudy	2	5.56%
Rain	2	5.56%
Blowing Snow	1	2.78%
+ 6 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	52	82.54%
Animal - Wild	3	4.76%
Collision With Parked Motor Vehicle	2	3.17%
Embankment	2	3.17%
Other Fixed Object*	1	1.59%
Other Post, Pole or Support	1	1.59%
Overturn/Rollover	1	1.59%
Snow Bank	1	1.59%
+ 48 more	0	0%

Light Condition		Crashes
Daylight	25	69.44%
Dark - Lighted	7	19.44%
Dark - Not Lighted	3	8.33%
Dusk	1	2.78%
+ 4 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	6	16.67%
Countermeasure: Horizontal Curve Improvements	4	11.11%

Countermeasure: Left Turn Phase Change	4	11.11%
Countermeasure: Pave Or Widen Shoulder	4	11.11%
Countermeasure: Clear Zone Improvements	3	8.33%
Countermeasure: Roundabout or Signal	2	5.56%
Countermeasure: Shoulder Barrier	2	5.56%
Countermeasure: Shoulder Rumblestrips	2	5.56%
+ 7 more	4	11.12%

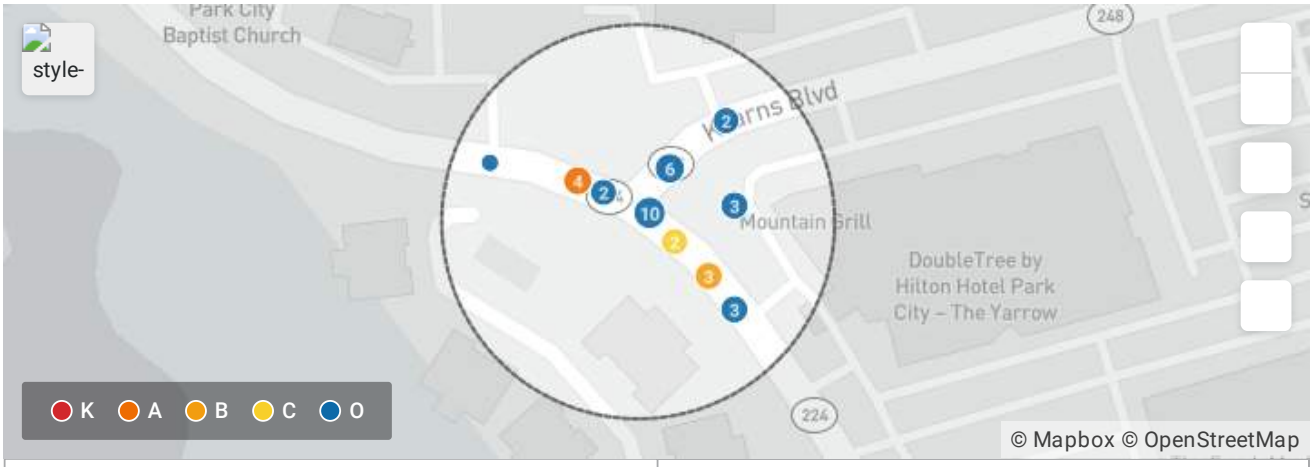
CRASH SUMMARY REPORT

Snow Creek Drive / Kearns BLVD

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	39	Fatal Crashes	0

UDOT Crash Summary	Crashes	
Total Crashes	39	100.00%
Intersection Related	30	76.92%
Speed Related	4	10.26%
CMV Involved	1	2.56%
Drowsy Driving	1	2.56%
Motorcycle Involved	1	2.56%
Pedalcycle Involved	1	2.56%
Pedestrian Involved	1	2.56%
+ 5 more	1	2.56%

Crash Verified	Crashes	
True	38	97.44%
False	1	2.56%

Crash Severity	Crashes

No injury/PDO	25	64.10%
Possible injury	7	17.95%
Suspected Minor Injury	5	12.82%
Suspected Serious Injury	2	5.13%
Fatal	0	0.00%

Injury Level		People
No injury	92	85.98%
Possible injury	8	7.48%
Suspected Minor Injury	5	4.67%
Suspected Serious Injury	2	1.87%
+ 2 more	0	0%

Manner of Collision		Crashes
Angle	28	71.79%
Front to Rear	4	10.26%
Not Applicable/Single Vehicle	2	5.13%
Sideswipe Same Direction	2	5.13%
Head On (front-to-front)	1	2.56%
Sideswipe Opposite Direction	1	2.56%
Unknown	1	2.56%
Other* Parked Vehicle Rear to Rear Rear to Side	0	0.00%

Crash Date Time (Year)		Crashes
2024	2	5.13%
2023	6	15.38%
2022	13	33.33%
2021	7	17.95%
2020	3	7.69%
2019	8	20.51%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Southbound) & Straight Ahead (Westbound)	9	23.08%
Turning Left (Eastbound) & Straight Ahead (Westbound)	8	20.51%
Straight Ahead (Northbound) & Straight Ahead (Westbound)	2	5.13%
Straight Ahead (Westbound) & Slowing in Traffic Lane (Westbound)	2	5.13%

Turning Left (Westbound) & Straight Ahead (Eastbound)	2	5.13%
Changing Lanes (Westbound) & Straight Ahead (Westbound)	1	2.56%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	1	2.56%
Straight Ahead (Eastbound) & Straight Ahead (Eastbound)	1	2.56%
+ 992 more	11	28.16%

Roadway Surface Condition		Crashes
Dry	29	74.36%
Wet	7	17.95%
Snow	3	7.69%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	26	66.67%
Cloudy	5	12.82%
Snowing	4	10.26%
Rain	3	7.69%
Blowing Snow	1	2.56%
+ 6 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	76	97.44%
Pedacycle	1	1.28%
Pedestrian	1	1.28%
+ 53 more	0	0%

Light Condition		Crashes
Daylight	37	94.87%
Dark - Lighted	1	2.56%
Dark - Not Lighted	1	2.56%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Roundabout or Signal	22	56.41%
Countermeasure: Left Turn Lane	3	7.69%
Countermeasure: Active Transportation Improvement	2	5.13%
Countermeasure: Intersection Lighting	1	2.56%
+ 11 more	0	0%

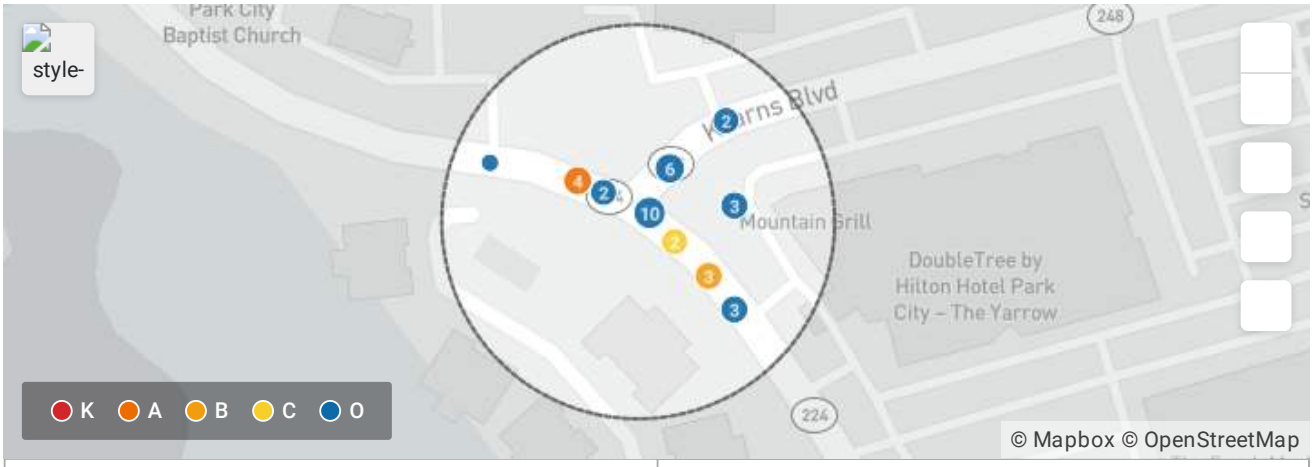
CRASH SUMMARY REPORT

Homestake Road / Kearns BLVD

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	14	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	14	100.00%
Intersection Related	9	64.29%
Pedalcycle Involved	1	7.14%
Speed Related	1	7.14%
+ 9 more	0	0%

Crash Verified		Crashes
True	13	92.86%
False	1	7.14%

Crash Severity		Crashes
No injury/PDO	10	71.43%
Possible injury	2	14.29%
Suspected Minor Injury	2	14.29%
+ 2 more	0	0%

Injury Level		People
No injury	27	84.38%
Possible injury	3	9.38%
Suspected Minor Injury	2	6.25%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	7	50.00%
Parked Vehicle	2	14.29%
Sideswipe Same Direction	2	14.29%
Front to Rear	1	7.14%
Not Applicable/Single Vehicle	1	7.14%
Sideswipe Opposite Direction	1	7.14%
Head On (front-to-front) Other* Rear to Rear Rear to Side Unknown	0	0.00%

Crash Date Time (Year)		Crashes
2024	1	7.14%
2023	4	28.57%
2022	4	28.57%
2020	1	7.14%
2019	4	28.57%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Westbound) & Straight Ahead (Eastbound)	3	21.43%
Turning Left (Northbound) & Straight Ahead (Eastbound)	2	14.29%
Leaving Traffic Lane (Southbound) & Slowing in Traffic Lane (Northbound)	1	7.14%
Straight Ahead (Northbound) & Straight Ahead (Northbound)	1	7.14%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	1	7.14%
Turning Left (Northbound) & Changing Lanes (Westbound)	1	7.14%
Turning Left (Southbound) & Straight Ahead (Eastbound)	1	7.14%
Turning Left (Southbound) & Straight Ahead (Westbound)	1	7.14%
+ 992 more	0	0%

Roadway Surface Condition		Crashes
Dry	6	42.86%

Wet	4	28.57%
Snow	3	21.43%
Slush	1	7.14%
+ 11 more	0	0%

Weather Condition		Crashes
Clear	7	50.00%
Cloudy	3	21.43%
Snowing	3	21.43%
Blowing Snow	1	7.14%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	23	85.19%
Collision With Parked Motor Vehicle	3	11.11%
Pedacycle	1	3.70%
+ 53 more	0	0%

Light Condition		Crashes
Daylight	10	71.43%
Dark - Lighted	1	7.14%
Dark - Not Lighted	1	7.14%
Dawn	1	7.14%
Unknown	1	7.14%
+ 3 more	0	0%

Countermeasures		Crashes
Countermeasure: Roundabout or Signal	6	42.86%
Countermeasure: Left Turn Lane	4	28.57%
Countermeasure: Active Transportation Improvement	1	7.14%
Countermeasure: Intersection Lighting	1	7.14%
+ 11 more	0	0%

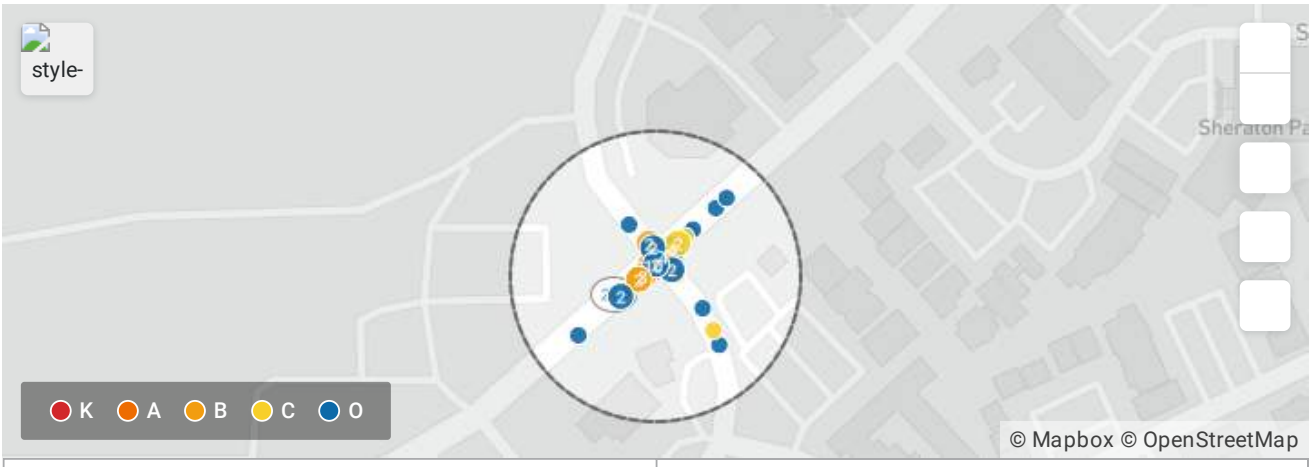
CRASH SUMMARY REPORT

Bonanza Drive & Monitor Drive / Kearns Boulevard

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to December 31, 2023

Applied Filters

Shape: Circle | 250 ft



Total Crashes	52	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	52	100.00%
Intersection Related	45	86.54%
Speed Related	7	13.46%
CMV Involved	5	9.62%
Pedalcycle Involved	5	9.62%
Roadway Departure	4	7.69%
Distracted Driving	2	3.85%
Pedestrian Involved	2	3.85%
+ 5 more	0	0%

Crash Verified		Crashes
True	52	100.00%
False	0	0.00%

Crash Severity		Crashes
No injury/PDO	38	73.08%
Suspected Minor Injury	9	17.31%
Possible injury	5	9.62%
+ 2 more	0	0%

Injury Level		People
No injury	108	84.38%
Suspected Minor Injury	12	9.38%
Possible injury	8	6.25%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	16	30.77%
Front to Rear	15	28.85%
Not Applicable/Single Vehicle	11	21.15%
Head On (front-to-front)	4	7.69%
Sideswipe Same Direction	4	7.69%
Rear to Side	1	1.92%
Sideswipe Opposite Direction	1	1.92%
+ 4 more	0	0%

Crash Date Time (Year)		Crashes
2023	13	25.00%
2022	5	9.62%
2021	6	11.54%
2020	10	19.23%
2019	18	34.62%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Westbound) & Straight Ahead (Eastbound)	12	23.08%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	4	7.69%
Straight Ahead (Eastbound) & Straight Ahead (Eastbound)	4	7.69%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	2	3.85%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	2	3.85%
& Stopped in Traffic Lane (Eastbound)	1	1.92%
Backing (Westbound) & Stopped in Traffic Lane (Westbound)	1	1.92%
Changing Lanes (Eastbound) & Stopped in Traffic Lane (Eastbound)	1	1.92%

+ 992 more	16	30.72%

Roadway Surface Condition		Crashes
Dry	34	65.38%
Snow	7	13.46%
Ice/Frost	5	9.62%
Wet	5	9.62%
Slush	1	1.92%
+ 10 more	0	0%

Weather Condition		Crashes
Clear	33	63.46%
Snowing	11	21.15%
Cloudy	7	13.46%
Blowing Snow	1	1.92%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	83	83.84%
Other Non-Fixed Object*	5	5.05%
Pedacycle	4	4.04%
Pedestrian	3	3.03%
Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle	1	1.01%
Curb	1	1.01%
Guardrail	1	1.01%
Other Fixed Object*	1	1.01%
+ 48 more	0	0%

Light Condition		Crashes
Daylight	39	75.00%
Dark - Lighted	9	17.31%
Dark - Not Lighted	2	3.85%
Dawn	1	1.92%
Dusk	1	1.92%
+ 3 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	17	32.69%

Countermeasure: Left Turn Phase Change	15	28.85%
Countermeasure: Active Transportation Improvement	7	13.46%
Countermeasure: Intersection Lighting	2	3.85%
Countermeasure: Roundabout or Signal	2	3.85%
Countermeasure: Pave Or Widen Shoulder	1	1.92%
Countermeasure: Right Turn Lane	1	1.92%
+ 8 more	0	0%

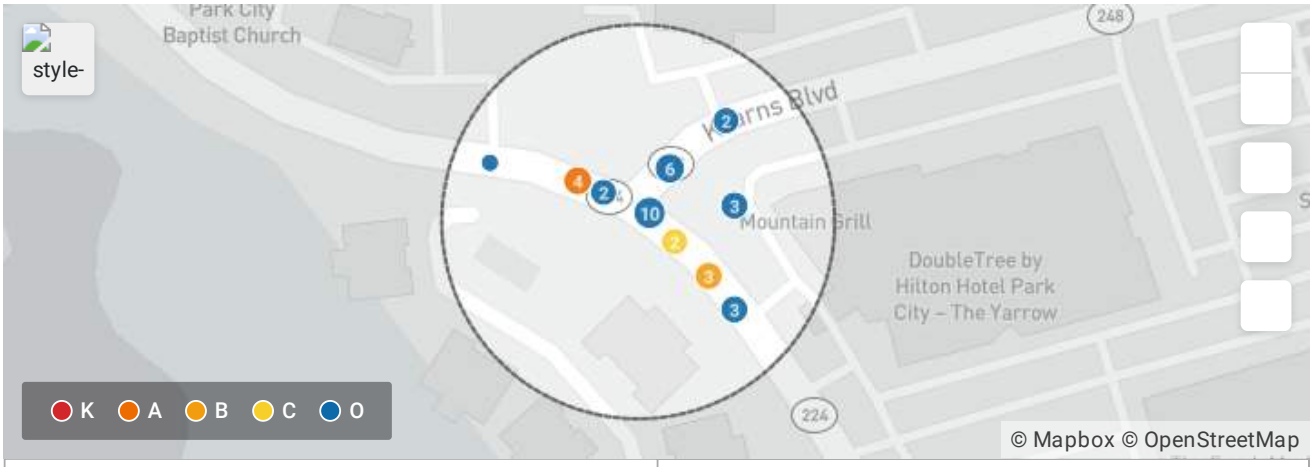
CRASH SUMMARY REPORT

Comstock Drive / Kearns Boulevard

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	22	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	22	100.00%
Intersection Related	17	77.27%
Distracted Driving	6	27.27%
Roadway Departure	2	9.09%
Animal Related	1	4.55%
CMV Involved	1	4.55%
DUI	1	4.55%
Drowsy Driving	1	4.55%
+ 5 more	1	4.55%

Crash Verified		Crashes
True	20	90.91%
False	2	9.09%

Crash Severity	Crashes

No injury/PDO	16	72.73%
Possible injury	4	18.18%
Suspected Minor Injury	1	4.55%
Suspected Serious Injury	1	4.55%
Fatal	0	0.00%

Injury Level		People
No injury	54	88.52%
Possible injury	4	6.56%
Suspected Minor Injury	2	3.28%
Suspected Serious Injury	1	1.64%
+ 2 more	0	0%

Manner of Collision		Crashes
Front to Rear	15	68.18%
Not Applicable/Single Vehicle	2	9.09%
Parked Vehicle	2	9.09%
Angle	1	4.55%
Sideswipe Opposite Direction	1	4.55%
Sideswipe Same Direction	1	4.55%
Head On (front-to-front)	0	0.00%
Other*		
Rear to Rear		
Rear to Side		
Unknown		

Crash Date Time (Year)		Crashes
2024	2	9.09%
2023	2	9.09%
2022	3	13.64%
2021	7	31.82%
2020	4	18.18%
2019	4	18.18%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	5	22.73%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	3	13.64%
Straight Ahead (Westbound) & Slowing in Traffic Lane (Westbound)	2	9.09%
Straight Ahead (Westbound) & Straight Ahead (Westbound)	2	9.09%

Backing (Westbound) & Stopped in Traffic Lane (Westbound)	1	4.55%
Slowing in Traffic Lane (Eastbound) & Stopped in Traffic Lane (Eastbound)	1	4.55%
Straight Ahead (Eastbound) & Straight Ahead (Northbound)	1	4.55%
Straight Ahead (Eastbound) & Turning Right (Westbound)	1	4.55%
+ 992 more	3	13.65%

Roadway Surface Condition		Crashes
Dry	20	90.91%
Snow	1	4.55%
Wet	1	4.55%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	20	90.91%
Cloudy	2	9.09%
+ 9 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	40	86.96%
Other Non-Fixed Object*	3	6.52%
Animal - Wild	1	2.17%
Collision With Parked Motor Vehicle	1	2.17%
Other Post, Pole or Support	1	2.17%
+ 51 more	0	0%

Light Condition		Crashes
Daylight	20	90.91%
Dark - Lighted	1	4.55%
Dark - Not Lighted	1	4.55%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Intersection Lighting	1	4.55%
Countermeasure: Pave Or Widen Shoulder	1	4.55%
Countermeasure: Right Turn Lane	1	4.55%
+ 12 more	0	0%

CRASH SUMMARY REPORT

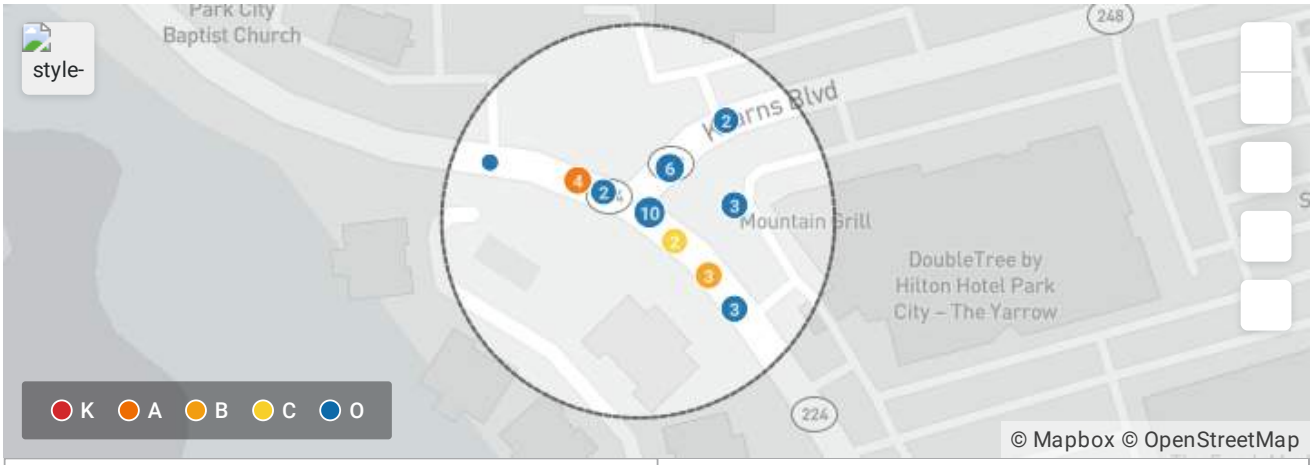
West North & South Hotel Access / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft

7 crashes have been excluded (see end of report for more information)



Total Included Crashes	5	Fatal Crashes	1

UDOT Crash Summary	Crashes	
Total Crashes	5	100.00%
Animal Related	1	20.00%
Fatal Crashes	1	20.00%
Pedalcycle Involved	1	20.00%
Roadway Departure	1	20.00%
+ 8 more	0	0%

Crash Verified	Crashes	
True	5	100.00%
False	0	0.00%

Crash Severity	Crashes

No injury/PDO	3	60.00%
Fatal	1	20.00%
Suspected Minor Injury	1	20.00%
+ 2 more	0	0%

Injury Level	People

Unable to display based on the applied filters

Manner of Collision		Crashes
Not Applicable/Single Vehicle	2	40.00%
Angle	1	20.00%
Front to Rear	1	20.00%
Unknown	1	20.00%
Head On (front-to-front)	0	0.00%
Other*		
Parked Vehicle		
Rear to Rear		
Rear to Side		
Sideswipe Opposite Direction		
Sideswipe Same Direction		

Crash Date Time (Year)		Crashes
2024	1	20.00%
2023	1	20.00%
2022	1	20.00%
2021	1	20.00%
2019	1	20.00%
+ 10 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Backing (Northbound) & Stopped in Traffic Lane (Not On Roadway (also for parked motor vehicle))	1	20.00%
Turning Left (Westbound) & Straight Ahead (Northbound)	1	20.00%
+ 998 more	0	0%

Roadway Surface Condition		Crashes
Dry	2	40.00%

Snow	2	40.00%
Unknown	1	20.00%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	2	40.00%
Snowing	2	40.00%
Unknown	1	20.00%
+ 8 more	0	0%

Most Harmful Event	Vehicle

Unable to display based on the applied filters

Light Condition		Crashes
Daylight	2	40.00%
Dark - Lighted	1	20.00%
Dark - Not Lighted	1	20.00%
Unknown	1	20.00%
+ 4 more	0	0%

Countermeasures		Crashes
Countermeasure: Active Transportation Improvement	1	20.00%
+ 14 more	0	0%

7 crashes have been excluded

- 7 crashes because of Irrelevance to query (820609415, 820648256, 821692634, 822731165, 822741152, 822756807, 822787658)

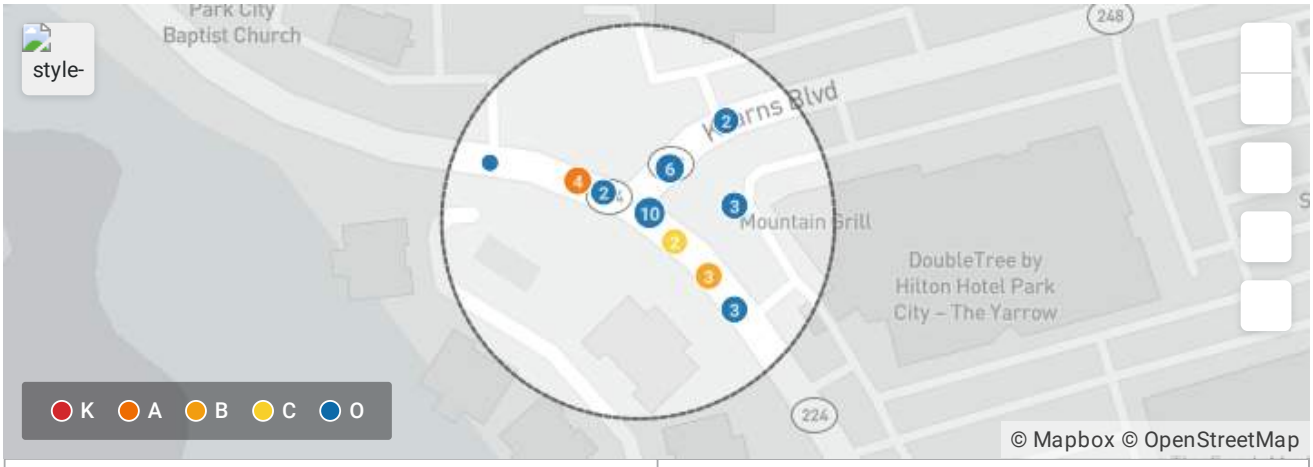
CRASH SUMMARY REPORT

Homestake Road / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	17	Fatal Crashes	0

UDOT Crash Summary	Crashes	
Total Crashes	17	100.00%
Intersection Related	7	41.18%
CMV Involved	2	11.76%
Distracted Driving	2	11.76%
Pedalcycle Involved	2	11.76%
Pedestrian Involved	2	11.76%
Roadway Departure	2	11.76%
Speed Related	1	5.88%
+ 5 more	0	0%

Crash Verified	Crashes	
True	14	82.35%
False	3	17.65%

Crash Severity	Crashes

No injury/PDO	11	64.71%
Possible injury	2	11.76%
Suspected Minor Injury	2	11.76%
Suspected Serious Injury	2	11.76%
Fatal	0	0.00%

Injury Level		People
No injury	49	89.09%
Possible injury	2	3.64%
Suspected Minor Injury	2	3.64%
Suspected Serious Injury	2	3.64%
+ 2 more	0	0%

Manner of Collision		Crashes
Angle	5	29.41%
Front to Rear	5	29.41%
Not Applicable/Single Vehicle	4	23.53%
Head On (front-to-front)	1	5.88%
Sideswipe Opposite Direction	1	5.88%
Sideswipe Same Direction	1	5.88%
Other* Parked Vehicle Rear to Rear Rear to Side Unknown	0	0.00%

Crash Date Time (Year)		Crashes
2024	3	17.65%
2023	2	11.76%
2022	2	11.76%
2021	3	17.65%
2020	6	35.29%
2019	1	5.88%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Northbound) & Stopped in Traffic Lane (Northbound)	2	11.76%
Straight Ahead (Southbound) & Straight Ahead (Southbound)	2	11.76%
Backing (Southbound) & Turning Left (Northbound)	1	5.88%
Entering Traffic Lane (Eastbound) & Straight Ahead (Westbound)	1	5.88%

Straight Ahead (Northbound) & Slowing in Traffic Lane (Northbound)	1	5.88%
Straight Ahead (Northbound) & Straight Ahead (Westbound)	1	5.88%
Straight Ahead (Westbound) & Slowing in Traffic Lane (Northbound)	1	5.88%
Turning Left (Eastbound) & Straight Ahead (Southbound)	1	5.88%
+ 992 more	3	17.64%

Roadway Surface Condition		Crashes
Dry	12	70.59%
Wet	3	17.65%
Snow	2	11.76%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	10	58.82%
Cloudy	4	23.53%
Snowing	2	11.76%
Blowing Snow	1	5.88%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	28	87.50%
Pedacycle	2	6.25%
Pedestrian	2	6.25%
+ 53 more	0	0%

Light Condition		Crashes
Daylight	15	88.24%
Dark - Lighted	2	11.76%
+ 6 more	0	0%

Countermeasures		Crashes
Countermeasure: Active Transportation Improvement	4	23.53%
Countermeasure: Left Turn Lane	2	11.76%
Countermeasure: Roundabout or Signal	2	11.76%
Countermeasure: Left Turn Phase Change	1	5.88%
+ 11 more	0	0%

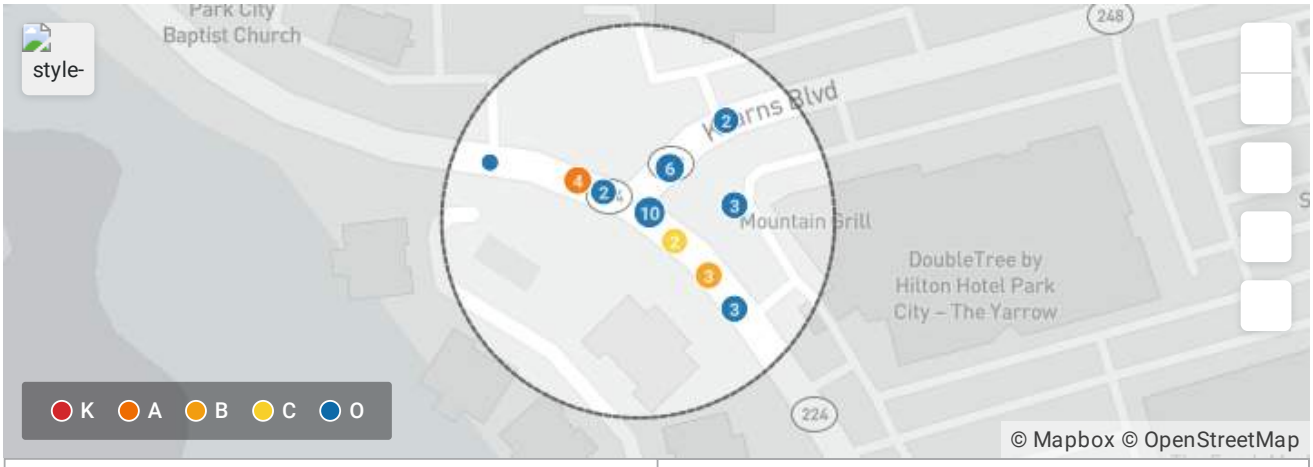
CRASH SUMMARY REPORT

Deer Valley Drive & Empire Avenue / Park Avenue

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	36	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	36	100.00%
Intersection Related	28	77.78%
CMV Involved	6	16.67%
Roadway Departure	5	13.89%
Pedestrian Involved	3	8.33%
Speed Related	3	8.33%
Distracted Driving	2	5.56%
+ 6 more	0	0%

Crash Verified		Crashes
True	32	88.89%
False	4	11.11%

Crash Severity	Crashes

No injury/PDO	25	69.44%
Suspected Minor Injury	6	16.67%
Possible injury	5	13.89%
+ 2 more	0	0%

Injury Level		People
No injury	82	85.42%
Possible injury	8	8.33%
Suspected Minor Injury	6	6.25%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	13	36.11%
Front to Rear	11	30.56%
Not Applicable/Single Vehicle	5	13.89%
Sideswipe Same Direction	4	11.11%
Head On (front-to-front)	2	5.56%
Unknown	1	2.78%
Other* Parked Vehicle Rear to Rear Rear to Side Sideswipe Opposite Direction	0	0.00%

Crash Date Time (Year)		Crashes
2024	4	11.11%
2023	2	5.56%
2022	4	11.11%
2021	13	36.11%
2020	3	8.33%
2019	10	27.78%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Turning Left (Southbound) & Straight Ahead (Northbound)	4	11.11%
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	3	8.33%
Turning Left (Northbound) & Straight Ahead (Southbound)	2	5.56%
Changing Lanes (Eastbound) & Changing Lanes (Westbound)	1	2.78%
Changing Lanes (Eastbound) & Straight Ahead (Eastbound)	1	2.78%
Entering Traffic Lane (Northbound) & Straight Ahead (Northbound)	1	2.78%

Leaving Traffic Lane (Southbound) & Straight Ahead (Southbound)	1	2.78%
Negotiating a Curve (Northbound) & Straight Ahead (Northbound)	1	2.78%
+ 992 more	18	50.04%

Roadway Surface Condition		Crashes
Dry	17	47.22%
Wet	11	30.56%
Snow	6	16.67%
Ice/Frost	1	2.78%
Slush	1	2.78%
+ 10 more	0	0%

Weather Condition		Crashes
Clear	17	47.22%
Snowing	13	36.11%
Cloudy	5	13.89%
Rain	1	2.78%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	59	84.29%
Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle	2	2.86%
Other Non-Collision*	2	2.86%
Other Non-Fixed Object*	2	2.86%
Pedestrian	2	2.86%
Concrete Barrier	1	1.43%
Other Non-Motorist*	1	1.43%
Tree/Shrubbery	1	1.43%
+ 48 more	0	0%

Light Condition		Crashes
Daylight	27	75.00%
Dark - Lighted	9	25.00%
+ 6 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	10	27.78%
Countermeasure: Left Turn Phase Change	8	22.22%

Countermeasure: Active Transportation Improvement	3	8.33%
Countermeasure: Raised Median	2	5.56%
Countermeasure: Right Turn Lane	2	5.56%
Countermeasure: Centerline Rumblestrips	1	2.78%
+ 9 more	0	0%

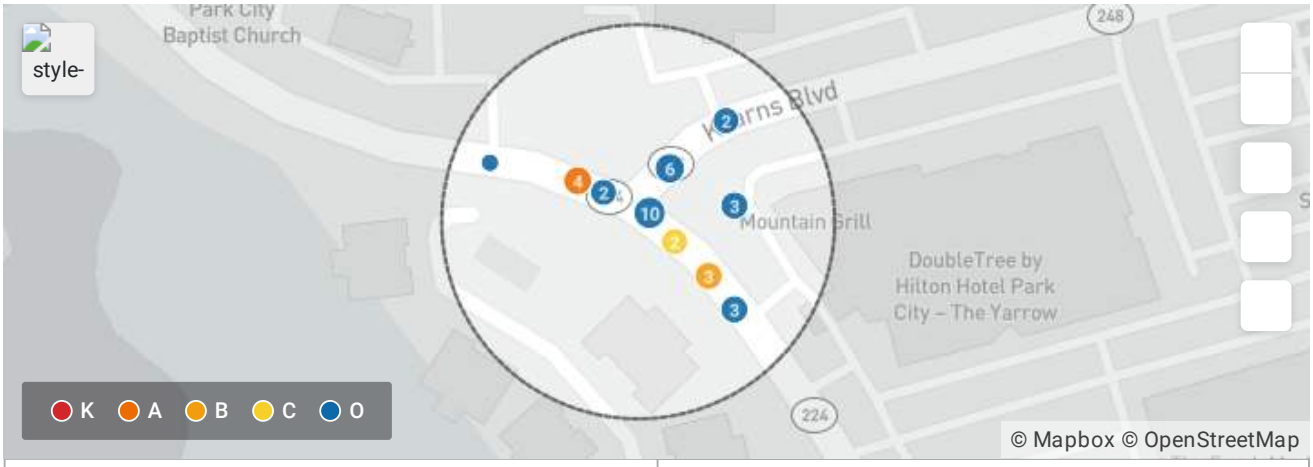
CRASH SUMMARY REPORT

Bonanza Drive / Deer Valley Drive

Created on August 16, 2024
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to August 15, 2024

Applied Filters

Shape: Circle | 250 ft



Total Crashes	30	Fatal Crashes	0

UDOT Crash Summary		Crashes
Total Crashes	30	100.00%
Intersection Related	25	83.33%
Roadway Departure	5	16.67%
Speed Related	5	16.67%
CMV Involved	4	13.33%
Animal Related	1	3.33%
Distracted Driving	1	3.33%
+ 6 more	0	0%

Crash Verified		Crashes
True	27	90.00%
False	3	10.00%

Crash Severity		Crashes
No injury/PDO	25	83.33%

Possible injury	4	13.33%
Suspected Minor Injury	1	3.33%
+ 2 more	0	0%

Injury Level		People
No injury	64	91.43%
Possible injury	4	5.71%
Suspected Minor Injury	2	2.86%
+ 3 more	0	0%

Manner of Collision		Crashes
Angle	12	40.00%
Front to Rear	6	20.00%
Sideswipe Same Direction	5	16.67%
Not Applicable/Single Vehicle	4	13.33%
Sideswipe Opposite Direction	3	10.00%
Head On (front-to-front) Other* Parked Vehicle Rear to Rear Rear to Side Unknown	0	0.00%

Crash Date Time (Year)		Crashes
2024	3	10.00%
2023	4	13.33%
2022	7	23.33%
2021	8	26.67%
2020	1	3.33%
2019	7	23.33%
+ 9 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Northbound) & Turning Left (Southbound)	2	6.67%
Turning Left (Southbound) & Straight Ahead (Northbound)	2	6.67%
Turning Right (Northbound) & Stopped in Traffic Lane (Westbound)	2	6.67%
& Parked (Not On Roadway (also for parked motor vehicle))	1	3.33%
& Straight Ahead (Northbound)	1	3.33%
Backing (Southbound) & Stopped in Traffic Lane (Southbound)	1	3.33%
Changing Lanes (Eastbound) & Straight Ahead (Eastbound)	1	3.33%

Changing Lanes (Southbound) & Straight Ahead (Southbound)	1	3.33%
+ 992 more	16	53.28%

Roadway Surface Condition		Crashes
Dry	15	50.00%
Snow	8	26.67%
Wet	7	23.33%
+ 12 more	0	0%

Weather Condition		Crashes
Clear	17	56.67%
Snowing	8	26.67%
Rain	3	10.00%
Cloudy	2	6.67%
+ 7 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	51	87.93%
Collision With Parked Motor Vehicle	2	3.45%
Other Non-Fixed Object*	2	3.45%
Animal - Wild	1	1.72%
Overturn/Rollover	1	1.72%
Utility Box	1	1.72%
+ 50 more	0	0%

Light Condition		Crashes
Daylight	19	63.33%
Dark - Lighted	7	23.33%
Dark - Not Lighted	4	13.33%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Lane	10	33.33%
Countermeasure: Left Turn Phase Change	8	26.67%
Countermeasure: Intersection Lighting	3	10.00%
Countermeasure: Right Turn Lane	3	10.00%
Countermeasure: Raised Median	1	3.33%
Countermeasure: Roundabout or Signal	1	3.33%
+ 9 more	0	0%

APPENDIX C

Turning Movement Counts

DRAFT

Intersection Turning Movement Summary

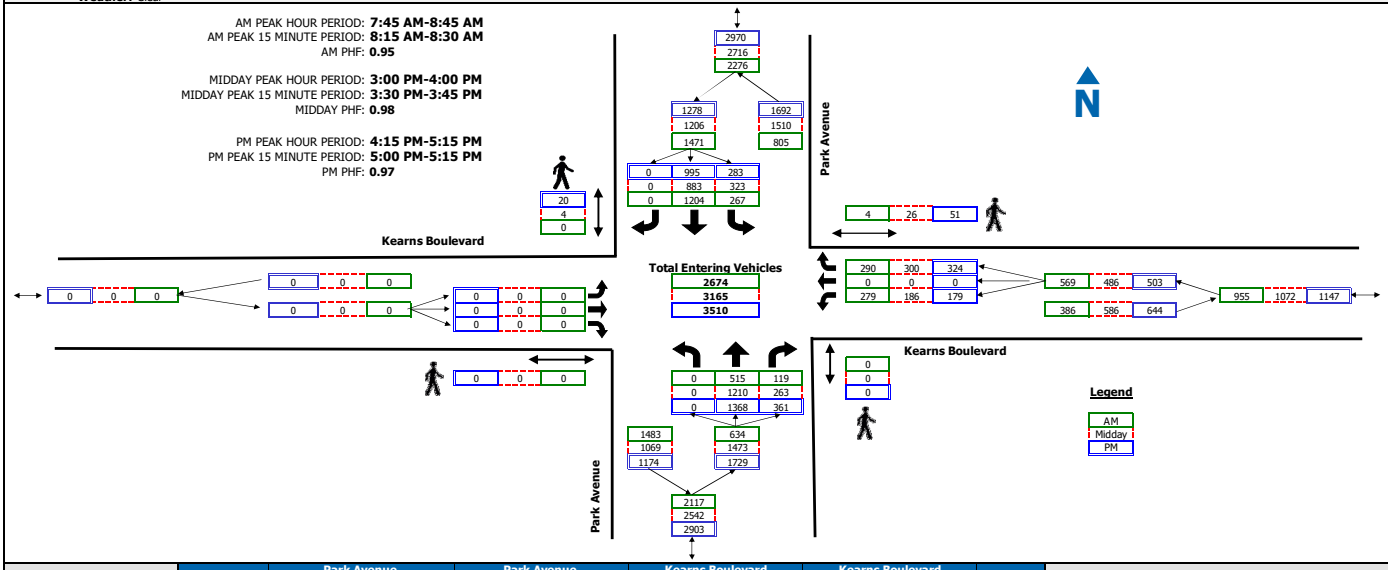
Intersection: Park Avenue / Kearns Boulevard
North/South Road: Park Avenue
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.95**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.98**

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.97**



COUNT SUMMARY	Park Avenue Northbound				Park Avenue Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	83	25	0	28	187	0	0	0	0	0	0	39	0	47	2	409
7:15 - 7:30	0	83	22	0	48	220	0	2	0	0	0	0	33	0	38	0	444
7:30 - 7:45	0	91	30	0	61	311	0	0	0	0	0	0	65	0	49	0	607
7:45 - 8:00	0	102	34	0	73	299	0	0	0	0	0	0	48	0	58	1	614
8:00 - 8:15	0	125	29	0	63	309	0	0	0	0	0	0	71	0	76	0	673
8:15 - 8:30	0	129	33	0	65	311	0	0	0	0	0	0	89	0	78	2	705
8:30 - 8:45	0	159	23	0	66	285	0	0	0	0	0	0	71	0	78	1	682
8:45 - 9:00	0	118	24	0	72	251	0	0	0	0	0	0	68	0	60	2	593
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	128	25	0	70	191	0	0	0	0	0	0	58	0	79	0	551
9:15 - 9:30	0	141	40	0	64	321	0	1	0	0	0	0	60	0	58	2	684
9:30 - 9:45	0	135	26	0	79	309	0	0	0	0	0	0	71	0	68	1	688
9:45 - 10:00	0	149	45	0	83	293	0	4	0	0	0	0	64	0	77	7	711
10:00 - 10:15	0	183	33	0	66	257	0	2	0	0	0	0	65	0	74	1	678
10:15 - 10:30	0	186	30	0	77	257	0	0	0	0	0	0	68	0	72	6	690
10:30 - 10:45	0	183	44	0	74	257	0	0	0	0	0	0	56	0	87	7	701
10:45 - 11:00	0	194	42	0	76	253	0	2	0	0	0	0	55	0	87	4	707
11:00 - 11:15	0	192	42	0	68	239	0	0	0	0	0	0	51	0	74	3	666
11:15 - 11:30	0	196	39	0	73	238	0	1	0	0	0	0	45	0	77	6	668
11:30 - 11:45	0	214	39	0	78	235	0	1	0	0	0	0	65	0	72	4	703
11:45 - 12:00	0	234	62	0	84	231	0	0	0	0	0	0	57	0	73	3	741
12:00 - 12:15	0	231	74	0	80	244	0	5	0	0	0	0	74	0	88	6	791
12:15 - 12:30	0	231	54	0	95	234	0	2	0	0	0	0	70	0	85	7	769
12:30 - 12:45	0	255	57	0	67	214	0	0	0	0	0	0	46	0	84	6	723
12:45 - 13:00	0	213	50	0	77	219	0	1	0	0	0	0	54	0	93	5	706
13:00 - 13:15	0	254	70	0	68	232	0	2	0	0	0	0	65	0	91	6	780
13:15 - 13:30	0	222	47	0	69	236	0	1	0	0	0	0	65	0	97	0	736
13:30 - 13:45	0	232	56	0	71	214	0	0	0	0	0	0	51	0	79	1	703
13:45 - 14:00	0	250	43	0	94	216	0	1	0	0	0	0	40	0	89	7	732
14:00 - 14:15	0	215	45	0	93	245	0	4	0	0	0	0	52	0	85	9	735
14:15 - 14:30	0	266	69	0	86	219	0	0	0	0	0	0	48	0	77	10	765
14:30 - 14:45	0	259	48	0	88	230	0	0	0	0	0	0	50	0	99	11	774
14:45 - 15:00	0	262	53	0	86	208	0	4	0	0	0	0	56	0	80	8	745
15:00 - 15:15	0	304	68	0	80	207	0	0	0	0	0	0	37	0	67	11	763
15:15 - 15:30	0	304	70	0	66	230	0	0	0	0	0	0	54	0	71	3	795
15:30 - 15:45	0	304	55	0	97	222	0	1	0	0	0	0	42	0	88	3	808
15:45 - 16:00	0	298	70	0	80	224	0	3	0	0	0	0	53	0	74	9	799
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	287	81	0	84	220	0	3	0	0	0	0	54	0	97	5	823
16:15 - 16:30	0	324	80	0	84	255	0	2	0	0	0	0	41	0	90	4	874
16:30 - 16:45	0	370	82	0	68	229	0	5	0	0	0	0	42	0	70	10	861
16:45 - 17:00	0	333	93	0	63	244	0	5	0	0	0	0	55	0	78	19	866
17:00 - 17:15	0	341	106	0	68	267	0	8	0	0	0	0	41	0	86	18	909
17:15 - 17:30	0	341	65	0	77	230	0	1	0	0	0	0	55	0	99	8	867
17:30 - 17:45	0	363	55	0	62	210	0	0	0	0	0	0	52	0	90	10	832
17:45 - 18:00	0	336	61	0	51	209	0	4	0	0	0	0	38	0	81	14	776

TrafficCounts
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

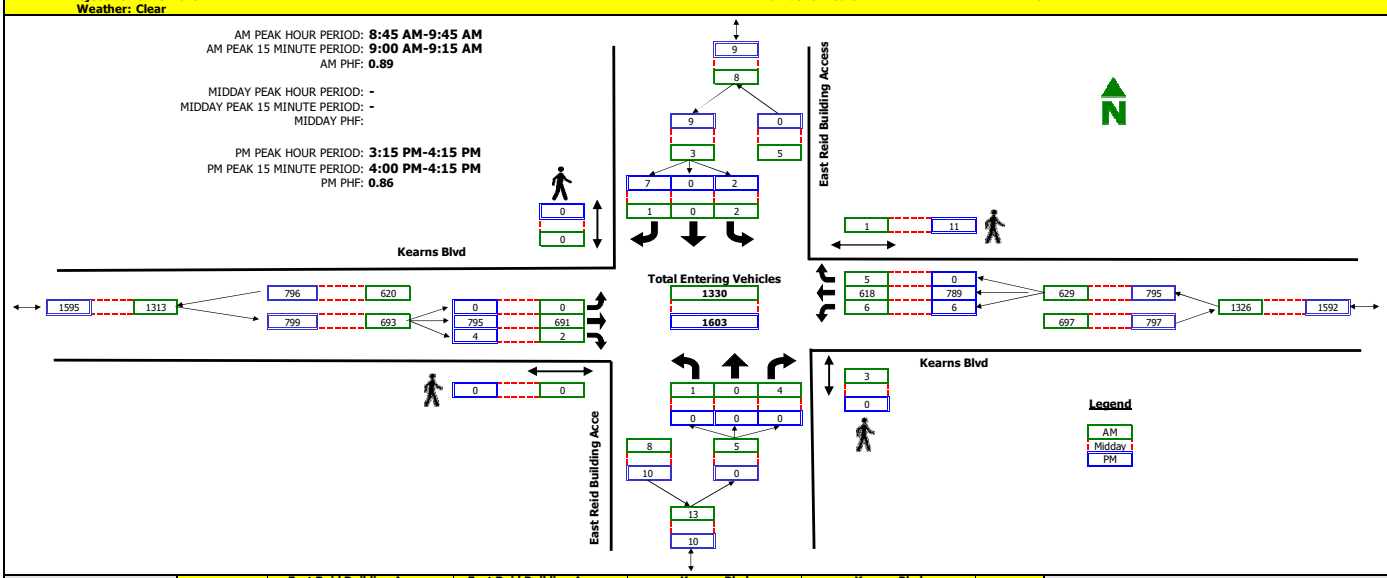
Intersection: East Reid Building Access / Kearns Blvd
North/South: East Reid Building Access
East/West: Kearns Blvd
Jurisdiction: Park City
Project Title: Park City Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 8-2-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 75.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **9:00 AM-9:15 AM**
AM PHF: **0.89**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **3:15 PM-4:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.86**



RAW COUNT SUMMARIES	East Reid Building Access Northbound				East Reid Building Access Southbound				Kearns Blvd Eastbound				Kearns Blvd Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	1	0	0	0	0	0	0	0	0	125	1	0	0	167	0	0	294
8:15 - 8:30	0	0	0	0	0	0	0	0	0	141	0	0	0	148	0	0	289
8:30 - 8:45	1	0	1	0	0	0	0	0	0	136	0	0	1	148	1	3	288
8:45 - 9:00	0	0	1	0	0	0	0	0	0	176	0	0	1	161	1	1	340
9:00 - 9:15	1	0	0	3	0	0	0	0	0	192	0	0	3	176	3	0	375
9:15 - 9:30	0	0	0	0	1	0	0	0	0	132	1	0	1	120	1	0	256
9:30 - 9:45	0	0	3	0	1	0	1	0	0	191	1	0	1	161	0	0	359
9:45 - 10:00	0	24	0	0	0	16	0	0	0	131	4	0	1	117	0	0	293

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	0	0	0	0	0	3	0	0	136	0	0	1	177	0	5	317
15:15 - 15:30	0	0	0	0	0	0	3	0	0	199	0	0	0	176	0	11	378
15:30 - 15:45	0	0	0	0	1	0	0	0	0	184	3	0	5	189	0	0	382
15:45 - 16:00	0	0	0	0	0	0	1	0	0	192	1	0	1	181	0	0	376
16:00 - 16:15	0	0	0	0	1	0	3	0	0	220	0	0	0	243	0	0	467
16:15 - 16:30	0	0	0	0	0	0	1	0	0	139	0	0	3	201	0	0	344
16:30 - 16:45	0	0	0	0	0	0	1	0	0	205	0	0	1	172	0	0	379
16:45 - 17:00	0	0	0	0	0	0	1	0	0	165	0	0	0	165	1	0	332

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

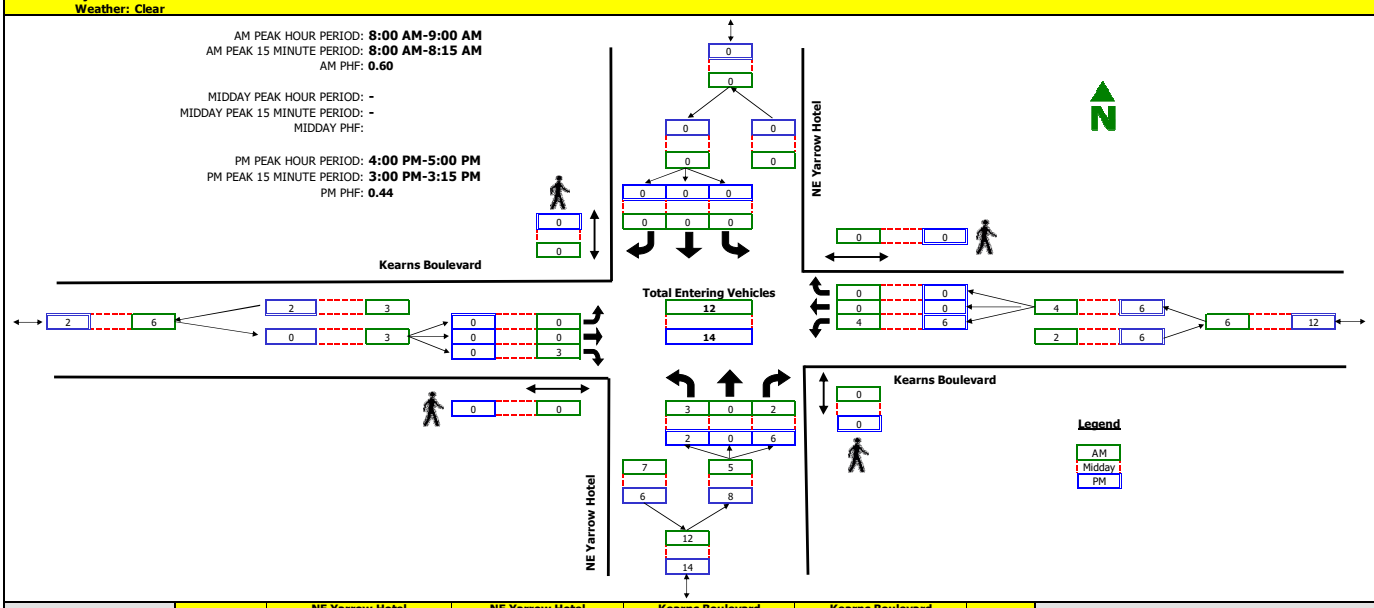
Intersection: NE Yarrow Hotel / Kearns Boulevard
North/South: NE Yarrow Hotel
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.60**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **3:00 PM-3:15 PM**
PM PHF: **0.44**



RAW COUNT SUMMARIES	NE Yarrow Hotel Northbound				NE Yarrow Hotel Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	5
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 - 8:45	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
8:45 - 9:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:15 - 9:30	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
9:30 - 9:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
9:45 - 10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	2	0	1	0	0	0	0	0	0	0	1	0	4	0	0	0	8
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4
15:45 - 16:00	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	4
16:00 - 16:15	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30 - 16:45	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	8
16:45 - 17:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

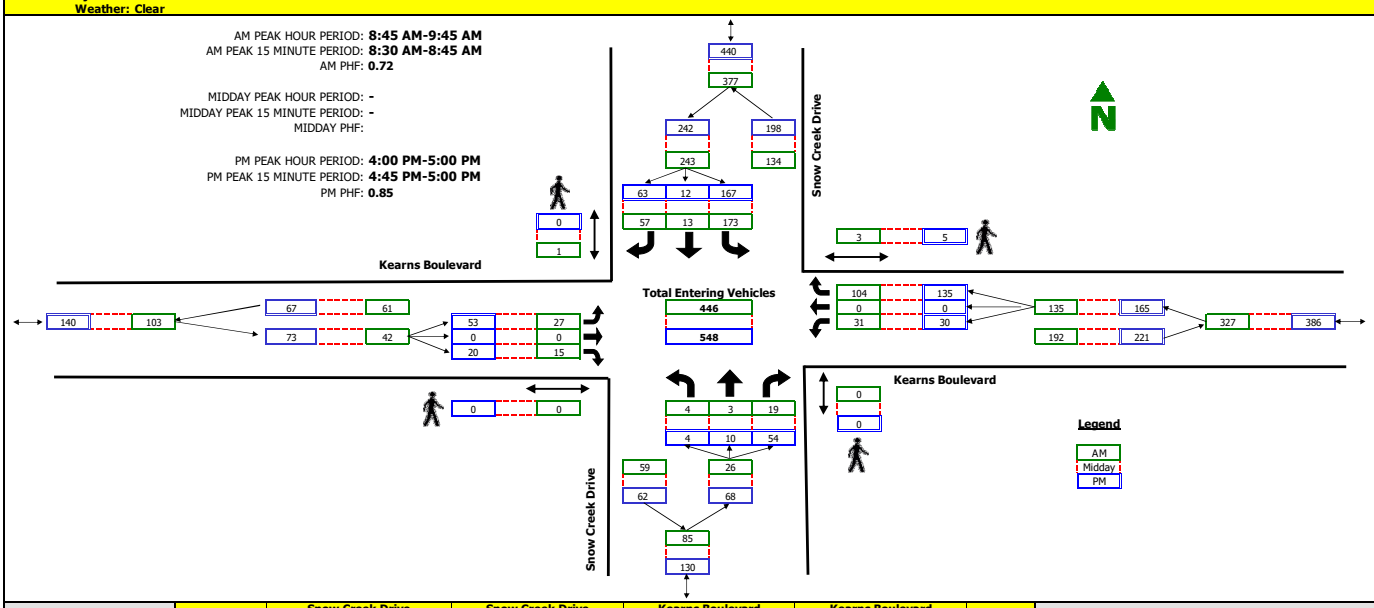
Intersection: Snow Creek Drive / Kearns Boulevard
North/South: Snow Creek Drive
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.72**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.85**



RAW COUNT SUMMARIES	Snow Creek Drive Northbound				Snow Creek Drive Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	0	2	3	0	18	1	10	0	4	0	4	0	6	0	13	0	61
8:15 - 8:30	0	1	3	0	57	11	13	0	8	0	3	0	6	0	20	0	122
8:30 - 8:45	0	0	5	0	80	10	15	0	6	0	7	0	9	0	23	0	155
8:45 - 9:00	0	1	4	0	62	6	23	0	8	0	2	0	7	0	20	0	133
9:00 - 9:15	1	0	4	0	46	3	15	0	6	0	3	0	6	0	33	0	117
9:15 - 9:30	3	1	7	0	30	3	9	0	8	0	3	0	8	0	23	3	95
9:30 - 9:45	0	1	4	0	35	1	10	1	5	0	7	0	10	0	28	0	101
9:45 - 10:00	0	2	2	0	21	3	11	0	11	0	0	0	2	0	18	0	70

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	2	2	9	0	43	3	23	0	9	0	4	0	3	0	36	0	134
15:15 - 15:30	1	1	13	0	44	2	23	0	27	0	6	0	5	0	33	0	155
15:30 - 15:45	1	1	10	0	40	3	20	0	14	0	6	0	6	0	37	0	138
15:45 - 16:00	3	3	7	0	37	2	7	0	14	0	1	0	4	0	34	1	112
16:00 - 16:15	0	2	10	0	52	2	16	0	16	0	8	0	8	0	32	3	146
16:15 - 16:30	3	2	9	0	34	5	11	0	10	0	2	0	5	0	26	0	107
16:30 - 16:45	0	3	13	0	35	1	20	0	11	0	5	0	9	0	36	0	133
16:45 - 17:00	1	3	22	0	46	4	16	0	16	0	5	0	8	0	41	2	162

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

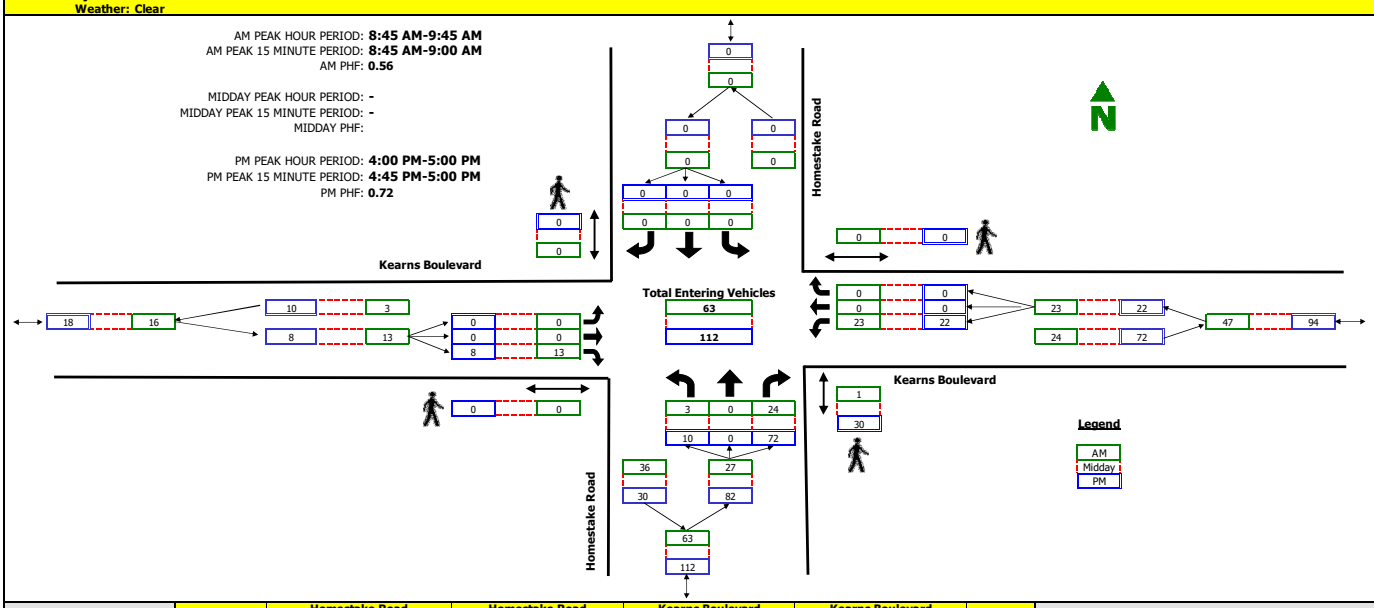
Intersection: Homestake Road / Kearns Boulevard
North/South: Homestake Road
East/West: Kearns Boulevard
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.56**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.72**



RAW COUNT SUMMARIES	Homestake Road Northbound				Homestake Road Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	1	0	5	0	0	0	0	0	0	0	0	0	4	0	0	0	10
8:15 - 8:30	2	0	4	2	0	0	0	0	0	0	3	0	0	0	0	0	9
8:30 - 8:45	0	0	3	0	0	0	0	0	0	0	4	0	4	0	0	0	11
8:45 - 9:00	1	0	7	0	0	0	0	0	0	0	6	0	14	0	0	0	28
9:00 - 9:15	0	0	3	0	0	0	0	0	0	0	2	0	4	0	0	0	9
9:15 - 9:30	1	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	8
9:30 - 9:45	1	0	10	1	0	0	0	0	0	0	2	0	5	0	0	0	18
9:45 - 10:00	1	0	11	1	0	0	0	0	0	0	1	0	4	0	0	0	17

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	0	10	0	0	0	0	0	0	0	4	0	2	0	0	0	16
15:15 - 15:30	0	0	8	8	0	0	0	0	0	0	3	0	7	0	0	0	18
15:30 - 15:45	1	0	9	0	0	0	0	0	0	0	4	0	3	0	0	0	17
15:45 - 16:00	1	0	18	0	0	0	0	0	0	0	0	0	7	0	0	0	26
16:00 - 16:15	2	0	15	7	0	0	0	0	0	0	2	0	6	0	0	0	25
16:15 - 16:30	2	0	15	7	0	0	0	0	0	0	2	0	6	0	0	0	25
16:30 - 16:45	1	0	12	10	0	0	0	0	0	0	4	0	6	0	0	0	23
16:45 - 17:00	5	0	30	6	0	0	0	0	0	0	0	0	4	0	0	0	39

Intersection Turning Movement Summary

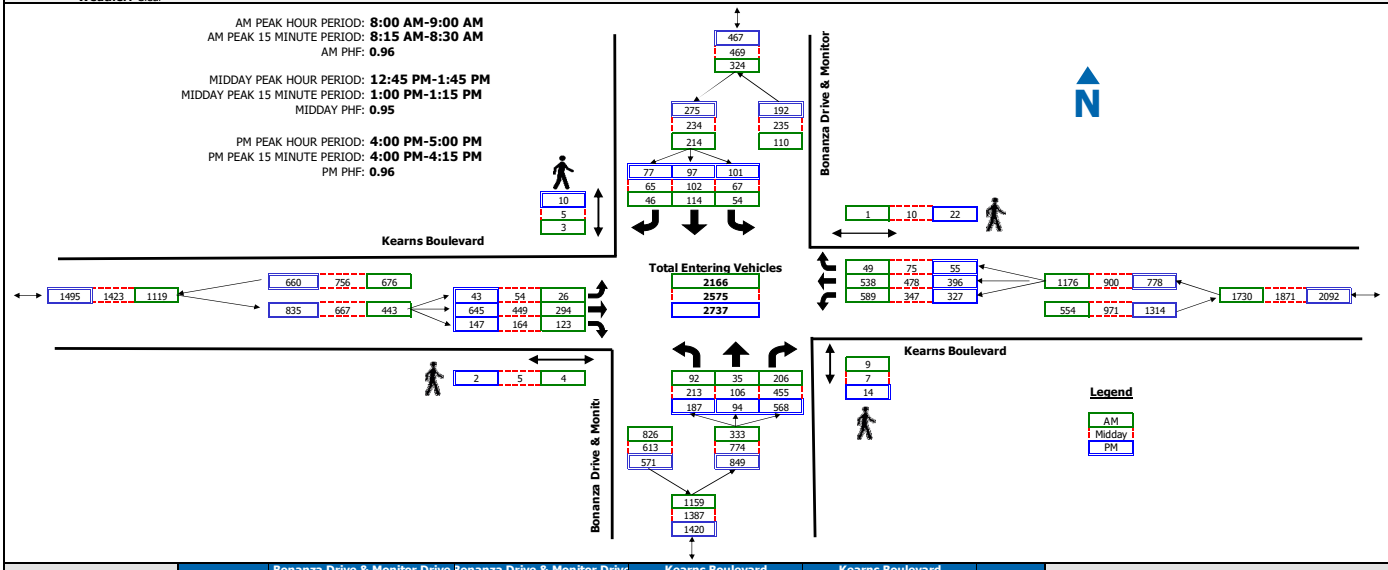
Intersection: Bonanza Drive & Monitor Drive / Kearns Boulevard
North/South Road: Bonanza Drive & Monitor Drive
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.96**

MIDDAY PEAK HOUR PERIOD: **12:45 PM-1:45 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **1:00 PM-1:15 PM**
MIDDAY PHF: **0.95**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:00 PM-4:15 PM**
PM PHF: **0.96**



COUNT SUMMARY	Bonanza Drive & Monitor Drive Northbound				Bonanza Drive & Monitor Drive Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	11	3	25	2	8	8	4	0	4	46	14	0	96	83	13	0	315
7:15 - 7:30	19	7	41	1	13	12	9	0	4	62	16	1	140	73	7	0	403
7:30 - 7:45	18	7	36	0	14	8	7	0	3	74	37	0	149	107	11	0	471
7:45 - 8:00	9	3	41	0	15	19	10	0	10	88	22	0	130	111	14	0	472
8:00 - 8:15	18	6	49	7	9	19	8	0	7	80	18	2	149	141	11	0	515
8:15 - 8:30	20	9	55	1	16	27	16	2	5	76	30	0	157	144	8	0	563
8:30 - 8:45	29	7	58	1	16	37	11	1	6	69	38	2	132	130	10	0	543
8:45 - 9:00	25	13	44	0	13	31	11	0	8	69	37	0	151	123	20	1	545

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	28	19	46	2	16	31	16	1	16	70	56	1	142	128	15	1	583
9:15 - 9:30	22	11	34	2	15	50	11	1	13	74	53	0	137	111	15	1	546
9:30 - 9:45	31	9	52	2	19	33	18	2	10	78	44	0	148	131	15	0	588
9:45 - 10:00	30	12	59	3	10	32	11	0	11	78	47	1	161	125	21	2	597
10:00 - 10:15	31	15	67	3	19	21	10	1	9	95	37	1	117	144	23	2	588
10:15 - 10:30	30	14	74	1	13	19	14	1	12	88	41	0	104	110	18	4	537
10:30 - 10:45	23	13	79	0	14	15	16	1	5	89	39	0	84	110	12	3	499
10:45 - 11:00	32	15	72	1	15	17	24	1	9	82	44	2	99	121	20	1	550
11:00 - 11:15	34	10	69	0	17	24	14	0	9	82	37	0	101	111	13	0	521
11:15 - 11:30	47	19	65	0	19	24	14	4	12	90	33	0	93	101	16	0	533
11:30 - 11:45	34	22	81	2	21	30	19	2	8	105	43	0	94	108	21	1	586
11:45 - 12:00	33	19	99	2	12	25	19	1	17	94	43	1	112	130	20	0	623
12:00 - 12:15	33	29	85	2	16	32	23	0	22	131	49	1	99	131	19	2	669
12:15 - 12:30	55	28	93	0	18	21	20	6	11	124	53	0	96	107	11	7	637
12:30 - 12:45	34	30	98	0	19	25	18	1	13	116	28	1	86	103	17	4	587
12:45 - 13:00	64	31	129	3	13	28	17	3	17	100	34	2	88	113	16	3	650
13:00 - 13:15	47	20	104	2	17	22	13	1	10	125	52	1	101	138	27	1	676
13:15 - 13:30	56	24	107	2	20	27	21	0	11	117	44	2	67	126	15	4	635
13:30 - 13:45	46	31	115	0	17	25	14	1	16	107	34	0	91	101	17	2	614
13:45 - 14:00	46	23	102	1	14	23	12	0	12	130	55	0	81	109	11	1	618
14:00 - 14:15	49	22	119	1	21	20	19	1	8	121	52	3	82	111	7	2	631
14:15 - 14:30	45	14	111	2	17	28	19	0	15	133	57	0	84	115	19	3	657
14:30 - 14:45	56	17	121	4	19	23	13	0	9	124	41	1	90	106	10	0	629
14:45 - 15:00	35	16	130	1	13	25	24	1	12	113	45	0	100	105	10	3	628
15:00 - 15:15	41	29	139	1	19	17	17	1	12	147	44	0	85	84	13	5	647
15:15 - 15:30	35	29	138	6	26	18	11	0	11	126	29	0	85	103	19	1	630
15:30 - 15:45	58	19	131	7	24	20	10	5	14	140	37	1	65	96	10	8	624
15:45 - 16:00	38	22	134	8	28	17	15	1	16	153	42	4	78	103	17	3	663

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	51	22	163	2	18	30	14	4	8	156	42	0	86	104	16	4	710
16:15 - 16:30	58	22	146	4	32	27	16	1	14	150	40	0	60	101	16	7	682
16:30 - 16:45	48	26	142	2	32	14	19	3	13	169	31	2	89	88	10	4	681
16:45 - 17:00	30	24	117	6	19	26	28	2	8	170	34	0	92	103	13	7	664
17:00 - 17:15	33	15	126	18	31	12	18	13	19	154	20	3	71	105	20	6	624
17:15 - 17:30	36	16	110	7	32	27	15	0	10	141	31	0	83	123	14	6	638
17:30 - 17:45	32	13	118	5	27	21	17	4	7	140	19	2	77	118	15	4	604
17:45 - 18:00	29	16	91	6	21	25	17	1	10	151	36	0	84	91	11	7	582

Intersection Turning Movement Summary

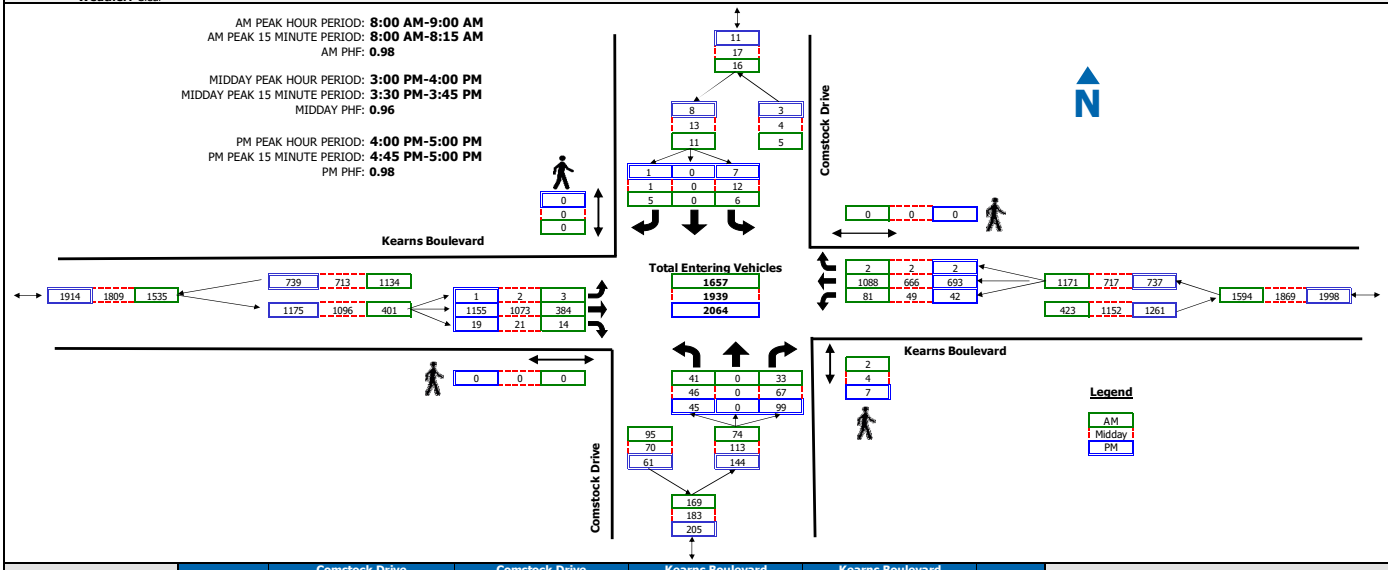
Intersection: Comstock Drive / Kearns Boulevard
North/South Road: Comstock Drive
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:00 AM-8:15 AM**
AM PHF: **0.98**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.96**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.98**



COUNT SUMMARY	Comstock Drive Northbound				Comstock Drive Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	5	0	8	0	0	0	0	0	1	47	0	0	4	190	1	0	256
7:15 - 7:30	2	0	2	0	0	0	0	0	4	74	1	0	7	218	2	0	310
7:30 - 7:45	9	0	9	0	3	0	0	0	0	78	1	0	22	261	0	0	383
7:45 - 8:00	5	0	7	0	2	0	1	0	1	83	2	0	22	247	0	0	370
8:00 - 8:15	11	0	10	0	0	0	0	0	0	100	5	0	20	278	0	0	424
8:15 - 8:30	7	0	6	1	3	0	0	0	1	92	2	0	16	278	0	0	405
8:30 - 8:45	15	0	10	0	2	0	2	0	1	102	6	0	16	251	0	0	405
8:45 - 9:00	8	0	7	1	1	0	3	0	1	90	1	0	29	281	2	0	423
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	9	0	4	1	0	0	0	0	1	91	2	0	12	278	1	0	398
9:15 - 9:30	8	1	6	1	3	0	0	0	2	76	4	0	22	255	0	0	377
9:30 - 9:45	10	0	11	0	1	1	2	0	3	95	8	0	9	281	0	0	421
9:45 - 10:00	7	0	7	0	4	0	2	0	0	101	6	0	11	290	1	0	429
10:00 - 10:15	7	0	9	0	4	0	1	0	0	136	2	0	15	257	0	0	431
10:15 - 10:30	4	0	5	0	0	0	0	0	2	147	5	0	17	208	0	0	388
10:30 - 10:45	7	0	10	0	3	0	1	0	0	138	3	0	11	190	2	0	365
10:45 - 11:00	7	0	11	6	2	0	2	0	1	151	2	0	13	214	4	0	407
11:00 - 11:15	11	0	16	1	0	0	0	0	1	125	5	0	9	203	0	0	370
11:15 - 11:30	9	0	9	1	4	0	0	0	2	147	2	0	5	193	0	0	371
11:30 - 11:45	12	0	7	0	3	0	4	0	2	173	4	0	13	202	0	0	420
11:45 - 12:00	10	0	9	0	2	0	4	0	0	176	3	0	15	222	2	0	443
12:00 - 12:15	8	0	13	1	2	0	1	0	2	188	5	0	11	227	1	0	458
12:15 - 12:30	10	0	17	3	3	0	1	0	2	187	6	0	12	203	0	0	441
12:30 - 12:45	11	0	10	0	1	0	1	1	1	196	3	0	7	167	0	0	397
12:45 - 13:00	9	0	9	2	0	0	0	1	0	201	3	0	6	244	1	0	473
13:00 - 13:15	10	0	12	0	2	0	0	0	0	209	10	0	8	215	0	0	466
13:15 - 13:30	9	0	20	0	1	0	2	0	1	220	4	0	8	168	2	0	435
13:30 - 13:45	8	0	19	0	6	0	1	0	1	212	7	0	10	180	0	0	444
13:45 - 14:00	6	0	21	0	3	0	0	0	1	202	5	0	8	211	1	0	458
14:00 - 14:15	7	0	12	1	3	0	1	0	1	222	0	0	4	151	1	0	402
14:15 - 14:30	10	0	15	4	4	0	1	0	0	234	4	0	14	184	0	0	466
14:30 - 14:45	10	0	13	3	1	0	1	0	0	212	1	0	12	196	0	0	446
14:45 - 15:00	10	0	17	1	0	0	0	0	0	238	9	0	13	169	1	0	457
15:00 - 15:15	12	0	11	0	4	0	0	0	0	246	6	0	11	156	0	0	446
15:15 - 15:30	11	0	18	0	3	0	0	0	1	263	1	0	12	174	0	0	483
15:30 - 15:45	15	0	19	2	4	0	0	0	1	287	6	0	15	159	0	0	506
15:45 - 16:00	8	0	19	2	1	0	1	0	0	277	8	0	11	177	2	0	504
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	14	0	21	6	4	0	1	0	0	281	5	0	8	180	1	0	515
16:15 - 16:30	9	0	32	1	1	0	0	0	0	307	5	0	9	143	0	0	506
16:30 - 16:45	11	0	18	0	1	0	0	0	0	295	5	0	8	175	1	0	514
16:45 - 17:00	11	0	28	0	1	0	0	0	1	272	4	0	17	195	0	0	529
17:00 - 17:15	18	0	35	0	1	0	2	0	1	277	2	0	9	144	1	0	490
17:15 - 17:30	12	0	32	1	0	0	0	0	0	233	2	0	18	185	0	0	482
17:30 - 17:45	15	0	34	0	0	1	0	0	0	228	1	0	13	167	0	0	459
17:45 - 18:00	11	0	41	0	3	0	1	0	0	228	5	0	14	143	1	0	447

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

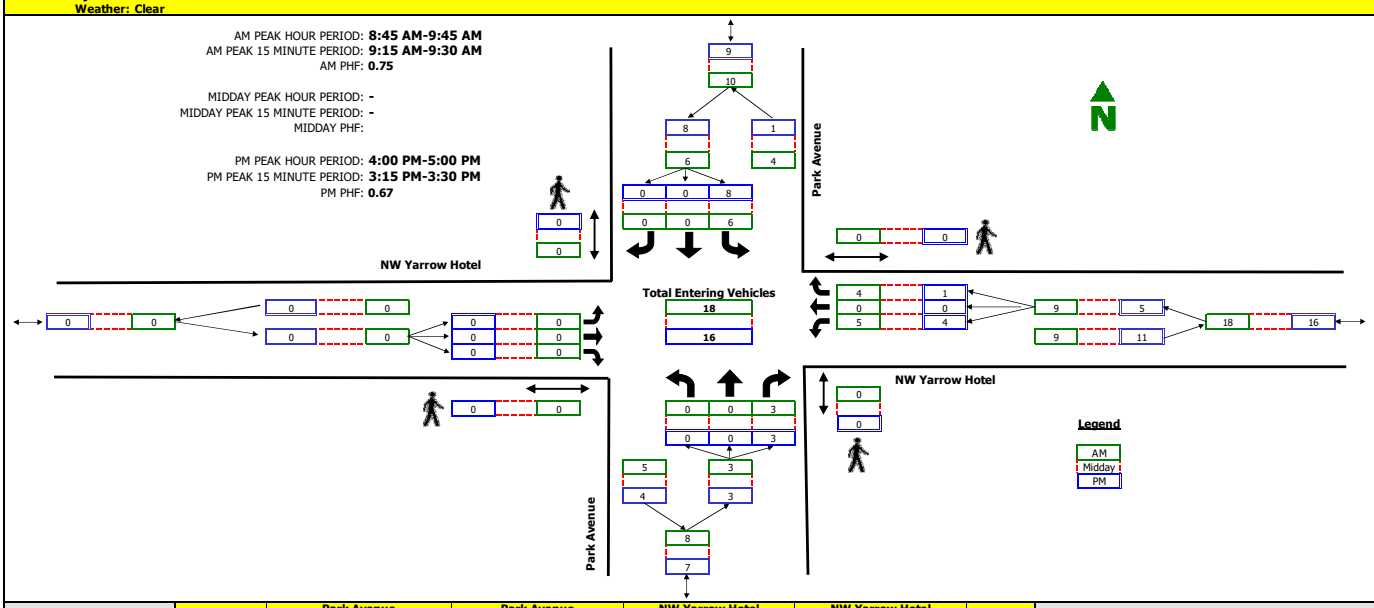
Intersection: Park Avenue / NW Yarrow Hotel
North/South: Park Avenue
East/West: NW Yarrow Hotel
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **9:15 AM-9:30 AM**
AM PHF: **0.75**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **3:15 PM-3:30 PM**
PM PHF: **0.67**



RAW COUNT SUMMARIES	Park Avenue Northbound				Park Avenue Southbound				NW Yarrow Hotel Eastbound				NW Yarrow Hotel Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	5
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	4
8:45 - 9:00	0	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	5
9:00 - 9:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
9:15 - 9:30	0	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	6
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5
9:45 - 10:00	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	4

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4
15:15 - 15:30	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
15:30 - 15:45	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	4
15:45 - 16:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
16:00 - 16:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:15 - 16:30	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	5
16:30 - 16:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	5
16:45 - 17:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

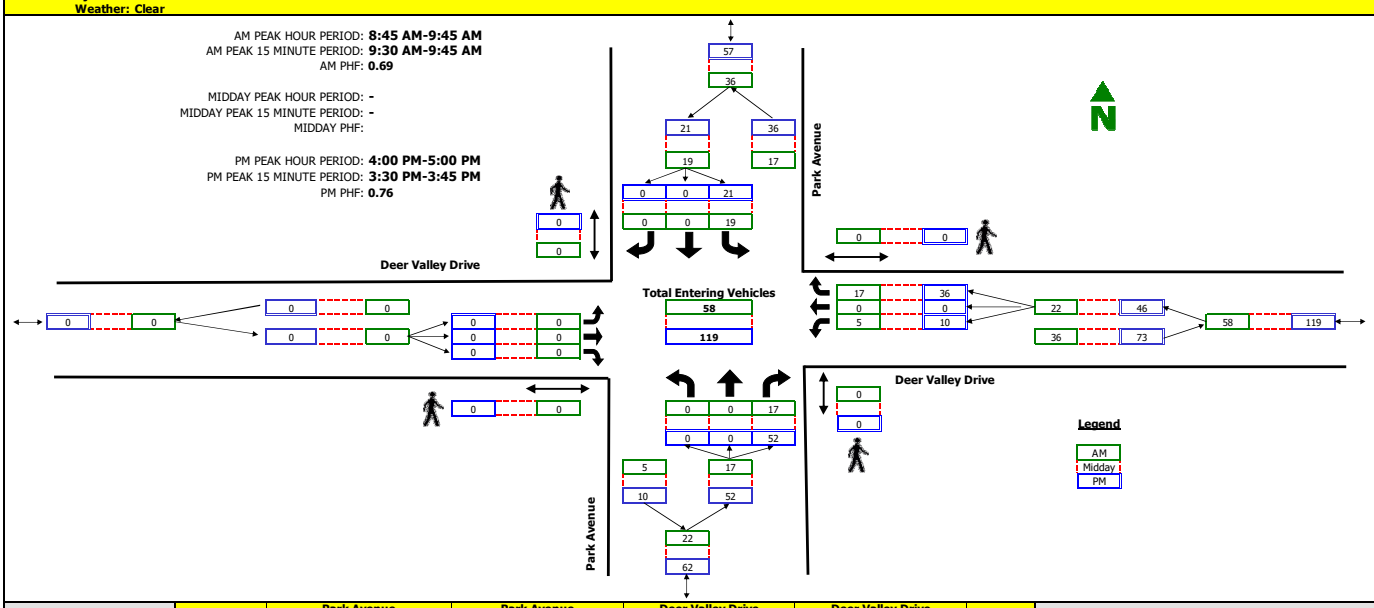
Intersection: Park Avenue / Deer Valley Drive
North/South: Park Avenue
East/West: Deer Valley Drive
Jurisdiction: Park City
Project Title: Yarrow
Project No: UT22-2092
Weather: Clear

Date: 1-29-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 605
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:45 AM-9:45 AM**
AM PEAK 15 MINUTE PERIOD: **9:30 AM-9:45 AM**
AM PHF: **0.69**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
PM PHF: **0.76**



RAW COUNT SUMMARIES	Park Avenue Northbound				Park Avenue Southbound				Deer Valley Drive Eastbound				Deer Valley Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00 - 8:15	0	0	3	0	1	0	0	0	0	0	0	0	2	0	1	0	7
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	6
8:45 - 9:00	0	0	4	0	2	0	0	0	0	0	0	0	1	0	6	0	13
9:00 - 9:15	0	0	3	0	3	0	0	0	0	0	0	0	1	0	3	0	10
9:15 - 9:30	0	0	4	0	5	0	0	0	0	0	0	0	2	0	3	0	14
9:30 - 9:45	0	0	6	0	9	0	0	0	0	0	0	0	1	0	5	0	21
9:45 - 10:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
15:00 - 15:15	0	0	11	0	13	0	0	0	0	0	0	0	2	0	5	0	31
15:15 - 15:30	0	0	7	0	8	0	0	0	0	0	0	0	5	0	1	0	21
15:30 - 15:45	0	0	15	0	7	0	0	0	0	0	0	0	4	0	13	0	39
15:45 - 16:00	0	0	12	0	10	0	0	0	0	0	0	0	1	0	7	0	30
16:00 - 16:15	0	0	10	0	5	0	0	0	0	0	0	0	2	0	9	0	26
16:15 - 16:30	0	0	11	0	7	0	0	0	0	0	0	0	4	0	7	0	29
16:30 - 16:45	0	0	16	0	4	0	0	0	0	0	0	0	1	0	10	0	31
16:45 - 17:00	0	0	15	0	5	0	0	0	0	0	0	0	3	0	10	0	33

Intersection Turning Movement Summary

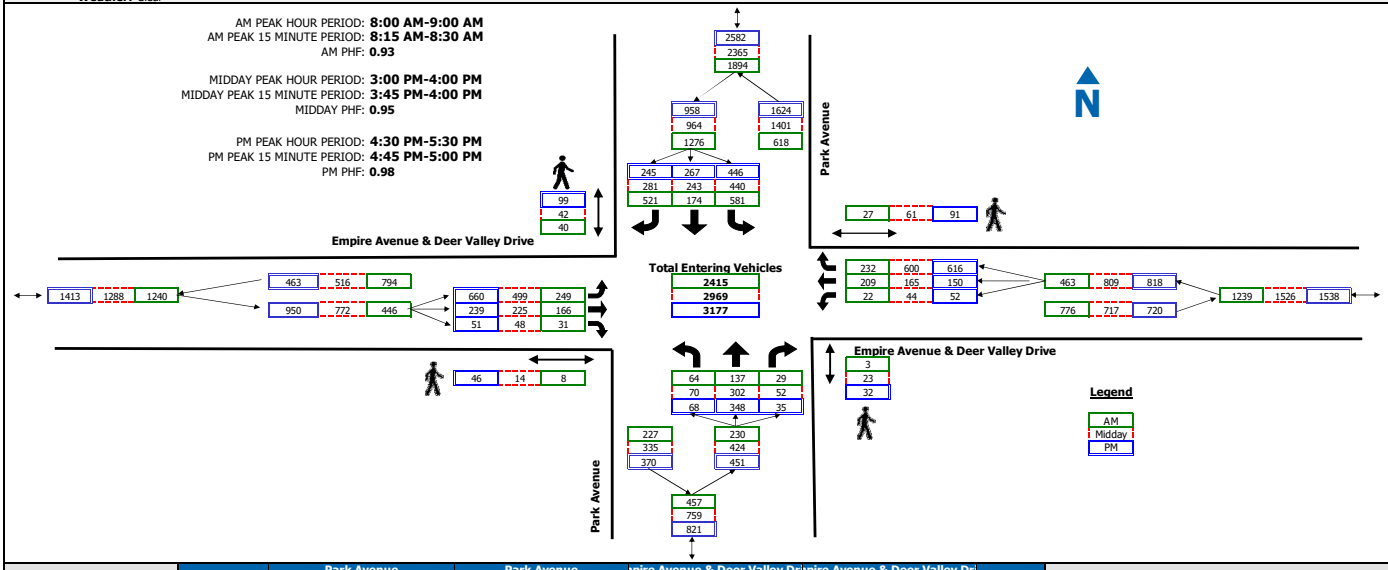
Intersection: Park Avenue / Empire Avenue & Deer Valley Drive
North/South Road: Park Avenue
East/West Road: Empire Avenue & Deer Valley Drive
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.93**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:45 PM-4:00 PM**
MIDDAY PHF: **0.95**

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.98**



COUNT SUMMARY	Park Avenue Northbound				Park Avenue Southbound				Empire Avenue & Deer Valley Dr Eastbound				Empire Avenue & Deer Valley Dr Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	20	4	1	100	23	78	3	32	9	5	0	1	6	51	2	331
7:15 - 7:30	9	26	5	2	126	26	77	2	24	20	6	0	7	13	45	4	384
7:30 - 7:45	5	18	14	5	160	55	108	2	52	13	10	0	3	22	38	8	498
7:45 - 8:00	13	27	5	1	162	61	100	8	45	19	11	2	12	29	44	2	528
8:00 - 8:15	8	25	14	1	165	51	143	13	52	35	4	2	4	33	62	7	596
8:15 - 8:30	17	40	3	0	158	41	169	7	68	42	6	0	5	59	42	10	650
8:30 - 8:45	17	38	8	2	122	34	115	6	71	51	10	0	7	69	80	5	622
8:45 - 9:00	22	34	4	0	136	48	94	14	58	38	11	6	6	48	48	5	547

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	17	36	5	5	119	42	88	3	53	40	20	1	13	59	55	1	547
9:15 - 9:30	11	43	11	1	148	73	125	8	47	32	16	1	11	45	71	8	633
9:30 - 9:45	10	42	8	2	158	81	100	22	57	30	12	5	9	53	54	3	614
9:45 - 10:00	19	54	13	1	148	80	122	12	62	33	9	1	12	33	85	5	670
10:00 - 10:15	13	50	11	5	148	65	108	2	64	28	13	2	10	42	87	8	639
10:15 - 10:30	21	49	17	0	140	64	102	10	61	31	8	1	17	33	86	10	629
10:30 - 10:45	17	43	10	0	140	49	99	7	57	35	12	1	10	27	106	2	605
10:45 - 11:00	14	54	14	4	123	72	104	6	69	36	19	0	14	33	97	9	649
11:00 - 11:15	9	66	11	5	115	63	77	7	53	37	7	4	9	32	96	8	575
11:15 - 11:30	15	44	15	0	132	62	79	16	63	44	10	5	4	33	109	3	610
11:30 - 11:45	13	53	10	0	112	70	81	6	56	23	20	1	8	30	129	3	605
11:45 - 12:00	14	68	9	0	122	58	79	4	68	39	11	4	7	34	120	5	629
12:00 - 12:15	17	84	12	2	115	73	89	12	74	35	11	6	10	27	132	8	679
12:15 - 12:30	13	50	9	5	130	57	72	9	63	42	16	1	12	30	145	4	639
12:30 - 12:45	13	80	14	2	98	59	73	3	70	28	14	5	9	33	138	10	629
12:45 - 13:00	10	62	20	2	92	48	105	5	76	52	14	0	10	35	112	5	636
13:00 - 13:15	26	60	8	0	126	57	88	8	72	42	9	0	13	33	149	4	683
13:15 - 13:30	14	59	5	0	109	66	97	3	52	40	15	3	5	39	134	8	635
13:30 - 13:45	15	50	13	4	107	48	74	6	69	26	14	4	11	39	131	1	597
13:45 - 14:00	21	62	14	0	100	62	65	10	82	22	8	9	8	31	119	4	594
14:00 - 14:15	11	49	8	1	108	71	90	14	71	46	15	7	10	27	130	10	636
14:15 - 14:30	15	80	20	1	117	41	70	1	74	52	13	1	9	35	167	5	693
14:30 - 14:45	16	73	15	0	108	62	67	8	94	37	21	1	12	33	118	4	656
14:45 - 15:00	18	60	7	11	91	63	66	8	86	43	16	1	9	33	150	19	642
15:00 - 15:15	19	60	17	1	106	58	63	9	116	50	9	0	13	31	148	5	690
15:15 - 15:30	19	82	10	0	110	64	77	2	122	58	15	0	14	47	150	7	768
15:30 - 15:45	19	77	12	3	111	59	63	14	126	51	9	7	6	45	154	15	732
15:45 - 16:00	13	83	13	19	113	62	78	17	135	66	15	7	11	42	148	34	779

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	24	80	9	7	99	56	76	21	151	77	12	14	20	31	130	30	765
16:15 - 16:30	16	78	6	19	115	54	80	20	163	57	19	11	12	30	128	22	758
16:30 - 16:45	17	95	10	4	109	63	68	27	148	52	12	13	11	47	160	22	792
16:45 - 17:00	16	71	3	9	114	74	72	40	177	63	10	16	18	43	153	28	814
17:00 - 17:15	15	89	13	17	98	62	53	19	191	67	17	11	14	37	140	21	796
17:15 - 17:30	20	93	9	2	125	68	52	13	144	57	12	6	9	23	163	20	775
17:30 - 17:45	18	92	11	11	114	67	50	18	116	31	13	8	9	24	167	9	712
17:45 - 18:00	21	85	9	10	110	67	54	24	103	35	9	27	11	37	163	11	704

Intersection Turning Movement Summary

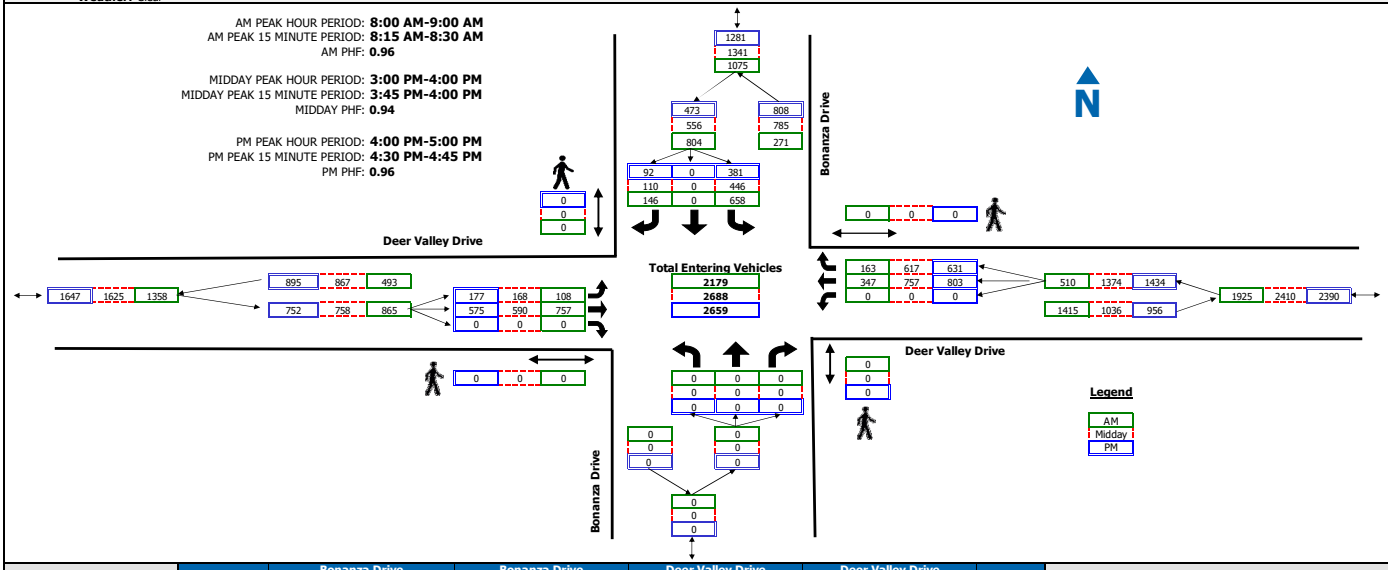
Intersection: Bonanza Drive / Deer Valley Drive
North/South Road: Bonanza Drive
East/West Road: Deer Valley Drive
Jurisdiction: Park City
Project Title: Kearns & Park TIS & PS
Project No: UT23-2615
Weather: Clear

Date: 2-23-24, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.96**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:45 PM-4:00 PM**
MIDDAY PHF: **0.94**

PM PEAK HOUR PERIOD: **4:00 PM-5:00 PM**
PM PEAK 15 MINUTE PERIOD: **4:30 PM-4:45 PM**
PM PHF: **0.96**



COUNT SUMMARY	Bonanza Drive Northbound				Bonanza Drive Southbound				Deer Valley Drive Eastbound				Deer Valley Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	94	0	13	0	9	103	0	0	0	54	22	0	295
7:15 - 7:30	0	0	0	0	140	0	19	0	18	139	0	0	0	50	35	0	401
7:30 - 7:45	0	0	0	0	166	0	17	0	19	181	0	0	0	42	20	0	445
7:45 - 8:00	0	0	0	0	161	0	27	0	13	212	0	0	0	70	30	0	513
8:00 - 8:15	0	0	0	0	153	0	27	0	29	196	0	0	0	78	35	0	518
8:15 - 8:30	0	0	0	0	179	0	47	0	23	203	0	0	0	73	45	0	570
8:30 - 8:45	0	0	0	0	162	0	42	0	26	175	0	0	0	110	41	0	556
8:45 - 9:00	0	0	0	0	164	0	30	0	30	183	0	0	0	86	42	0	535

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	182	0	47	0	23	177	0	0	0	81	48	0	558
9:30 - 9:45	0	0	0	0	205	0	34	0	17	208	0	0	0	85	36	0	585
9:45 - 10:00	0	0	0	0	211	0	34	0	27	185	0	0	0	91	59	0	607
10:00 - 10:15	0	0	0	0	135	0	40	0	20	168	0	0	0	109	73	0	545
10:15 - 10:30	0	0	0	0	138	0	32	0	28	167	0	0	0	119	88	0	572
10:30 - 10:45	0	0	0	0	103	0	32	0	31	160	0	0	0	114	82	0	522
10:45 - 11:00	0	0	0	0	121	0	30	0	28	142	0	0	0	114	79	0	514
11:00 - 11:15	0	0	0	0	86	0	38	0	34	151	0	0	0	113	67	0	489
11:15 - 11:30	0	0	0	0	99	0	29	0	32	158	0	0	0	129	79	0	526
11:30 - 11:45	0	0	0	0	127	0	28	0	24	137	0	0	0	146	94	0	556
11:45 - 12:00	0	0	0	0	102	0	30	0	28	148	0	0	0	142	105	0	555
12:00 - 12:15	0	0	0	0	108	0	23	0	28	137	0	0	0	146	118	0	560
12:15 - 12:30	0	0	0	0	116	0	36	0	38	141	0	0	0	153	98	0	582
12:30 - 12:45	0	0	0	0	89	0	26	0	32	132	0	0	0	164	98	0	541
12:45 - 13:00	0	0	0	0	96	0	31	0	39	124	0	0	0	126	126	0	542
13:00 - 13:15	0	0	0	0	101	0	33	0	38	140	0	0	0	175	123	0	610
13:15 - 13:30	0	0	0	0	99	0	34	0	39	132	0	0	0	147	104	0	555
13:30 - 13:45	0	0	0	0	80	0	44	0	26	134	0	0	0	147	123	0	554
13:45 - 14:00	0	0	0	0	102	0	34	0	38	110	0	0	0	143	109	0	536
14:00 - 14:15	0	0	0	0	109	0	23	0	40	131	0	0	0	161	122	0	586
14:15 - 14:30	0	0	0	0	105	0	37	0	43	161	0	0	0	200	120	0	666
14:30 - 14:45	0	0	0	0	115	0	27	0	35	135	0	0	0	138	118	0	568
14:45 - 15:00	0	0	0	0	132	0	24	0	35	127	0	0	0	191	145	0	654
15:00 - 15:15	0	0	0	0	125	0	27	0	36	138	0	0	0	165	154	0	645
15:15 - 15:30	0	0	0	0	115	0	30	0	47	151	0	0	0	191	143	0	677
15:30 - 15:45	0	0	0	0	108	0	24	0	29	139	0	0	0	200	150	0	650
15:45 - 16:00	0	0	0	0	98	0	29	0	56	162	0	0	0	201	170	0	716

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	109	0	28	0	60	142	0	0	0	174	181	0	694
16:15 - 16:30	0	0	0	0	92	0	20	0	47	150	0	0	0	187	167	0	663
16:30 - 16:45	0	0	0	0	90	0	18	0	36	146	0	0	0	229	177	0	696
16:45 - 17:00	0	0	0	0	90	0	26	0	34	137	0	0	0	213	106	0	606
17:00 - 17:15	0	0	0	0	80	0	18	0	50	150	0	0	0	203	137	0	638
17:15 - 17:30	0	0	0	0	105	0	19	0	52	156	0	0	0	204	111	0	647
17:30 - 17:45	0	0	0	0	88	0	16	0	37	138	0	0	0	230	118	0	627
17:45 - 18:00	0	0	0	0	110	0	23	0	19	137	0	0	0	197	131	0	617

APPENDIX D

LOS Results

DRAFT

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	540	538	100	13.1	*B*
	R	124	128	104	4.8	*A*
	Subtotal	664	666	100	11.5	*B*
SE	L	289	287	99	14.4	*B*
	T	1,252	1,239	99	9.4	*A*
	Subtotal	1,541	1,526	99	10.3	*B*
SW	L	292	289	99	36.8	*D*
	T	0	0	0		
	R	325	324	100	9.1	*A*
	Subtotal	617	613	99	22.2	*C*
Total		2,822	2,805	99	13.2	*B*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	R	4	4	100	5.2	*A*
	Subtotal	5	4	80	5.2	*A*
SB	***L***	***2***	***2***	***100***	***10.6***	***B***
	R	1	2	200	4.9	*A*
	Subtotal	3	4	133	7.8	*A*
EB	L	1	1	100	9.6	*A*
	T	409	411	101	1.1	*A*
	R	3	3	100	0.9	*A*
	Subtotal	413	415	100	1.1	*A*
WB	L	6	6	100	4.5	*A*
	T	609	608	100	0.4	*A*
	R	4	4	100	0.0	*A*
	Subtotal	619	618	100	0.4	*A*
Total		1,040	1,041	100	0.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	13.1	B
	T	***3***	***2***	***67***	***20.1***	***C***
	R	22	20	92	6.0	A
	Subtotal	31	28	90	8.5	A
SB	L	180	180	100	15.8	C
	T	14	14	102	18.9	C
	R	59	59	100	6.9	A
	Subtotal	253	253	100	13.9	B
EB	L	28	26	94	5.8	A
	T	367	369	100	0.1	A
	R	19	20	107	0.0	A
	Subtotal	414	415	100	0.5	A
WB	L	36	34	93	4.6	A
	T	553	554	100	0.7	A
	R	108	104	97	0.4	A
	Subtotal	697	692	99	0.8	A
Total		1,394	1,388	100	3.3	A

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***8.0***	***A***
	R	36	40	110	5.1	A
	Subtotal	44	47	107	5.5	A
EB	T	552	553	100	0.1	A
	R	16	16	102	0.0	A
	Subtotal	568	569	100	0.1	A
WB	L	24	21	88	7.3	A
	T	703	698	99	2.2	A
	Subtotal	727	719	99	2.3	A
Total		1,339	1,335	100	1.5	A

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	96	96	100	38.6	*D*
	T	44	46	103	27.6	*C*
	R	215	215	100	4.1	*A*
	Subtotal	355	357	101	16.4	*B*
SE	L	70	75	107	34.6	*C*
	T	131	133	101	32.5	*C*
	R	61	61	100	7.8	*A*
	Subtotal	262	269	103	27.5	*C*
NE	L	38	37	99	38.1	*D*
	T	404	412	102	36.3	*D*
	R	129	126	97	34.1	*C*
	Subtotal	571	575	101	35.9	*D*
SW	L	619	616	99	28.8	*C*
	T	570	562	99	10.3	*B*
	R	53	53	100	6.9	*A*
	Subtotal	1,242	1,231	99	19.4	*B*
Total		2,431	2,432	100	23.8	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	45	106	30.1	*C*
	R	34	37	107	7.8	*A*
	Subtotal	76	82	108	20.0	*B*
SB	L	6	6	100	29.2	*C*
	R	5	7	140	25.2	*C*
	Subtotal	11	13	118	27.0	*C*
EB	L	3	2	67	50.7	*D*
	T	641	649	101	5.9	*A*
	R	15	17	115	4.8	*A*
	Subtotal	659	668	101	6.0	*A*
WB	L	84	80	95	13.5	*B*
	T	1,142	1,127	99	10.2	*B*
	R	2	2	100	5.1	*A*
	Subtotal	1,228	1,209	98	10.4	*B*
Total		1,974	1,972	100	9.4	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	659	661	100	1.5	*A*
	R	3	4	133	0.2	*A*
	Subtotal	662	665	100	1.5	*A*
SB	***L***	***6***	***5***	***83***	***12.0***	***B***
	T	1,538	1,523	99	2.1	*A*
	Subtotal	1,544	1,528	99	2.1	*A*
WB	L	5	5	100	10.1	*B*
	R	4	4	100	9.6	*A*
	Subtotal	9	9	100	9.9	*A*
Total		2,215	2,202	99	2.0	*A*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	658	660	100	0.8	*A*
	R	3	3	100	0.1	*A*
	Subtotal	661	663	100	0.8	*A*
SB	L	6	6	100	6.7	*A*
	T	1,538	1,522	99	0.8	*A*
	Subtotal	1,544	1,528	99	0.8	*A*
WB	***L***	***5***	***4***	***80***	***10.5***	***B***
	R	4	5	125	8.5	*A*
	Subtotal	9	9	100	9.4	*A*
Total		2,213	2,200	99	0.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	625	628	100	2.6	*A*
	R	21	22	106	2.3	*A*
	Subtotal	646	650	101	2.6	*A*
SB	L	21	19	92	8.7	*A*
	T	1,522	1,507	99	1.7	*A*
	Subtotal	1,543	1,526	99	1.8	*A*
WB	***L***	***15***	***17***	***115***	***34.2***	***D***
	R	22	22	101	7.5	*A*
	Subtotal	37	39	105	19.1	*C*
Total		2,225	2,215	100	2.4	*A*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	66	68	103	43.7	*D*
	T	143	149	104	53.2	*D*
	R	32	32	102	23.5	*C*
	Subtotal	241	249	103	46.8	*D*
SB	L	608	607	100	28.1	*C*
	T	312	306	98	10.1	*B*
	R	547	546	100	6.2	*A*
	Subtotal	1,467	1,459	99	16.1	*B*
EB	L	260	255	98	54.5	*D*
	T	174	168	97	35.9	*D*
	R	32	33	102	25.5	*C*
	Subtotal	466	456	98	45.5	*D*
WB	L	25	22	89	62.3	*E*
	T	251	248	99	43.7	*D*
	R	242	247	102	7.1	*A*
	Subtotal	518	517	100	27.0	*C*
Total		2,692	2,681	100	26.1	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	699	704	101	23.1	*C*
	R	156	152	97	10.1	*B*
	Subtotal	855	856	100	20.8	*C*
NW	T	362	365	101	12.1	*B*
	R	177	168	95	2.1	*A*
	Subtotal	539	533	99	8.9	*A*
SE	L	114	110	96	20.6	*C*
	T	791	787	99	11.8	*B*
	Subtotal	905	897	99	12.9	*B*
Total		2,299	2,286	99	14.9	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,425	1,290	91	24.3	*C*
	R	377	339	90	11.2	*B*
	Subtotal	1,802	1,629	90	21.6	*C*
SE	L	324	331	102	51.2	*D*
	T	1,039	1,030	99	29.4	*C*
	Subtotal	1,363	1,361	100	34.7	*C*
SW	L	188	192	102	55.7	*E*
	R	364	366	101	19.5	*B*
	Subtotal	552	558	101	32.0	*C*
Total		3,717	3,548	95	28.3	*C*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***2***	***2***	***100***	***13.3***	***B***
	R	5	6	120	6.7	*A*
	Subtotal	7	8	114	8.4	*A*
EB	L	3	3	100	4.9	*A*
	T	695	665	96	1.1	*A*
	R	3	3	100	1.0	*A*
	Subtotal	701	671	96	1.1	*A*
WB	L	6	6	100	9.5	*A*
	T	540	545	101	2.4	*A*
	Subtotal	546	551	101	2.5	*A*
Total		1,254	1,230	98	1.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	7	117	15.5	*C*
	T	11	11	102	30.2	*D*
	R	62	67	108	9.8	*A*
	Subtotal	79	85	108	12.9	*B*
SB	L	174	177	102	20.8	*C*
	T	***13***	***14***	***110***	***30.9***	***D***
	R	65	64	98	13.4	*B*
	Subtotal	252	255	101	19.5	*C*
EB	L	55	51	92	5.6	*A*
	T	619	591	95	0.2	*A*
	R	21	22	106	0.0	*A*
	Subtotal	695	664	96	0.6	*A*
WB	L	38	37	99	6.0	*A*
	T	477	482	101	2.1	*A*
	R	140	140	100	0.4	*A*
	Subtotal	655	659	101	2.0	*A*
Total		1,681	1,663	99	4.7	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***15***	***109***	***13.1***	***B***
	R	81	80	99	7.9	*A*
	Subtotal	95	95	100	8.7	*A*
EB	T	844	822	97	0.2	*A*
	R	13	13	102	0.0	*A*
	Subtotal	857	835	97	0.2	*A*
WB	L	13	13	102	8.5	*A*
	T	710	717	101	2.4	*A*
	Subtotal	723	730	101	2.5	*A*
Total		1,674	1,660	99	1.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	196	196	100	42.3	*D*
	T	120	124	104	37.6	*D*
	R	596	606	102	21.3	*C*
	Subtotal	912	926	102	27.9	*C*
SE	L	124	124	100	41.1	*D*
	T	118	117	100	37.7	*D*
	R	98	101	103	8.4	*A*
	Subtotal	340	342	101	30.3	*C*
NE	L	67	63	94	32.8	*C*
	T	703	687	98	47.8	*D*
	R	154	150	97	44.4	*D*
	Subtotal	924	900	97	46.2	*D*
SW	L	350	351	100	32.8	*C*
	T	430	432	101	12.0	*B*
	R	78	80	103	10.0	*A*
	Subtotal	858	863	101	20.3	*C*
Total		3,032	3,031	100	31.5	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	46	99	46.6	*D*
	R	103	102	99	50.9	*D*
	Subtotal	149	148	99	49.6	*D*
SB	L	7	8	114	44.1	*D*
	R	1	2	200	13.5	*B*
	Subtotal	8	10	125	38.0	*D*
EB	L	1	0	0		
	T	1,379	1,371	99	19.7	*B*
	R	20	19	96	16.9	*B*
	Subtotal	1,400	1,390	99	19.7	*B*
WB	L	44	41	94	56.3	*E*
	T	754	759	101	4.9	*A*
	R	2	3	150	1.8	*A*
	Subtotal	800	803	100	7.5	*A*
Total		2,356	2,351	100	17.6	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,800	1,626	90	12.4	*B*
	R	3	3	100	9.7	*A*
	Subtotal	1,803	1,629	90	12.4	*B*
SB	L	8	6	75	322.2	*F*
	T	1,219	1,217	100	4.3	*A*
	Subtotal	1,227	1,223	100	5.9	*A*
WB	***L***	***4***	***3***	***75***	***449.7***	***F***
	R	1	1	100	384.8	*F*
	Subtotal	5	4	80	433.5	*F*
Total		3,036	2,856	94	10.6	*B*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,802	1,628	90	14.1	*B*
	R	3	3	100	8.9	*A*
	Subtotal	1,805	1,631	90	14.1	*B*
SB	L	8	8	100	194.6	*F*
	T	1,214	1,210	100	1.6	*A*
	Subtotal	1,222	1,218	100	2.9	*A*
WB	***L***	***4***	***3***	***75***	***336.3***	***F***
	R	1	1	100	171.2	*F*
	Subtotal	5	4	80	295.0	*F*
Total		3,033	2,853	94	9.8	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,702	1,523	90	33.3	*D*
	R	64	57	89	30.9	*D*
	Subtotal	1,766	1,580	89	33.2	*D*
SB	L	26	23	89	51.1	*F*
	T	1,192	1,190	100	3.0	*A*
	Subtotal	1,218	1,213	100	3.9	*A*
WB	***L***	***17***	***17***	***101***	***234.7***	***F***
	R	40	44	111	129.5	*F*
	Subtotal	57	61	107	158.8	*F*
Total		3,040	2,854	94	23.5	*C*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	71	71	100	71.1	*E*
	T	364	345	95	110.9	*F*
	R	40	38	96	96.2	*F*
	Subtotal	475	454	96	103.4	*F*
SB	L	466	463	99	49.4	*D*
	T	418	421	101	22.0	*C*
	R	258	258	100	3.1	*A*
	Subtotal	1,142	1,142	100	28.8	*C*
EB	L	691	601	87	154.8	*F*
	T	252	235	93	66.8	*E*
	R	53	46	86	64.7	*E*
	Subtotal	996	882	89	126.7	*F*
WB	L	57	57	100	88.8	*F*
	T	238	231	97	77.9	*E*
	R	645	616	96	85.4	*F*
	Subtotal	940	904	96	83.7	*F*
Total		3,553	3,382	95	79.8	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	417	414	99	28.0	*C*
	R	102	103	101	20.9	*C*
	Subtotal	519	517	100	26.6	*C*
NW	T	838	810	97	41.8	*D*
	R	676	662	98	20.8	*C*
	Subtotal	1,514	1,472	97	32.4	*C*
SE	L	184	181	99	35.9	*D*
	T	600	582	97	8.9	*A*
	Subtotal	784	763	97	15.3	*B*
Total		2,817	2,752	98	26.5	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	556	547	98	14.0	*B*
	R	166	171	103	5.4	*A*
	Subtotal	722	718	99	12.0	*B*
SE	L	286	279	98	12.9	*B*
	T	1,264	1,269	100	7.8	*A*
	Subtotal	1,550	1,548	100	8.7	*A*
SW	L	300	300	100	37.9	*D*
	R	325	335	103	9.2	*A*
	Subtotal	625	635	102	22.8	*C*
Total		2,896	2,901	100	12.7	*B*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	46	48	103	5.0	*A*
	Subtotal	46	48	104	5.0	*A*
SB	***L***	***2***	***2***	***100***	***8.5***	***A***
	R	1	2	200	5.9	*A*
	Subtotal	3	4	133	7.2	*A*
EB	L	1	0	0		
	T	409	408	100	1.2	*A*
	R	42	42	101	1.2	*A*
	Subtotal	452	450	100	1.2	*A*
WB	T	619	628	101	0.3	*A*
	R	4	4	100	0.0	*A*
	Subtotal	623	632	101	0.3	*A*
Total		1,124	1,134	101	0.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	12.8	*B*
	T	3	2	67	18.4	*C*
	R	21	22	106	5.4	*A*
	Subtotal	27	27	100	7.2	*A*
SB	L	180	182	101	16.3	*C*
	T	***14***	***14***	***102***	***23.6***	***C***
	R	59	61	103	7.2	*A*
	Subtotal	253	257	102	14.5	*B*
EB	L	28	27	97	5.6	*A*
	T	368	372	101	0.2	*A*
	R	57	54	94	0.1	*A*
	Subtotal	453	453	100	0.5	*A*
WB	L	38	36	94	5.0	*A*
	T	564	570	101	0.7	*A*
	R	108	109	101	0.3	*A*
	Subtotal	710	715	101	0.9	*A*
Total		1,443	1,452	101	3.3	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***7.7***	***A***
	R	36	36	99	4.9	*A*
	Subtotal	44	43	98	5.4	*A*
EB	T	553	557	101	0.1	*A*
	R	16	17	108	0.0	*A*
	Subtotal	569	574	101	0.1	*A*
WB	L	24	23	97	7.1	*A*
	T	718	724	101	2.3	*A*
	Subtotal	742	747	101	2.4	*A*
Total		1,355	1,364	101	1.5	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	96	99	103	40.7	*D*
	T	44	44	99	31.5	*C*
	R	215	222	103	4.2	*A*
	Subtotal	355	365	103	17.4	*B*
SE	L	70	71	101	36.2	*D*
	T	131	133	101	33.8	*C*
	R	61	61	100	7.8	*A*
	Subtotal	262	265	101	28.5	*C*
NE	L	38	38	101	39.9	*D*
	T	411	412	100	42.4	*D*
	R	129	131	101	37.6	*D*
	Subtotal	578	581	101	41.2	*D*
SW	L	619	622	100	30.6	*C*
	T	584	588	101	10.2	*B*
	R	53	54	101	6.3	*A*
	Subtotal	1,256	1,264	101	20.1	*B*
Total		2,453	2,475	101	25.6	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	40	94	31.9	*C*
	R	34	36	104	7.9	*A*
	Subtotal	76	76	100	20.5	*C*
SB	L	6	6	100	33.5	*C*
	R	5	6	120	26.7	*C*
	Subtotal	11	12	109	30.1	*C*
EB	L	3	2	67	30.6	*C*
	T	668	675	101	6.2	*A*
	R	15	16	108	5.8	*A*
	Subtotal	686	693	101	6.3	*A*
WB	L	84	85	101	14.4	*B*
	T	1,156	1,172	101	10.9	*B*
	R	2	3	150	4.1	*A*
	Subtotal	1,242	1,260	101	11.1	*B*
Total		2,016	2,041	101	9.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***17***	***14***	***84***	***39.9***	***E***
	R	53	53	100	13.4	*B*
	Subtotal	70	67	96	18.9	*C*
NW	T	668	665	99	1.3	*A*
	R	9	8	89	0.4	*A*
	Subtotal	677	673	99	1.3	*A*
SE	L	20	21	106	8.8	*A*
	T	1,546	1,550	100	3.7	*A*
	Subtotal	1,566	1,571	100	3.8	*A*
Total		2,313	2,311	100	3.5	*A*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	640	639	100	3.0	*A*
	R	21	21	101	1.8	*A*
	Subtotal	661	660	100	3.0	*A*
SB	L	21	20	96	9.0	*A*
	T	1,540	1,547	100	3.2	*A*
	Subtotal	1,561	1,567	100	3.3	*A*
WB	***L***	***15***	***16***	***108***	***58.1***	***F***
	R	22	22	101	20.1	*C*
	Subtotal	37	38	103	36.1	*E*
Total		2,258	2,265	100	3.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	66	66	100	47.4	*D*
	T	146	148	101	51.7	*D*
	R	32	32	102	22.6	*C*
	Subtotal	244	246	101	46.8	*D*
SB	L	617	611	99	27.7	*C*
	T	315	316	100	9.6	*A*
	R	551	559	101	6.3	*A*
	Subtotal	1,483	1,486	100	15.8	*B*
EB	L	265	265	100	54.7	*D*
	T	174	171	98	38.6	*D*
	R	32	34	105	27.9	*C*
	Subtotal	471	470	100	46.9	*D*
WB	L	25	24	97	58.7	*E*
	T	251	249	99	46.0	*D*
	R	250	249	100	7.7	*A*
	Subtotal	526	522	99	28.3	*C*
Total		2,724	2,724	100	26.5	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	699	699	100	22.8	*C*
	R	156	155	99	9.3	*A*
	Subtotal	855	854	100	20.3	*C*
NW	T	369	369	100	12.3	*B*
	R	177	179	101	2.2	*A*
	Subtotal	546	548	100	9.0	*A*
SE	L	114	113	99	20.2	*C*
	T	801	793	99	12.1	*B*
	Subtotal	915	906	99	13.1	*B*
Total		2,316	2,308	100	14.8	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,438	1,254	87	32.4	*C*
	R	423	370	88	17.8	*B*
	Subtotal	1,861	1,624	87	29.1	*C*
SE	L	328	322	98	24.9	*C*
	T	1,044	1,060	102	5.7	*A*
	Subtotal	1,372	1,382	101	10.2	*B*
SW	L	198	205	104	38.9	*D*
	R	364	372	102	17.0	*B*
	Subtotal	562	577	103	24.8	*C*
Total		3,793	3,583	94	21.1	*C*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	30	30	98	5.6	*A*
	Subtotal	30	30	100	5.6	*A*
SB	***L***	***2***	***2***	***100***	***16.3***	***C***
	R	5	6	120	5.7	*A*
	Subtotal	7	8	114	8.4	*A*
EB	L	3	3	100	4.0	*A*
	T	700	646	92	1.3	*A*
	R	48	44	93	1.0	*A*
	Subtotal	751	693	92	1.3	*A*
WB	T	548	564	103	0.3	*A*
	Subtotal	548	564	103	0.3	*A*
Total		1,336	1,295	97	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	20.1	C
	T	***11***	***10***	***93***	***33.4***	***D***
	R	56	55	98	9.4	A
	Subtotal	71	68	96	13.4	B
SB	L	174	173	100	20.6	C
	T	13	13	102	29.4	D
	R	65	67	103	7.3	A
	Subtotal	252	253	100	17.5	C
EB	L	55	50	90	5.4	A
	T	630	582	92	0.2	A
	R	44	42	97	0.0	A
	Subtotal	729	674	92	0.6	A
WB	L	44	45	101	6.1	A
	T	481	497	103	0.8	A
	R	140	142	101	0.5	A
	Subtotal	665	684	103	1.1	A
Total		1,717	1,679	98	3.9	A

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***12***	***87***	***12.5***	***B***
	R	81	80	99	7.7	A
	Subtotal	95	92	97	8.3	A
EB	T	853	801	94	0.2	A
	R	13	14	110	0.0	A
	Subtotal	866	815	94	0.2	A
WB	L	13	12	94	8.9	A
	T	720	745	103	2.3	A
	Subtotal	733	757	103	2.4	A
Total		1,694	1,664	98	1.7	A

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	196	206	105	45.2	*D*
	T	120	123	103	37.8	*D*
	R	596	594	100	22.1	*C*
	Subtotal	912	923	101	29.3	*C*
SE	L	124	126	102	39.8	*D*
	T	118	117	100	37.3	*D*
	R	98	101	103	8.1	*A*
	Subtotal	340	344	101	29.6	*C*
NE	L	67	63	94	34.5	*C*
	T	713	673	94	51.8	*D*
	R	154	142	92	48.8	*D*
	Subtotal	934	878	94	50.1	*D*
SW	L	350	347	99	33.6	*C*
	T	440	452	103	12.1	*B*
	R	78	79	101	9.5	*A*
	Subtotal	868	878	101	20.4	*C*
Total		3,052	3,023	99	32.9	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	49	105	48.1	*D*
	R	103	102	99	53.2	*D*
	Subtotal	149	151	101	51.5	*D*
SB	L	7	6	86	45.3	*D*
	R	1	1	100	11.3	*B*
	Subtotal	8	7	88	40.4	*D*
EB	L	1	1	100	21.2	*C*
	T	1,390	1,357	98	19.0	*B*
	R	20	18	91	16.9	*B*
	Subtotal	1,411	1,376	98	19.0	*B*
WB	L	44	41	94	55.5	*E*
	T	764	770	101	4.8	*A*
	R	2	2	100	2.3	*A*
	Subtotal	810	813	100	7.4	*A*
Total		2,377	2,347	99	17.2	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***15***	***9***	***60***	***481.2***	***F***
	R	50	30	60	323.0	*F*
	Subtotal	65	39	60	359.5	*F*
NW	T	1,768	1,549	88	12.1	*B*
	R	15	16	107	9.7	*A*
	Subtotal	1,783	1,565	88	12.1	*B*
SE	L	18	16	89	212.6	*F*
	T	1,223	1,248	102	2.4	*A*
	Subtotal	1,241	1,264	102	5.1	*A*
Total		3,089	2,868	93	14.3	*B*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,725	1,529	89	31.1	*D*
	R	64	55	86	27.0	*D*
	Subtotal	1,789	1,584	89	31.0	*D*
SB	L	26	26	101	23.9	*C*
	T	1,183	1,197	101	2.9	*A*
	Subtotal	1,209	1,223	101	3.3	*A*
WB	***L***	***17***	***6***	***36***	***1390.2***	***F***
	R	40	17	43	1176.9	*F*
	Subtotal	57	23	40	1232.5	*F*
Total		3,055	2,830	93	36.8	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	71	68	96	56.1	*E*
	T	369	359	97	74.8	*E*
	R	40	41	104	54.5	*D*
	Subtotal	480	468	98	70.3	*E*
SB	L	474	484	102	34.7	*C*
	T	424	421	99	14.9	*B*
	R	262	258	99	2.7	*A*
	Subtotal	1,160	1,163	100	20.4	*C*
EB	L	697	543	78	211.3	*F*
	T	252	198	79	85.0	*F*
	R	53	43	81	76.4	*E*
	Subtotal	1,002	784	78	172.0	*F*
WB	L	57	56	98	92.5	*F*
	T	239	239	100	47.5	*D*
	R	658	670	102	35.1	*D*
	Subtotal	954	965	101	41.5	*D*
Total		3,595	3,380	94	69.8	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	417	427	102	28.4	*C*
	R	102	106	104	13.8	*B*
	Subtotal	519	533	103	25.5	*C*
NW	T	852	862	101	25.1	*C*
	R	676	673	99	12.0	*B*
	Subtotal	1,528	1,535	100	19.4	*B*
SE	L	190	182	96	27.6	*C*
	T	608	575	95	8.6	*A*
	Subtotal	798	757	95	13.2	*B*
Total		2,846	2,825	99	18.9	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	550	554	101	13.5	*B*
	R	133	137	103	4.7	*A*
	Subtotal	683	691	101	11.8	*B*
SE	L	302	299	99	14.5	*B*
	T	1,280	1,284	100	9.7	*A*
	Subtotal	1,582	1,583	100	10.6	*B*
SW	L	303	306	101	35.3	*D*
	R	341	340	100	9.5	*A*
	Subtotal	644	646	100	21.7	*C*
Total		2,909	2,920	100	13.4	*B*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	R	4	4	100	3.5	*A*
	Subtotal	5	4	80	3.5	*A*
SB	L	2	2	100	7.4	*A*
	R	***1***	***1***	***100***	***11.0***	***B***
	Subtotal	3	3	100	8.6	*A*
EB	L	1	1	100	2.3	*A*
	T	432	433	100	1.1	*A*
	R	3	3	100	1.0	*A*
	Subtotal	436	437	100	1.1	*A*
WB	L	6	7	117	4.8	*A*
	T	636	640	101	0.4	*A*
	R	4	5	125	0.0	*A*
	Subtotal	646	652	101	0.4	*A*
Total		1,090	1,096	101	0.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	6	100	12.0	*B*
	T	3	3	100	16.6	*C*
	R	22	21	97	6.6	*A*
	Subtotal	31	30	97	8.7	*A*
SB	L	180	179	100	17.0	*C*
	T	***14***	***14***	***102***	***22.1***	***C***
	R	59	65	110	7.2	*A*
	Subtotal	253	258	102	14.8	*B*
EB	L	28	26	94	5.6	*A*
	T	390	392	101	0.1	*A*
	R	19	20	107	0.0	*A*
	Subtotal	437	438	100	0.4	*A*
WB	L	36	36	99	4.9	*A*
	T	580	579	100	0.7	*A*
	R	108	109	101	0.3	*A*
	Subtotal	724	724	100	0.8	*A*
Total		1,444	1,450	100	3.4	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***7***	***88***	***8.5***	***A***
	R	36	37	101	5.5	*A*
	Subtotal	44	44	100	6.0	*A*
EB	T	575	573	100	0.1	*A*
	R	16	15	95	0.0	*A*
	Subtotal	591	588	99	0.1	*A*
WB	L	24	24	101	7.5	*A*
	T	754	756	100	2.3	*A*
	Subtotal	778	780	100	2.5	*A*
Total		1,412	1,412	100	1.6	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	98	99	39.6	*D*
	T	44	47	106	31.4	*C*
	R	230	232	101	4.4	*A*
	Subtotal	373	377	101	16.9	*B*
SE	L	71	73	103	36.5	*D*
	T	132	133	101	37.2	*D*
	R	65	64	98	8.4	*A*
	Subtotal	268	270	101	30.2	*C*
NE	L	42	44	106	42.0	*D*
	T	421	411	98	46.6	*D*
	R	131	133	101	42.9	*D*
	Subtotal	594	588	99	45.4	*D*
SW	L	657	660	100	33.4	*C*
	T	613	618	101	11.0	*B*
	R	54	51	94	8.1	*A*
	Subtotal	1,324	1,329	100	22.0	*C*
Total		2,560	2,564	100	27.6	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	47	101	48.9	*D*
	R	36	37	101	8.0	*A*
	Subtotal	82	84	102	30.9	*C*
SB	L	11	12	112	45.4	*D*
	R	5	6	120	36.1	*D*
	Subtotal	16	18	113	42.3	*D*
EB	L	5	4	80	48.6	*D*
	T	680	677	100	6.1	*A*
	R	16	16	102	5.6	*A*
	Subtotal	701	697	99	6.3	*A*
WB	L	88	89	101	21.2	*C*
	T	1,247	1,252	100	18.3	*B*
	R	11	11	102	11.2	*B*
	Subtotal	1,346	1,352	100	18.4	*B*
Total		2,146	2,151	100	15.2	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	678	685	101	1.6	*A*
	R	3	4	133	0.9	*A*
	Subtotal	681	689	101	1.6	*A*
SB	L	6	6	100	11.5	*B*
	T	1,577	1,585	101	2.2	*A*
	Subtotal	1,583	1,591	101	2.2	*A*
WB	***L***	***5***	***5***	***100***	***12.5***	***B***
	R	4	5	125	11.3	*B*
	Subtotal	9	10	111	11.9	*B*
Total		2,274	2,290	101	2.1	*A*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	678	684	101	0.9	*A*
	R	3	2	67	0.2	*A*
	Subtotal	681	686	101	0.9	*A*
SB	L	6	6	100	7.2	*A*
	T	1,576	1,583	100	1.0	*A*
	Subtotal	1,582	1,589	100	1.0	*A*
WB	***L***	***5***	***5***	***100***	***10.2***	***B***
	R	4	4	100	6.6	*A*
	Subtotal	9	9	100	8.6	*A*
Total		2,272	2,284	101	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	646	651	101	3.7	*A*
	R	21	24	116	3.1	*A*
	Subtotal	667	675	101	3.7	*A*
SB	L	21	21	101	9.7	*A*
	T	1,560	1,567	100	2.4	*A*
	Subtotal	1,581	1,588	100	2.5	*A*
WB	***L***	***15***	***12***	***81***	***55.3***	***F***
	R	22	23	106	14.9	*B*
	Subtotal	37	35	95	28.8	*D*
Total		2,284	2,298	101	3.3	*A*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	67	67	100	50.0	*D*
	T	146	147	101	55.4	*E*
	R	32	37	114	23.1	*C*
	Subtotal	245	251	102	49.2	*D*
SB	L	623	630	101	31.5	*C*
	T	305	303	99	10.7	*B*
	R	577	582	101	6.7	*A*
	Subtotal	1,505	1,515	101	17.8	*B*
EB	L	276	285	103	56.1	*E*
	T	178	184	104	39.7	*D*
	R	36	40	110	30.5	*C*
	Subtotal	490	509	104	48.2	*D*
WB	L	25	25	101	66.2	*E*
	T	263	266	101	46.9	*D*
	R	242	239	99	7.5	*A*
	Subtotal	530	530	100	30.0	*C*
Total		2,771	2,805	101	28.5	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	733	726	99	24.5	*C*
	R	165	160	97	10.6	*B*
	Subtotal	898	886	99	22.0	*C*
NW	T	364	365	100	12.4	*B*
	R	184	182	99	2.4	*A*
	Subtotal	548	547	100	9.1	*A*
SE	L	122	120	99	20.8	*C*
	T	810	823	102	12.0	*B*
	Subtotal	932	943	101	13.1	*B*
Total		2,377	2,376	100	15.5	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,462	1,282	88	24.9	*C*
	R	392	353	90	12.0	*B*
	Subtotal	1,854	1,635	88	22.1	*C*
SE	L	335	324	97	35.5	*D*
	T	1,064	1,057	99	21.0	*C*
	Subtotal	1,399	1,381	99	24.4	*C*
SW	L	194	201	104	46.4	*D*
	R	380	391	103	19.1	*B*
	Subtotal	574	592	103	28.4	*C*
Total		3,828	3,608	94	24.0	*C*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***2***	***2***	***100***	***10.1***	***B***
	R	5	4	80	6.5	*A*
	Subtotal	7	6	86	7.7	*A*
EB	L	3	2	67	8.6	*A*
	T	721	673	93	1.1	*A*
	R	3	3	100	1.1	*A*
	Subtotal	727	678	93	1.1	*A*
WB	L	6	6	100	8.9	*A*
	T	562	581	103	0.8	*A*
	Subtotal	568	587	103	0.9	*A*
Total		1,302	1,271	98	1.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	7	117	17.6	*C*
	T	11	10	93	26.1	*D*
	R	62	55	88	9.4	*A*
	Subtotal	79	72	91	12.5	*B*
SB	L	174	174	100	19.1	*C*
	T	***13***	***11***	***86***	***26.6***	***D***
	R	65	70	107	7.1	*A*
	Subtotal	252	255	101	16.1	*C*
EB	L	55	55	100	5.5	*A*
	T	644	598	93	0.2	*A*
	R	21	19	92	0.0	*A*
	Subtotal	720	672	93	0.6	*A*
WB	L	38	34	91	5.8	*A*
	T	497	512	103	0.9	*A*
	R	140	136	97	0.4	*A*
	Subtotal	675	682	101	1.0	*A*
Total		1,725	1,681	97	3.7	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***15***	***109***	***17.1***	***C***
	R	81	81	100	11.3	*B*
	Subtotal	95	96	101	12.2	*B*
EB	T	869	814	94	0.6	*A*
	R	13	12	94	0.0	*A*
	Subtotal	882	826	94	0.6	*A*
WB	L	13	14	110	8.2	*A*
	T	767	778	101	2.3	*A*
	Subtotal	780	792	102	2.4	*A*
Total		1,756	1,714	98	2.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	206	101	51.4	*D*
	T	120	116	96	39.5	*D*
	R	634	616	97	26.3	*C*
	Subtotal	958	938	98	33.4	*C*
SE	L	128	123	96	40.8	*D*
	T	120	119	99	41.4	*D*
	R	112	111	100	8.6	*A*
	Subtotal	360	353	98	30.9	*C*
NE	L	70	68	97	46.4	*D*
	T	733	676	92	78.3	*E*
	R	157	140	89	76.8	*E*
	Subtotal	960	884	92	75.6	*E*
SW	L	374	373	100	36.4	*D*
	T	465	473	102	12.9	*B*
	R	83	82	99	11.1	*B*
	Subtotal	922	928	101	22.2	*C*
Total		3,200	3,103	97	42.1	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	50	96	63.0	*E*
	R	110	112	102	70.2	*E*
	Subtotal	162	162	100	68.0	*E*
SB	L	11	10	93	55.5	*E*
	R	5	6	120	11.9	*B*
	Subtotal	16	16	100	39.2	*D*
EB	L	5	4	80	33.7	*C*
	T	1,468	1,389	95	22.4	*C*
	R	21	19	92	19.8	*B*
	Subtotal	1,494	1,412	95	22.4	*C*
WB	L	46	47	101	70.6	*E*
	T	813	817	101	4.9	*A*
	R	5	5	100	2.2	*A*
	Subtotal	864	869	101	8.4	*A*
Total		2,536	2,459	97	20.7	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,854	1,635	88	12.4	*B*
	R	3	2	67	9.0	*A*
	Subtotal	1,857	1,637	88	12.4	*B*
SB	L	8	8	100	268.9	*F*
	T	1,250	1,249	100	3.8	*A*
	Subtotal	1,258	1,257	100	5.5	*A*
WB	***L***	***4***	***3***	***75***	***454.8***	***F***
	R	1	1	100	278.0	*F*
	Subtotal	5	4	80	410.6	*F*
Total		3,120	2,898	93	10.2	*B*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,856	1,635	88	14.0	*B*
	R	3	3	100	11.6	*B*
	Subtotal	1,859	1,638	88	14.0	*B*
SB	L	8	9	112	164.4	*F*
	T	1,245	1,242	100	1.7	*A*
	Subtotal	1,253	1,251	100	2.9	*A*
WB	L	4	4	100	181.4	*F*
	R	***1***	***1***	***100***	***385.3***	***F***
	Subtotal	5	5	100	222.2	*F*
Total		3,117	2,894	93	9.5	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,755	1,530	87	34.0	*D*
	R	64	54	84	29.4	*D*
	Subtotal	1,819	1,584	87	33.8	*D*
SB	L	26	25	97	48.4	*E*
	T	1,224	1,222	100	3.2	*A*
	Subtotal	1,250	1,247	100	4.1	*A*
WB	***L***	***17***	***17***	***101***	***179.0***	***F***
	R	40	40	101	117.3	*F*
	Subtotal	57	57	100	135.7	*F*
Total		3,124	2,888	92	23.2	*C*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	72	99	67.3	*E*
	T	367	355	97	102.0	*F*
	R	40	40	101	83.7	*F*
	Subtotal	480	467	97	95.1	*F*
SB	L	475	471	99	49.2	*D*
	T	430	432	101	20.6	*C*
	R	268	271	101	3.2	*A*
	Subtotal	1,173	1,174	100	28.1	*C*
EB	L	728	594	82	166.5	*F*
	T	263	224	85	71.2	*E*
	R	57	46	80	63.4	*E*
	Subtotal	1,048	864	82	136.3	*F*
WB	L	60	57	95	104.5	*F*
	T	242	222	92	88.9	*F*
	R	659	617	94	95.2	*F*
	Subtotal	961	896	93	94.2	*F*
Total		3,662	3,401	93	83.2	*F*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	436	427	98	28.1	*C*
	R	105	100	95	21.4	*C*
	Subtotal	541	527	97	26.8	*C*
NW	T	856	803	94	56.1	*E*
	R	712	690	97	26.6	*C*
	Subtotal	1,568	1,493	95	42.5	*D*
SE	L	192	174	90	34.2	*C*
	T	615	590	96	9.6	*A*
	Subtotal	807	764	95	15.2	*B*
Total		2,917	2,784	95	32.1	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	567	570	101	15.2	*B*
	R	176	175	100	6.0	*A*
	Subtotal	743	745	100	13.0	*B*
SE	L	305	307	101	13.8	*B*
	T	1,291	1,297	100	9.0	*A*
	Subtotal	1,596	1,604	101	9.9	*A*
SW	L	312	307	98	38.5	*D*
	R	337	336	100	9.3	*A*
	Subtotal	649	643	99	23.2	*C*
Total		2,987	2,992	100	13.6	*B*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	48	48	101	5.1	*A*
	Subtotal	48	48	100	5.1	*A*
SB	***L***	***2***	***2***	***100***	***11.7***	***B***
	R	1	1	100	9.3	*A*
	Subtotal	3	3	100	10.9	*B*
EB	L	1	0	0		
	T	438	438	100	1.3	*A*
	R	42	43	104	1.0	*A*
	Subtotal	481	481	100	1.3	*A*
WB	T	641	635	99	0.3	*A*
	R	4	5	125	0.0	*A*
	Subtotal	645	640	99	0.3	*A*
Total		1,176	1,172	100	0.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	16.0	*C*
	T	3	3	100	19.5	*C*
	R	21	21	101	6.0	*A*
	Subtotal	27	26	96	8.3	*A*
SB	L	180	182	101	16.3	*C*
	T	***14***	***15***	***109***	***22.0***	***C***
	R	59	62	105	6.9	*A*
	Subtotal	253	259	102	14.4	*B*
EB	L	28	29	105	5.6	*A*
	T	402	398	99	0.2	*A*
	R	57	60	105	0.0	*A*
	Subtotal	487	487	100	0.5	*A*
WB	L	42	40	94	5.3	*A*
	T	582	575	99	0.7	*A*
	R	108	114	106	0.4	*A*
	Subtotal	732	729	100	0.9	*A*
Total		1,498	1,501	100	3.2	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***8***	***100***	***9.2***	***A***
	R	36	35	96	5.5	*A*
	Subtotal	44	43	98	6.2	*A*
EB	T	586	587	100	0.1	*A*
	R	16	13	83	0.0	*A*
	Subtotal	602	600	100	0.1	*A*
WB	L	24	23	97	7.6	*A*
	T	762	760	100	2.3	*A*
	Subtotal	786	783	100	2.5	*A*
Total		1,431	1,426	100	1.6	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	98	99	41.1	*D*
	T	44	48	108	30.9	*C*
	R	230	228	99	4.1	*A*
	Subtotal	373	374	100	17.2	*B*
SE	L	71	69	97	37.0	*D*
	T	132	131	99	36.6	*D*
	R	65	68	104	8.7	*A*
	Subtotal	268	268	100	29.6	*C*
NE	L	42	41	99	41.1	*D*
	T	432	428	99	47.0	*D*
	R	131	134	102	44.7	*D*
	Subtotal	605	603	100	46.1	*D*
SW	L	657	654	100	35.5	*D*
	T	621	617	99	11.3	*B*
	R	54	54	100	7.7	*A*
	Subtotal	1,332	1,325	99	23.1	*C*
Total		2,579	2,570	100	28.4	*C*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	46	99	46.2	*D*
	R	36	34	93	8.6	*A*
	Subtotal	82	80	98	30.2	*C*
SB	L	11	12	112	41.7	*D*
	R	5	5	100	32.5	*C*
	Subtotal	16	17	106	39.0	*D*
EB	L	5	5	100	45.1	*D*
	T	692	686	99	6.2	*A*
	R	16	15	95	6.2	*A*
	Subtotal	713	706	99	6.5	*A*
WB	L	88	93	106	17.7	*B*
	T	1,256	1,247	99	15.6	*B*
	R	11	12	112	10.8	*B*
	Subtotal	1,355	1,352	100	15.7	*B*
Total		2,166	2,155	99	13.4	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***17***	***16***	***96***	***56.0***	***F***
	R	53	54	101	18.8	*C*
	Subtotal	70	70	100	27.3	*D*
NW	T	688	689	100	1.5	*A*
	R	9	8	89	0.4	*A*
	Subtotal	697	697	100	1.5	*A*
SE	L	20	19	96	9.9	*A*
	T	1,584	1,585	100	4.7	*A*
	Subtotal	1,604	1,604	100	4.8	*A*
Total		2,371	2,371	100	4.5	*A*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	660	660	100	3.6	*A*
	R	21	19	92	2.4	*A*
	Subtotal	681	679	100	3.6	*A*
SB	L	21	19	92	9.4	*A*
	T	1,579	1,580	100	3.5	*A*
	Subtotal	1,600	1,599	100	3.6	*A*
WB	***L***	***15***	***15***	***102***	***64.2***	***F***
	R	22	22	101	18.0	*C*
	Subtotal	37	37	100	36.7	*E*
Total		2,317	2,315	100	4.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	67	65	97	49.2	*D*
	T	150	148	99	55.4	*E*
	R	32	33	102	23.8	*C*
	Subtotal	249	246	99	49.5	*D*
SB	L	632	627	99	29.2	*C*
	T	309	311	101	10.7	*B*
	R	581	583	100	6.3	*A*
	Subtotal	1,522	1,521	100	16.6	*B*
EB	L	280	281	100	56.1	*E*
	T	178	174	98	38.9	*D*
	R	36	39	107	29.3	*C*
	Subtotal	494	494	100	47.9	*D*
WB	L	25	21	85	69.5	*E*
	T	263	266	101	45.7	*D*
	R	250	250	100	8.0	*A*
	Subtotal	538	537	100	29.1	*C*
Total		2,804	2,798	100	27.5	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	733	729	99	24.3	*C*
	R	165	165	100	11.1	*B*
	Subtotal	898	894	100	21.9	*C*
NW	T	372	373	100	12.3	*B*
	R	184	186	101	2.3	*A*
	Subtotal	556	559	101	9.0	*A*
SE	L	122	117	96	21.0	*C*
	T	818	811	99	11.9	*B*
	Subtotal	940	928	99	13.0	*B*
Total		2,393	2,381	99	15.4	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,474	1,239	84	32.6	*C*
	R	438	365	83	18.0	*B*
	Subtotal	1,912	1,604	84	29.3	*C*
SE	L	338	335	99	24.2	*C*
	T	1,074	1,068	99	6.5	*A*
	Subtotal	1,412	1,403	99	10.7	*B*
SW	L	202	200	99	38.0	*D*
	R	378	387	102	17.4	*B*
	Subtotal	580	587	101	24.4	*C*
Total		3,904	3,594	92	21.3	*C*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	30	29	95	6.2	*A*
	Subtotal	30	29	97	6.2	*A*
SB	***L***	***2***	***2***	***100***	***12.3***	***B***
	R	5	6	120	7.0	*A*
	Subtotal	7	8	114	8.3	*A*
EB	L	3	2	67	8.8	*A*
	T	725	654	90	1.3	*A*
	R	48	44	93	1.0	*A*
	Subtotal	776	700	90	1.3	*A*
WB	T	570	577	101	0.3	*A*
	Subtotal	570	577	101	0.3	*A*
Total		1,382	1,314	95	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	19.3	*C*
	T	11	10	93	29.4	*D*
	R	61	61	100	8.9	*A*
	Subtotal	76	74	97	12.1	*B*
SB	L	174	169	97	22.6	*C*
	T	***13***	***15***	***118***	***34.2***	***D***
	R	65	65	100	8.3	*A*
	Subtotal	252	249	99	19.6	*C*
EB	L	55	47	85	5.8	*A*
	T	656	596	91	0.2	*A*
	R	44	39	90	0.0	*A*
	Subtotal	755	682	90	0.6	*A*
WB	L	51	47	92	6.2	*A*
	T	500	507	101	0.9	*A*
	R	140	142	101	0.5	*A*
	Subtotal	691	696	101	1.2	*A*
Total		1,774	1,701	96	4.1	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***13***	***95***	***21.9***	***C***
	R	81	80	99	19.4	*C*
	Subtotal	95	93	98	19.7	*C*
EB	T	878	811	92	1.7	*A*
	R	13	13	102	1.3	*A*
	Subtotal	891	824	92	1.7	*A*
WB	L	13	14	110	9.8	*A*
	T	783	789	101	2.3	*A*
	Subtotal	796	803	101	2.4	*A*
Total		1,782	1,720	97	3.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	204	100	52.6	*D*
	T	120	120	100	42.1	*D*
	R	634	630	99	28.8	*C*
	Subtotal	958	954	100	35.6	*D*
SE	L	128	124	97	44.6	*D*
	T	120	122	101	39.6	*D*
	R	112	114	102	9.5	*A*
	Subtotal	360	360	100	31.8	*C*
NE	L	70	63	90	69.4	*E*
	T	744	671	90	113.1	*F*
	R	157	149	95	106.5	*F*
	Subtotal	971	883	91	108.9	*F*
SW	L	374	374	100	36.4	*D*
	T	481	487	101	12.3	*B*
	R	83	82	99	10.4	*B*
	Subtotal	938	943	101	21.7	*C*
Total		3,226	3,140	97	52.1	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	53	101	68.1	*E*
	R	110	111	101	75.3	*E*
	Subtotal	162	164	101	73.0	*E*
SB	L	11	9	84	52.0	*D*
	R	5	4	80	14.0	*B*
	Subtotal	16	13	81	40.3	*D*
EB	L	5	3	60	28.3	*C*
	T	1,479	1,400	95	22.3	*C*
	R	21	20	96	19.0	*B*
	Subtotal	1,505	1,423	95	22.3	*C*
WB	L	46	47	101	71.3	*E*
	T	830	833	100	5.2	*A*
	R	5	5	100	2.5	*A*
	Subtotal	881	885	100	8.7	*A*
Total		2,564	2,485	97	21.0	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***15***	***8***	***53***	***401.8***	***F***
	R	50	31	62	333.6	*F*
	Subtotal	65	39	60	347.6	*F*
NW	T	1,818	1,531	84	12.1	*B*
	R	15	11	73	11.5	*B*
	Subtotal	1,833	1,542	84	12.1	*B*
SE	L	18	16	89	239.3	*F*
	T	1,258	1,253	100	2.8	*A*
	Subtotal	1,276	1,269	99	5.8	*A*
Total		3,174	2,850	90	14.5	*B*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,772	1,496	84	35.7	*E*
	R	64	51	79	31.2	*D*
	Subtotal	1,836	1,547	84	35.6	*E*
SB	L	26	24	93	24.6	*C*
	T	1,218	1,206	99	3.1	*A*
	Subtotal	1,244	1,230	99	3.5	*A*
WB	***L***	***17***	***8***	***48***	***1173.3***	***F***
	R	40	20	51	1000.2	*F*
	Subtotal	57	28	49	1049.7	*F*
Total		3,137	2,805	89	38.1	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	70	96	62.8	*E*
	T	371	369	99	85.3	*F*
	R	40	39	99	67.0	*E*
	Subtotal	484	478	99	80.5	*F*
SB	L	478	458	96	34.7	*C*
	T	432	428	99	14.8	*B*
	R	270	269	99	2.9	*A*
	Subtotal	1,180	1,155	98	19.9	*B*
EB	L	734	508	69	229.4	*F*
	T	263	185	70	89.5	*F*
	R	57	46	80	74.5	*E*
	Subtotal	1,054	739	70	184.7	*F*
WB	L	60	59	98	100.8	*F*
	T	242	243	100	51.8	*D*
	R	666	663	99	38.5	*D*
	Subtotal	968	965	100	45.7	*D*
Total		3,686	3,337	91	73.9	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	436	432	99	27.8	*C*
	R	105	103	98	13.3	*B*
	Subtotal	541	535	99	25.0	*C*
NW	T	864	863	100	22.0	*C*
	R	706	696	99	10.9	*B*
	Subtotal	1,570	1,559	99	17.0	*B*
SE	L	192	167	87	29.1	*C*
	T	618	548	89	8.4	*A*
	Subtotal	810	715	88	13.2	*B*
Total		2,922	2,809	96	17.6	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	582	583	100	14.5	*B*
	R	145	144	99	5.3	*A*
	Subtotal	727	727	100	12.7	*B*
SE	L	339	338	100	17.1	*B*
	T	1,358	1,356	100	12.2	*B*
	Subtotal	1,697	1,694	100	13.2	*B*
SW	L	335	313	94	36.8	*D*
	R	382	353	92	9.7	*A*
	Subtotal	717	666	93	22.4	*C*
Total		3,140	3,087	98	15.1	*B*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	9.2	*A*
	R	4	5	125	4.2	*A*
	Subtotal	5	6	120	5.0	*A*
SB	***L***	***2***	***1***	***50***	***19.4***	***C***
	R	1	1	100	11.3	*B*
	Subtotal	3	2	67	15.4	*C*
EB	L	1	1	100	4.9	*A*
	T	481	478	99	1.1	*A*
	R	3	3	100	1.1	*A*
	Subtotal	485	482	99	1.1	*A*
WB	L	6	6	100	4.1	*A*
	T	708	658	93	0.4	*A*
	R	4	3	75	0.0	*A*
	Subtotal	718	667	93	0.4	*A*
Total		1,211	1,157	96	0.8	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	4	67	12.1	*B*
	T	3	4	133	19.9	*C*
	R	22	24	110	6.5	*A*
	Subtotal	31	32	103	8.9	*A*
SB	L	180	181	101	16.8	*C*
	T	***14***	***14***	***102***	***22.4***	***C***
	R	59	60	101	8.1	*A*
	Subtotal	253	255	101	15.1	*B*
EB	L	28	25	90	5.3	*A*
	T	438	436	100	0.1	*A*
	R	19	21	112	0.0	*A*
	Subtotal	485	482	99	0.4	*A*
WB	L	36	36	99	5.1	*A*
	T	653	602	92	0.7	*A*
	R	108	96	89	0.3	*A*
	Subtotal	797	734	92	0.9	*A*
Total		1,565	1,503	96	3.3	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***8***	***100***	***8.7***	***A***
	R	36	40	110	6.5	*A*
	Subtotal	44	48	109	6.9	*A*
EB	T	623	625	100	0.3	*A*
	R	16	16	102	0.3	*A*
	Subtotal	639	641	100	0.3	*A*
WB	L	24	19	80	8.1	*A*
	T	873	801	92	2.4	*A*
	Subtotal	897	820	91	2.5	*A*
Total		1,580	1,509	95	1.7	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	94	95	42.0	*D*
	T	44	47	106	33.6	*C*
	R	266	276	104	5.3	*A*
	Subtotal	409	417	102	16.8	*B*
SE	L	81	85	105	41.3	*D*
	T	132	129	98	39.7	*D*
	R	65	64	98	9.2	*A*
	Subtotal	278	278	100	33.2	*C*
NE	L	42	40	96	60.5	*E*
	T	465	461	99	102.1	*F*
	R	136	136	100	100.2	*F*
	Subtotal	643	637	99	99.1	*F*
SW	L	750	678	90	43.2	*D*
	T	735	664	90	13.4	*B*
	R	59	60	101	8.9	*A*
	Subtotal	1,544	1,402	91	27.6	*C*
Total		2,875	2,734	95	43.6	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	42	90	65.7	*E*
	R	42	39	94	10.1	*B*
	Subtotal	88	81	92	38.9	*D*
SB	L	11	10	93	54.9	*D*
	R	5	5	100	69.5	*E*
	Subtotal	16	15	94	59.8	*E*
EB	L	5	5	100	85.1	*F*
	T	783	792	101	6.7	*A*
	R	21	21	101	6.0	*A*
	Subtotal	809	818	101	7.2	*A*
WB	L	104	96	93	42.2	*D*
	T	1,492	1,361	91	42.3	*D*
	R	11	10	93	32.0	*C*
	Subtotal	1,607	1,467	91	42.2	*D*
Total		2,519	2,381	95	30.3	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	723	720	100	1.9	*A*
	R	3	3	100	0.7	*A*
	Subtotal	726	723	100	1.9	*A*
SB	L	6	5	83	16.2	*C*
	T	1,686	1,662	99	2.5	*A*
	Subtotal	1,692	1,667	99	2.5	*A*
WB	***L***	***5***	***4***	***80***	***19.4***	***C***
	R	4	6	150	9.9	*A*
	Subtotal	9	10	111	13.7	*B*
Total		2,427	2,400	99	2.4	*A*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	722	718	99	1.0	*A*
	R	3	3	100	0.2	*A*
	Subtotal	725	721	99	1.0	*A*
SB	L	6	5	83	8.4	*A*
	T	1,685	1,660	99	1.1	*A*
	Subtotal	1,691	1,665	98	1.1	*A*
WB	L	5	4	80	9.2	*A*
	R	***4***	***4***	***100***	***12.5***	***B***
	Subtotal	9	8	89	10.9	*B*
Total		2,424	2,394	99	1.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	695	690	99	3.3	*A*
	R	21	22	106	2.3	*A*
	Subtotal	716	712	99	3.3	*A*
SB	L	21	18	87	10.3	*B*
	T	1,669	1,646	99	2.2	*A*
	Subtotal	1,690	1,664	98	2.3	*A*
WB	***L***	***15***	***13***	***88***	***54.9***	***F***
	R	22	22	101	22.8	*C*
	Subtotal	37	35	95	34.7	*D*
Total		2,442	2,411	99	3.1	*A*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	74	101	50.3	*D*
	T	152	154	101	57.4	*E*
	R	38	40	107	27.2	*C*
	Subtotal	263	268	102	50.9	*D*
SB	L	649	642	99	32.6	*C*
	T	321	312	97	11.8	*B*
	R	645	636	99	7.6	*A*
	Subtotal	1,615	1,590	98	18.5	*B*
EB	L	308	301	98	59.1	*E*
	T	204	199	98	40.6	*D*
	R	36	37	101	28.8	*C*
	Subtotal	548	537	98	50.2	*D*
WB	L	27	24	90	74.5	*E*
	T	295	297	101	53.0	*D*
	R	256	256	100	8.3	*A*
	Subtotal	578	577	100	34.1	*C*
Total		3,002	2,972	99	30.3	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	811	810	100	28.9	*C*
	R	192	190	99	14.5	*B*
	Subtotal	1,003	1,000	100	26.2	*C*
NW	T	386	384	99	13.5	*B*
	R	204	203	99	2.7	*A*
	Subtotal	590	587	99	9.8	*A*
SE	L	142	139	98	20.9	*C*
	T	846	836	99	12.2	*B*
	Subtotal	988	975	99	13.4	*B*
Total		2,581	2,562	99	17.6	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,541	1,186	77	27.3	*C*
	R	428	336	78	13.8	*B*
	Subtotal	1,969	1,522	77	24.3	*C*
SE	L	381	362	95	57.2	*E*
	T	1,127	1,092	97	44.2	*D*
	Subtotal	1,508	1,454	96	47.4	*D*
SW	L	194	185	96	58.7	*E*
	R	380	368	97	17.4	*B*
	Subtotal	574	553	96	31.2	*C*
Total		4,051	3,529	87	35.0	*C*

Intersection: Northwest Hotel Access/East Reid Building Access & Kearns Boulev
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***2***	***1***	***50***	***40.3***	***E***
	R	5	7	140	18.3	*C*
	Subtotal	7	8	114	21.1	*C*
EB	L	3	1	33	9.3	*A*
	T	804	689	86	5.9	*A*
	R	3	2	67	9.8	*A*
	Subtotal	810	692	85	5.9	*A*
WB	L	6	6	100	24.4	*C*
	T	562	540	96	3.4	*A*
	Subtotal	568	546	96	3.6	*A*
Total		1,385	1,246	90	5.1	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	5	83	67.2	*F*
	T	11	10	93	87.2	*F*
	R	***62***	***55***	***88***	***93.5***	***F***
	Subtotal	79	70	89	90.7	*F*
SB	L	174	175	101	22.0	*C*
	T	13	13	102	34.3	*D*
	R	65	66	101	9.6	*A*
	Subtotal	252	254	101	19.4	*C*
EB	L	55	48	87	8.9	*A*
	T	728	612	84	12.2	*B*
	R	21	17	82	9.7	*A*
	Subtotal	804	677	84	11.9	*B*
WB	L	38	33	88	6.5	*A*
	T	500	480	96	2.7	*A*
	R	140	131	93	0.7	*A*
	Subtotal	678	644	95	2.5	*A*
Total		1,812	1,645	91	13.0	*B*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	14	8	58	359.8	*F*
	R	***81***	***49***	***60***	***421.8***	***F***
	Subtotal	95	57	60	413.1	*F*
EB	T	951	801	84	25.8	*D*
	R	13	12	94	23.5	*C*
	Subtotal	964	813	84	25.8	*D*
WB	L	13	12	94	9.0	*A*
	T	850	823	97	2.3	*A*
	Subtotal	863	835	97	2.4	*A*
Total		1,922	1,705	89	29.9	*D*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	176	86	61.2	*E*
	T	120	106	88	53.0	*D*
	R	733	648	88	40.8	*D*
	Subtotal	1,057	930	88	46.1	*D*
SE	L	133	130	98	48.1	*D*
	T	120	122	101	43.8	*D*
	R	112	111	100	9.7	*A*
	Subtotal	365	363	99	34.9	*C*
NE	L	70	51	73	197.4	*F*
	T	884	655	74	263.6	*F*
	R	162	125	77	259.7	*F*
	Subtotal	1,116	831	74	259.0	*F*
SW	L	426	429	101	53.8	*D*
	T	548	549	100	15.0	*B*
	R	88	91	103	11.3	*B*
	Subtotal	1,062	1,069	101	30.3	*C*
Total		3,600	3,193	89	98.3	*F*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	51	98	177.5	*F*
	R	130	121	93	214.9	*F*
	Subtotal	182	172	95	203.8	*F*
SB	L	11	10	93	67.8	*E*
	R	5	5	100	15.3	*B*
	Subtotal	16	15	94	50.3	*D*
EB	L	5	4	80	40.6	*D*
	T	1,719	1,408	82	25.3	*C*
	R	26	20	78	22.8	*C*
	Subtotal	1,750	1,432	82	25.3	*C*
WB	L	46	47	101	79.7	*E*
	T	980	992	101	6.1	*A*
	R	5	4	80	2.7	*A*
	Subtotal	1,031	1,043	101	9.4	*A*
Total		2,979	2,662	89	31.7	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West North Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,968	1,522	77	13.9	*B*
	R	3	2	67	15.3	*C*
	Subtotal	1,971	1,524	77	13.9	*B*
SB	L	8	7	88	351.6	*F*
	T	1,312	1,270	97	4.5	*A*
	Subtotal	1,320	1,277	97	6.4	*A*
WB	L	4	4	100	539.9	*F*
	R	***1***	***1***	***100***	***767.9***	***F***
	Subtotal	5	5	100	585.5	*F*
Total		3,296	2,806	85	11.6	*B*

Intersection: Park Avenue & West South Hotel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,970	1,523	77	15.6	*C*
	R	3	2	67	13.2	*B*
	Subtotal	1,973	1,525	77	15.6	*C*
SB	L	8	7	88	182.1	*F*
	T	1,308	1,266	97	2.1	*A*
	Subtotal	1,316	1,273	97	3.1	*A*
WB	L	4	4	100	208.6	*F*
	R	***1***	***2***	***200***	***220.6***	***F***
	Subtotal	5	6	120	212.6	*F*
Total		3,294	2,804	85	10.3	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,895	1,449	76	38.4	*E*
	R	64	48	75	33.6	*D*
	Subtotal	1,959	1,497	76	38.2	*E*
SB	L	26	25	97	48.3	*E*
	T	1,286	1,246	97	3.6	*A*
	Subtotal	1,312	1,271	97	4.5	*A*
WB	***L***	***17***	***15***	***90***	***232.0***	***F***
	R	40	40	101	131.6	*F*
	Subtotal	57	55	96	159.0	*F*
Total		3,327	2,823	85	25.8	*D*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	67	86	103.9	*F*
	T	367	338	92	185.9	*F*
	R	40	37	94	155.0	*F*
	Subtotal	485	442	91	170.9	*F*
SB	L	501	478	95	58.5	*E*
	T	430	422	98	25.4	*C*
	R	304	293	96	3.6	*A*
	Subtotal	1,235	1,193	97	33.3	*C*
EB	L	826	553	67	197.0	*F*
	T	294	200	68	79.2	*E*
	R	57	41	72	71.1	*E*
	Subtotal	1,177	794	67	160.8	*F*
WB	L	60	47	78	115.5	*F*
	T	263	220	84	97.1	*F*
	R	700	584	83	124.6	*F*
	Subtotal	1,023	851	83	117.0	*F*
Total		3,921	3,280	84	105.8	*F*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	483	481	100	35.8	*D*
	R	126	127	101	39.3	*D*
	Subtotal	609	608	100	36.5	*D*
NW	T	898	724	81	92.6	*F*
	R	779	633	81	45.4	*D*
	Subtotal	1,677	1,357	81	70.6	*E*
SE	L	234	203	87	36.8	*D*
	T	636	548	86	10.2	*B*
	Subtotal	870	751	86	17.4	*B*
Total		3,156	2,716	86	48.5	*D*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	597	596	100	16.6	*B*
	R	188	186	99	7.0	*A*
	Subtotal	785	782	100	14.3	*B*
SE	L	342	333	97	15.9	*B*
	T	1,367	1,360	100	12.5	*B*
	Subtotal	1,709	1,693	99	13.2	*B*
SW	L	343	314	92	38.1	*D*
	T	1	1	133	1.9	*A*
	R	378	348	92	9.8	*A*
	Subtotal	722	663	92	23.2	*C*
Total		3,216	3,138	98	15.6	*B*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	48	54	114	5.2	*A*
	Subtotal	48	54	113	5.2	*A*
SB	***L***	***2***	***2***	***100***	***13.9***	***B***
	R	1	2	200	6.7	*A*
	Subtotal	3	4	133	10.3	*B*
EB	L	1	0	0	3.0	*A*
	T	488	479	98	1.3	*A*
	R	42	39	94	1.1	*A*
	Subtotal	531	518	98	1.3	*A*
WB	T	713	652	91	0.3	*A*
	R	4	4	100	0.0	*A*
	Subtotal	717	656	91	0.3	*A*
Total		1,298	1,232	95	1.0	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	17.5	*C*
	T	3	3	100	22.9	*C*
	R	21	19	92	6.6	*A*
	Subtotal	27	25	93	9.9	*A*
SB	L	180	176	98	16.0	*C*
	T	***14***	***15***	***109***	***23.8***	***C***
	R	59	58	98	7.5	*A*
	Subtotal	253	249	98	14.5	*B*
EB	L	28	26	94	5.8	*A*
	T	451	450	100	0.2	*A*
	R	57	56	98	0.0	*A*
	Subtotal	536	532	99	0.5	*A*
WB	L	38	34	88	5.4	*A*
	T	655	595	91	0.7	*A*
	R	108	100	93	0.3	*A*
	Subtotal	801	729	91	0.9	*A*
Total		1,617	1,535	95	3.1	*A*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***6***	***75***	***9.0***	***A***
	R	36	36	99	5.6	*A*
	Subtotal	44	42	95	6.1	*A*
EB	T	635	629	99	0.1	*A*
	R	16	15	95	0.0	*A*
	Subtotal	651	644	99	0.1	*A*
WB	L	24	21	88	8.2	*A*
	T	877	800	91	2.3	*A*
	Subtotal	901	821	91	2.5	*A*
Total		1,596	1,507	94	1.6	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	99	95	96	44.1	*D*
	T	44	46	103	33.7	*C*
	R	266	269	101	5.5	*A*
	Subtotal	409	410	100	17.6	*B*
SE	L	81	83	102	38.3	*D*
	T	132	130	98	37.8	*D*
	R	65	68	104	9.0	*A*
	Subtotal	278	281	101	31.0	*C*
NE	L	42	41	99	58.4	*E*
	T	476	463	97	98.8	*F*
	R	136	134	98	93.7	*F*
	Subtotal	654	638	98	95.1	*F*
SW	L	750	684	91	42.7	*D*
	T	739	662	90	13.7	*B*
	R	59	54	91	9.4	*A*
	Subtotal	1,548	1,400	90	27.7	*C*
Total		2,890	2,729	94	42.7	*D*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	44	95	65.9	*E*
	R	42	40	96	11.5	*B*
	Subtotal	88	84	95	40.0	*D*
SB	L	11	10	93	64.6	*E*
	R	5	7	140	55.0	*D*
	Subtotal	16	17	106	60.6	*E*
EB	L	5	5	100	79.9	*E*
	T	795	788	99	6.9	*A*
	R	21	20	96	5.8	*A*
	Subtotal	821	813	99	7.3	*A*
WB	L	104	93	90	43.8	*D*
	T	1,496	1,355	91	43.7	*D*
	R	11	9	84	31.1	*C*
	Subtotal	1,611	1,457	90	43.6	*D*
Total		2,535	2,371	94	31.3	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***17***	***17***	***101***	***74.1***	***F***
	R	53	52	98	35.5	*E*
	Subtotal	70	69	99	45.0	*E*
NW	T	732	730	100	1.7	*A*
	R	9	9	100	0.5	*A*
	Subtotal	741	739	100	1.7	*A*
SE	L	20	19	96	10.2	*B*
	T	1,691	1,652	98	5.9	*A*
	Subtotal	1,711	1,671	98	5.9	*A*
Total		2,522	2,479	98	5.8	*A*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	710	706	99	3.4	*A*
	R	21	21	101	2.3	*A*
	Subtotal	731	727	99	3.4	*A*
SB	L	21	16	77	9.0	*A*
	T	1,686	1,649	98	3.5	*A*
	Subtotal	1,707	1,665	98	3.6	*A*
WB	***L***	***15***	***14***	***95***	***82.5***	***F***
	R	22	23	106	22.6	*C*
	Subtotal	37	37	100	45.3	*E*
Total		2,474	2,429	98	4.2	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	71	97	52.5	*D*
	T	155	154	99	59.3	*E*
	R	38	37	99	28.3	*C*
	Subtotal	266	262	98	53.1	*D*
SB	L	658	637	97	33.6	*C*
	T	325	322	99	12.2	*B*
	R	649	637	98	7.5	*A*
	Subtotal	1,632	1,596	98	18.9	*B*
EB	L	312	312	100	60.7	*E*
	T	204	204	100	42.2	*D*
	R	36	37	101	36.5	*D*
	Subtotal	552	553	100	52.3	*D*
WB	L	27	25	93	72.2	*E*
	T	295	302	102	58.0	*E*
	R	263	259	99	8.9	*A*
	Subtotal	585	586	100	36.9	*D*
Total		3,033	2,997	99	31.6	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	811	825	102	29.4	*C*
	R	192	196	102	14.6	*B*
	Subtotal	1,003	1,021	102	26.6	*C*
NW	T	393	393	100	13.4	*B*
	R	204	196	96	2.5	*A*
	Subtotal	597	589	99	9.8	*A*
SE	L	142	137	96	21.6	*C*
	T	855	839	98	12.8	*B*
	Subtotal	997	976	98	14.0	*B*
Total		2,597	2,586	100	18.0	*B*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	1,554	1,247	80	29.6	*C*
	R	474	380	80	20.1	*C*
	Subtotal	2,028	1,627	80	27.4	*C*
SE	L	384	373	97	40.9	*D*
	T	1,136	1,138	100	8.0	*A*
	Subtotal	1,520	1,511	99	16.1	*B*
SW	L	202	200	99	39.5	*D*
	R	378	360	95	18.0	*B*
	Subtotal	580	560	97	25.7	*C*
Total		4,130	3,698	90	22.6	*C*

Intersection: North Project Access/East Reid Building Access & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	30	28	92	44.8	*E*
	Subtotal	30	28	93	44.8	*E*
SB	***L***	***2***	***2***	***100***	***56.7***	***F***
	R	5	6	120	6.3	*A*
	Subtotal	7	8	114	18.9	*C*
EB	L	3	1	33	46.7	*E*
	T	808	702	87	15.4	*C*
	R	48	42	88	15.7	*C*
	Subtotal	859	745	87	15.5	*C*
WB	T	570	547	96	0.3	*A*
	Subtotal	570	547	96	0.3	*A*
Total		1,466	1,328	91	9.9	*A*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Snow Creek Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	2	50	116.5	*F*
	T	11	11	102	109.2	*F*
	R	***61***	***50***	***82***	***124.4***	***F***
	Subtotal	76	63	83	121.5	*F*
SB	L	174	172	99	23.0	*C*
	T	13	10	78	32.2	*D*
	R	65	69	106	8.0	*A*
	Subtotal	252	251	100	19.2	*C*
EB	L	55	49	89	12.2	*B*
	T	738	625	85	16.1	*C*
	R	44	39	90	14.8	*B*
	Subtotal	837	713	85	15.8	*C*
WB	L	44	43	97	7.1	*A*
	T	502	480	96	0.8	*A*
	R	140	131	93	0.4	*A*
	Subtotal	686	654	95	1.1	*A*
Total		1,852	1,681	91	15.1	*C*

Intersection: Homestake Road & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***4***	***29***	***845.4***	***F***
	R	81	28	35	765.9	*F*
	Subtotal	95	32	34	775.8	*F*
EB	T	962	795	83	41.2	*E*
	R	13	11	86	29.0	*D*
	Subtotal	975	806	83	41.0	*E*
WB	L	13	12	94	9.1	*A*
	T	860	837	97	2.3	*A*
	Subtotal	873	849	97	2.4	*A*
Total		1,942	1,687	87	41.5	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Kearns Boulevard & Bonanza Drive/Monitor Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	204	188	92	67.2	*E*
	T	120	103	85	55.9	*E*
	R	733	652	89	42.8	*D*
	Subtotal	1,057	943	89	49.1	*D*
SE	L	133	133	100	44.1	*D*
	T	120	120	100	42.1	*D*
	R	112	114	102	9.7	*A*
	Subtotal	365	367	101	32.8	*C*
NE	L	70	49	70	222.8	*F*
	T	894	652	73	288.7	*F*
	R	162	119	73	282.6	*F*
	Subtotal	1,126	820	73	283.9	*F*
SW	L	426	412	97	48.1	*D*
	T	558	545	98	14.4	*B*
	R	88	88	100	11.2	*B*
	Subtotal	1,072	1,045	97	27.4	*C*
Total		3,620	3,175	88	104.3	*F*

Intersection: Comstock Drive & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	43	82	184.8	*F*
	R	130	119	91	248.8	*F*
	Subtotal	182	162	89	231.8	*F*
SB	L	11	9	84	63.7	*E*
	R	5	4	80	11.9	*B*
	Subtotal	16	13	81	47.8	*D*
EB	L	5	5	100	38.8	*D*
	T	1,729	1,411	82	27.7	*C*
	R	26	20	78	24.5	*C*
	Subtotal	1,760	1,436	82	27.7	*C*
WB	L	46	46	99	76.9	*E*
	T	990	973	98	5.4	*A*
	R	5	5	100	2.0	*A*
	Subtotal	1,041	1,024	98	8.6	*A*
Total		2,999	2,635	88	34.0	*C*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & West Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	***L***	***15***	***9***	***60***	***633.7***	***F***
	R	50	32	64	439.3	*F*
	Subtotal	65	41	63	482.0	*F*
NW	T	1,952	1,564	80	9.8	*A*
	R	15	11	73	6.2	*A*
	Subtotal	1,967	1,575	80	9.8	*A*
SE	L	18	16	89	210.9	*F*
	T	1,321	1,323	100	3.8	*A*
	Subtotal	1,339	1,339	100	6.3	*A*
Total		3,370	2,955	88	16.1	*C*

Intersection: Park Avenue & Homestake Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,919	1,558	81	35.9	*E*
	R	64	52	81	29.9	*D*
	Subtotal	1,983	1,610	81	35.7	*E*
SB	L	26	24	93	24.8	*C*
	T	1,279	1,279	100	3.6	*A*
	Subtotal	1,305	1,303	100	4.0	*A*
WB	L	17	4	24	1812.7	*F*
	R	***40***	***10***	***25***	***1879.9***	***F***
	Subtotal	57	14	25	1860.7	*F*
Total		3,344	2,927	88	45.7	*E*

SimTraffic LOS Report

Project: Park City Kearns & Park TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2615*

Intersection: Park Avenue & Empire Avenue/Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	78	72	92	151.1	*F*
	T	371	344	93	230.6	*F*
	R	40	36	91	233.5	*F*
	Subtotal	489	452	92	218.2	*F*
SB	L	510	508	100	51.9	*D*
	T	432	428	99	22.8	*C*
	R	309	306	99	3.4	*A*
	Subtotal	1,251	1,242	99	29.9	*C*
EB	L	832	630	76	167.3	*F*
	T	294	225	76	71.8	*E*
	R	57	48	84	67.1	*E*
	Subtotal	1,183	903	76	138.2	*F*
WB	L	60	53	88	114.1	*F*
	T	263	238	91	92.8	*F*
	R	714	637	89	93.9	*F*
	Subtotal	1,037	928	89	94.8	*F*
Total		3,960	3,525	89	100.4	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	483	488	101	33.6	*C*
	R	126	117	93	24.5	*C*
	Subtotal	609	605	99	31.8	*C*
NW	T	912	821	90	70.5	*E*
	R	779	703	90	36.2	*D*
	Subtotal	1,691	1,524	90	54.7	*D*
SE	L	234	212	91	42.7	*D*
	T	645	589	91	10.4	*B*
	Subtotal	879	801	91	18.9	*B*
Total		3,178	2,930	92	40.3	*D*

APPENDIX E

Queue Length Reports

DRAFT

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	171	351	323	190	195	121	199	164	185
Average Queue (ft)	80	120	99	91	102	52	99	76	75
95th Queue (ft)	139	247	233	172	185	120	168	138	139
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		0	0	4	5	0	1	0	0
Queuing Penalty (veh)		0	0	14	16	0	1	0	1
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	1			21	2			
Queuing Penalty (veh)	0	2			25	5			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	T	LR	LR
Maximum Queue (ft)	14	2	5	4	30	30
Average Queue (ft)	0	0	0	0	4	3
95th Queue (ft)	5	2	3	4	22	18
Link Distance (ft)	181	181		69	95	140
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	36	21	2	44	23	55	146	96
Average Queue (ft)	9	1	0	10	1	20	70	33
95th Queue (ft)	30	10	1	34	10	48	123	74
Link Distance (ft)		56	56		189	164	192	
Upstream Blk Time (%)	0	0					0	
Queuing Penalty (veh)	0	0					0	
Storage Bay Dist (ft)	100			100				50
Storage Blk Time (%)	0	0					20	1
Queuing Penalty (veh)	0	0					12	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	NB
Directions Served	T	T	L	LR
Maximum Queue (ft)	2	2	41	51
Average Queue (ft)	0	0	8	20
95th Queue (ft)	2	2	31	40
Link Distance (ft)	69	189		239
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	118	184	81	132	90	104	84	250	293	384	418	299
Average Queue (ft)	48	79	29	64	30	42	28	129	157	256	130	94
95th Queue (ft)	94	145	62	115	72	86	65	211	249	388	332	216
Link Distance (ft)		490			217	217		933	933		393	393
Upstream Blk Time (%)										1	1	0
Queuing Penalty (veh)										0	6	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	1	7		1	0			0		11	0	
Queuing Penalty (veh)	2	9		0	0			0		32	1	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	144
Average Queue (ft)	11
95th Queue (ft)	124
Link Distance (ft)	2024
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	24	140	16	190	98	69	218	7	74	69	25	25
Average Queue (ft)	2	48	1	30	5	27	108	0	30	18	4	3
95th Queue (ft)	12	109	10	109	44	58	198	4	62	47	19	16
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					0		7	0		
Queuing Penalty (veh)		0					0		2	0		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	34	46	82	30	111	24
Average Queue (ft)	8	2	6	3	8	1
95th Queue (ft)	30	22	41	17	54	14
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		0	0		0	
Queuing Penalty (veh)		0	2		2	
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				0	0	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	39	5	2	37	79	35
Average Queue (ft)	8	0	0	3	9	2
95th Queue (ft)	32	2	2	19	47	17
Link Distance (ft)	112	80	80	69	69	69
Upstream Blk Time (%)				0	1	0
Queuing Penalty (veh)				0	4	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	L	T	T		T	T
Maximum Queue (ft)	66	151	177	38	127	124	9	145	96
Average Queue (ft)	16	21	33	10	43	37	0	29	11
95th Queue (ft)	49	93	121	35	132	118	4	110	55
Link Distance (ft)	424	191	191		45	45	80	80	80
Upstream Blk Time (%)		0	0	0	7	5		3	1
Queuing Penalty (veh)		0	1	0	54	42		14	3
Storage Bay Dist (ft)				100					
Storage Blk Time (%)				0	7				
Queuing Penalty (veh)				2	1				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	179	180	245	70	308	119	114	177	150	408	452	209
Average Queue (ft)	100	95	108	21	148	47	49	86	58	271	122	81
95th Queue (ft)	158	160	201	56	254	94	96	155	118	406	329	159
Link Distance (ft)	489	489			726	726		800			414	414
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	3	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	1		16			2	0	10	0	
Queuing Penalty (veh)		0	2		4			3	0	18	3	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13
Directions Served	T
Maximum Queue (ft)	33
Average Queue (ft)	2
95th Queue (ft)	23
Link Distance (ft)	191
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	466	200	120	170	183	122	127	60
Average Queue (ft)	132	244	89	54	101	101	57	56	17
95th Queue (ft)	245	414	218	99	156	166	103	105	48
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	35	0	0	2			0	
Queuing Penalty (veh)	6	179	0	1	2			0	

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	108
Average Queue (ft)	7
95th Queue (ft)	52
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 479

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	387	600	540	226	224	121	192	130	244
Average Queue (ft)	196	262	180	196	195	106	94	55	136
95th Queue (ft)	419	736	603	222	225	156	187	128	224
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		9	1	47	41	2	7	3	4
Queuing Penalty (veh)		0	0	425	366	0	13	5	7
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	6	14			49	9			
Queuing Penalty (veh)	31	46			184	63			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	WB	B15	SB
Directions Served	LT	TR	LT	T	TR	T	LR
Maximum Queue (ft)	15	2	19	23	40	7	35
Average Queue (ft)	1	0	3	5	2	2	7
95th Queue (ft)	6	2	22	44	22	17	28
Link Distance (ft)	181	181		69	69	56	140
Upstream Blk Time (%)			1	2	0	2	
Queuing Penalty (veh)			0	7	0	3	
Storage Bay Dist (ft)			50				
Storage Blk Time (%)			3	2			
Queuing Penalty (veh)			6	4			

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B16	B16	B17	B17	NB	SB
Directions Served	L	T	TR	L	T	TR	T	T	T	T	LTR	LT
Maximum Queue (ft)	43	54	7	68	28	23	20	3	7	4	94	213
Average Queue (ft)	15	3	0	15	5	1	3	0	1	0	41	81
95th Queue (ft)	39	26	4	52	64	11	41	3	12	4	75	166
Link Distance (ft)		56	56		189	189	130	130	69	69	164	192
Upstream Blk Time (%)	0	0		0	1		1		0		0	3
Queuing Penalty (veh)	0	0		0	4		3		1		0	0
Storage Bay Dist (ft)	100			100								
Storage Blk Time (%)	0	0			2							24
Queuing Penalty (veh)	0	0			1							16

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	SB	B28
Directions Served	R	T
Maximum Queue (ft)	140	55
Average Queue (ft)	41	10
95th Queue (ft)	94	118
Link Distance (ft)		473
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	3	
Queuing Penalty (veh)	6	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	WB	NB
Directions Served	T	T	L	T	LR
Maximum Queue (ft)	6	4	31	12	73
Average Queue (ft)	0	0	7	1	32
95th Queue (ft)	4	2	28	17	60
Link Distance (ft)	69	189		933	239
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	161	183	108	212	251	295	459	243	428	441	311	240
Average Queue (ft)	77	84	40	115	95	211	79	61	238	260	171	77
95th Queue (ft)	135	152	80	183	194	331	314	200	412	430	271	162
Link Distance (ft)		490			217	217	546		933	933		393
Upstream Blk Time (%)				0	1	16	1					
Queuing Penalty (veh)				0	0	0	0					
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	6	9	0	10	3				9		1	0
Queuing Penalty (veh)	14	20	0	12	6				6		2	0

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW
Directions Served	TR
Maximum Queue (ft)	206
Average Queue (ft)	92
95th Queue (ft)	166
Link Distance (ft)	393
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	11	257	60	406	408	101	168	10	212	99	35	14
Average Queue (ft)	1	147	4	285	253	36	72	0	69	61	7	1
95th Queue (ft)	6	234	34	479	499	78	147	5	169	103	26	7
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)				1	2				0			
Queuing Penalty (veh)				7	11				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		9							11	24		
Queuing Penalty (veh)		2							11	11		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	59	164	169	62	140	70
Average Queue (ft)	17	137	130	16	31	8
95th Queue (ft)	49	179	182	52	118	63
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		45	41		8	3
Queuing Penalty (veh)		408	370		50	17
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				16	10	
Queuing Penalty (veh)				97	1	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	B14	B14	SB	SB	SB
Directions Served	LR	T	TR	T	T	L	T	T
Maximum Queue (ft)	45	179	177	164	154	54	93	31
Average Queue (ft)	10	150	148	88	86	17	27	1
95th Queue (ft)	39	195	199	149	145	46	85	15
Link Distance (ft)	112	80	80	45	45	69	69	69
Upstream Blk Time (%)	0	42	40	32	30	0	9	0
Queuing Penalty (veh)	0	367	347	278	261	0	38	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	255	298	304	435	437	41	133	112	32	149	98
Average Queue (ft)	88	263	265	327	345	18	59	29	2	48	8
95th Queue (ft)	233	333	332	537	549	44	152	99	16	147	48
Link Distance (ft)	431	193	193	414	414		45	45	80	80	80
Upstream Blk Time (%)	0	53	57	5	9	5	14	5		9	0
Queuing Penalty (veh)	0	452	487	39	74	0	85	28		36	1
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						5	14				
Queuing Penalty (veh)						28	4				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	565	575	400	603	296	697	734	280	621	299	400	491
Average Queue (ft)	447	491	338	365	79	330	567	82	312	203	296	250
95th Queue (ft)	599	656	523	814	205	709	857	206	619	320	462	511
Link Distance (ft)	489	489		565		726	726		800			414
Upstream Blk Time (%)	13	38		33		2	8		2		1	6
Queuing Penalty (veh)	0	0		0		9	38		0		0	32
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		74	14		1	32		0	44	30	17	1
Queuing Penalty (veh)		225	47		1	18		1	128	77	49	6

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13	B13
Directions Served	R		T	T
Maximum Queue (ft)	149	37	212	82
Average Queue (ft)	35	2	30	4
95th Queue (ft)	96	18	149	46
Link Distance (ft)	414	193	193	193
Upstream Blk Time (%)			2	0
Queuing Penalty (veh)			8	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	197	341	200	216	162	156	546	604	300
Average Queue (ft)	94	174	66	99	71	70	249	325	176
95th Queue (ft)	215	275	165	167	134	135	558	664	356
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		0					0	18	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	28	2	5	1			37	2
Queuing Penalty (veh)	3	86	7	15	2			253	9

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	11
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 5775

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	181	248	228	207	234	149	155	172	188
Average Queue (ft)	76	99	103	92	100	55	83	101	83
95th Queue (ft)	135	197	192	175	195	131	136	153	151
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				0	1				
Queuing Penalty (veh)				1	2				
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)		0			20	3			
Queuing Penalty (veh)		1			34	8			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	NB	SB
Directions Served	LT	TR	R	LR
Maximum Queue (ft)	9	4	60	32
Average Queue (ft)	0	0	27	4
95th Queue (ft)	6	3	53	20
Link Distance (ft)	271	271	117	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	T	LTR	LT	R
Maximum Queue (ft)	37	14	9	38	5	15	5	11	55	167	114
Average Queue (ft)	10	1	0	11	0	1	0	0	19	71	36
95th Queue (ft)	31	9	5	34	5	7	3	5	48	127	77
Link Distance (ft)		56	56		189	189	83	83	164	192	
Upstream Blk Time (%)	0	0								0	
Queuing Penalty (veh)	0	0								0	
Storage Bay Dist (ft)	100			100							50
Storage Blk Time (%)	0	0								21	2
Queuing Penalty (veh)	0	0								13	3

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	WB	NB
Directions Served	TR	T	L	T	LR
Maximum Queue (ft)	2	2	39	2	42
Average Queue (ft)	0	0	10	0	18
95th Queue (ft)	2	2	34	2	37
Link Distance (ft)	83	189		943	238
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	120	185	69	133	96	114	92	257	300	366	409	293
Average Queue (ft)	49	82	30	67	31	44	30	144	167	259	149	96
95th Queue (ft)	95	146	58	116	72	87	70	236	268	383	353	212
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										1	1	0
Queuing Penalty (veh)										0	6	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	0	9		1	0			0		14	1	
Queuing Penalty (veh)	1	12		0	0			0		40	5	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	117
Average Queue (ft)	9
95th Queue (ft)	79
Link Distance (ft)	2063
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	23	135	23	219	155	73	251	2	76	59	27	22
Average Queue (ft)	1	47	2	42	13	25	113	0	27	17	4	3
95th Queue (ft)	11	109	11	150	100	55	218	2	60	42	19	14
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					0		7	0		
Queuing Penalty (veh)		0					0		2	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	97	52	134	144	5	11
Average Queue (ft)	39	9	15	18	0	0
95th Queue (ft)	78	36	86	94	3	9
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	3		0	0		
Queuing Penalty (veh)	0		2	3		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	L	T	T		T	T
Maximum Queue (ft)	80	157	188	2	41	131	125	189	183	150
Average Queue (ft)	23	24	39	0	10	57	46	56	69	38
95th Queue (ft)	65	97	130	2	34	150	130	164	172	118
Link Distance (ft)	424	191	191	418		49	49	135	135	135
Upstream Blk Time (%)		0	0		0	10	8	3	5	0
Queuing Penalty (veh)		0	1		0	75	61	17	24	2
Storage Bay Dist (ft)					100					
Storage Blk Time (%)					0	10				
Queuing Penalty (veh)					2	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	178	214	285	74	295	147	138	188	148	406	444	223
Average Queue (ft)	102	103	119	23	150	48	50	83	60	263	109	83
95th Queue (ft)	159	173	226	59	256	105	102	157	123	399	300	165
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	4	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	2		19		0	1	0	9	0	
Queuing Penalty (veh)		0	3		5		0	2	0	16	2	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	20
Link Distance (ft)	191
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	464	200	106	178	186	128	128	66
Average Queue (ft)	134	237	90	52	101	102	60	58	19
95th Queue (ft)	243	394	218	90	158	168	105	106	50
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	36	0	0	2			0	
Queuing Penalty (veh)	6	181	0	0	2			0	

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	51
Average Queue (ft)	3
95th Queue (ft)	28
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 537

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	181	248	228	207	234	149	155	172	188
Average Queue (ft)	76	99	103	92	100	55	83	101	83
95th Queue (ft)	135	197	192	175	195	131	136	153	151
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				0	1				
Queuing Penalty (veh)				1	2				
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)		0			20	3			
Queuing Penalty (veh)		1			34	8			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	NB	SB
Directions Served	LT	TR	R	LR
Maximum Queue (ft)	9	4	60	32
Average Queue (ft)	0	0	27	4
95th Queue (ft)	6	3	53	20
Link Distance (ft)	271	271	117	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	T	LTR	LT	R
Maximum Queue (ft)	37	14	9	38	5	15	5	11	55	167	114
Average Queue (ft)	10	1	0	11	0	1	0	0	19	71	36
95th Queue (ft)	31	9	5	34	5	7	3	5	48	127	77
Link Distance (ft)		56	56		189	189	83	83	164	192	
Upstream Blk Time (%)	0	0								0	
Queuing Penalty (veh)	0	0								0	
Storage Bay Dist (ft)	100			100							50
Storage Blk Time (%)	0	0								21	2
Queuing Penalty (veh)	0	0								13	3

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	B16	WB	WB	NB
Directions Served	TR	T	L	T	LR
Maximum Queue (ft)	2	2	39	2	42
Average Queue (ft)	0	0	10	0	18
95th Queue (ft)	2	2	34	2	37
Link Distance (ft)	83	189		943	238
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	120	185	69	133	96	114	92	257	300	366	409	293
Average Queue (ft)	49	82	30	67	31	44	30	144	167	259	149	96
95th Queue (ft)	95	146	58	116	72	87	70	236	268	383	353	212
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										1	1	0
Queuing Penalty (veh)										0	6	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	0	9		1	0			0		14	1	
Queuing Penalty (veh)	1	12		0	0			0		40	5	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	117
Average Queue (ft)	9
95th Queue (ft)	79
Link Distance (ft)	2063
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	23	135	23	219	155	73	251	2	76	59	27	22
Average Queue (ft)	1	47	2	42	13	25	113	0	27	17	4	3
95th Queue (ft)	11	109	11	150	100	55	218	2	60	42	19	14
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					0		7	0		
Queuing Penalty (veh)		0					0		2	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	97	52	134	144	5	11
Average Queue (ft)	39	9	15	18	0	0
95th Queue (ft)	78	36	86	94	3	9
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	3		0	0		
Queuing Penalty (veh)	0		2	3		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	L	T	T		T	T
Maximum Queue (ft)	80	157	188	2	41	131	125	189	183	150
Average Queue (ft)	23	24	39	0	10	57	46	56	69	38
95th Queue (ft)	65	97	130	2	34	150	130	164	172	118
Link Distance (ft)	424	191	191	418		49	49	135	135	135
Upstream Blk Time (%)		0	0		0	10	8	3	5	0
Queuing Penalty (veh)		0	1		0	75	61	17	24	2
Storage Bay Dist (ft)					100					
Storage Blk Time (%)					0	10				
Queuing Penalty (veh)					2	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	178	214	285	74	295	147	138	188	148	406	444	223
Average Queue (ft)	102	103	119	23	150	48	50	83	60	263	109	83
95th Queue (ft)	159	173	226	59	256	105	102	157	123	399	300	165
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	4	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	2		19		0	1	0	9	0	
Queuing Penalty (veh)		0	3		5		0	2	0	16	2	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	20
Link Distance (ft)	191
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	464	200	106	178	186	128	128	66
Average Queue (ft)	134	237	90	52	101	102	60	58	19
95th Queue (ft)	243	394	218	90	158	168	105	106	50
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	36	0	0	2			0	
Queuing Penalty (veh)	6	181	0	0	2			0	

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	51
Average Queue (ft)	3
95th Queue (ft)	28
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 537

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	180	327	346	192	197	121	187	156	181
Average Queue (ft)	80	136	104	100	107	55	102	82	81
95th Queue (ft)	139	259	240	186	193	124	168	140	146
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)				5	5	0	1	0	0
Queuing Penalty (veh)				18	18	0	1	0	0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)		1			20	2			
Queuing Penalty (veh)		3			27	4			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	T	LR	LR
Maximum Queue (ft)	1	9	2	30	32
Average Queue (ft)	0	1	0	4	3
95th Queue (ft)	2	4	3	22	17
Link Distance (ft)	181		69	95	140
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B16	NB	SB	SB	B28
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R	T
Maximum Queue (ft)	37	23	3	39	4	25	4	57	181	131	5
Average Queue (ft)	9	1	0	9	0	1	0	22	75	36	0
95th Queue (ft)	30	10	2	33	2	11	4	50	140	82	5
Link Distance (ft)		56	56		189	189	130	164	192		473
Upstream Blk Time (%)	0	0							0		
Queuing Penalty (veh)	0	0							0		
Storage Bay Dist (ft)	100			100						50	
Storage Blk Time (%)	0	0							22	1	
Queuing Penalty (veh)	0	0							13	2	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	B16	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	2	40	48
Average Queue (ft)	0	10	20
95th Queue (ft)	2	35	40
Link Distance (ft)	189		239
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	164	197	67	126	103	110	121	303	336	392	453	335
Average Queue (ft)	53	88	31	67	34	45	34	152	183	283	160	112
95th Queue (ft)	109	159	59	114	78	87	86	265	300	413	403	248
Link Distance (ft)		490			217	217		933	933		393	393
Upstream Blk Time (%)										2	2	0
Queuing Penalty (veh)										0	16	0
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	1	10		1	0			2		18	0	
Queuing Penalty (veh)	2	14		0	0			1		56	3	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	349
Average Queue (ft)	49
95th Queue (ft)	324
Link Distance (ft)	2024
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	28	152	14	208	112	103	398	16	109	92	41	26
Average Queue (ft)	4	46	2	37	7	32	159	1	38	20	9	3
95th Queue (ft)	21	113	10	130	59	80	312	7	87	57	30	15
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					2		16	0		
Queuing Penalty (veh)		0					2		6	0		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	37	56	90	31	106	40
Average Queue (ft)	8	3	8	3	9	2
95th Queue (ft)	31	25	48	18	55	19
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		0	1		0	0
Queuing Penalty (veh)		1	2		1	0
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				0	0	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	33	16	17	26	79	41
Average Queue (ft)	9	1	1	3	15	3
95th Queue (ft)	31	9	10	17	60	23
Link Distance (ft)	112	80	80	69	69	69
Upstream Blk Time (%)					1	0
Queuing Penalty (veh)					5	0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	83	177	210	5	10	36	125	132	19	148	107
Average Queue (ft)	19	32	46	0	0	10	54	48	1	41	18
95th Queue (ft)	60	123	154	5	7	34	149	136	10	128	72
Link Distance (ft)	424	191	191	414	414		45	45	80	80	80
Upstream Blk Time (%)		0	1			0	10	8		4	1
Queuing Penalty (veh)		1	2			0	79	65		19	6
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	10				
Queuing Penalty (veh)						3	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	191	197	273	101	302	117	143	192	166	410	471	250
Average Queue (ft)	112	112	132	25	162	46	53	87	64	288	150	92
95th Queue (ft)	169	177	234	72	278	96	106	157	129	420	394	189
Link Distance (ft)	489	489			726	726		800			414	414
Upstream Blk Time (%)										1	1	
Queuing Penalty (veh)										0	9	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		1	3		22		0	1	0	13	1	
Queuing Penalty (veh)		1	4		5		0	2	0	24	5	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	135	19
Average Queue (ft)	8	1
95th Queue (ft)	69	19
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	2	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	486	200	123	173	183	128	129	63
Average Queue (ft)	150	259	103	58	103	104	62	55	20
95th Queue (ft)	247	424	235	103	160	164	110	103	49
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	40	0	0	2			0	
Queuing Penalty (veh)	7	212	1	1	3			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	111	17
Average Queue (ft)	8	0
95th Queue (ft)	54	10
Link Distance (ft)	489	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 651

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	380	593	556	227	227	121	184	118	250
Average Queue (ft)	176	208	142	198	197	111	88	49	142
95th Queue (ft)	369	568	487	213	215	152	163	94	233
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		3	0	49	41	2	3		5
Queuing Penalty (veh)		0	0	455	378	0	7		9
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	2	10			50	11			
Queuing Penalty (veh)	9	35			197	79			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	WB	SB
Directions Served	LT	TR	LT	T	TR	LR
Maximum Queue (ft)	29	2	24	29	42	30
Average Queue (ft)	1	0	2	2	2	5
95th Queue (ft)	13	2	18	22	20	22
Link Distance (ft)	181	181		69	69	140
Upstream Blk Time (%)			0	0	0	
Queuing Penalty (veh)			0	1	0	
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			1	1		
Queuing Penalty (veh)			2	1		

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R
Maximum Queue (ft)	44	34	8	45	2	16	2	89	187	125
Average Queue (ft)	17	2	0	13	0	1	0	38	72	38
95th Queue (ft)	40	16	4	38	2	7	2	69	139	83
Link Distance (ft)		56	56		189	189	69	164	192	
Upstream Blk Time (%)	0	0							1	
Queuing Penalty (veh)	0	0							0	
Storage Bay Dist (ft)	100			100						50
Storage Blk Time (%)	0	0							24	1
Queuing Penalty (veh)	0	0							16	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	WB	NB
Directions Served	T	TR	T	T	T	L	LR
Maximum Queue (ft)	29	35	18	19	2	33	98
Average Queue (ft)	2	3	1	1	0	6	34
95th Queue (ft)	28	30	15	14	2	27	72
Link Distance (ft)	69	69	130	130	189		239
Upstream Blk Time (%)	1	1		0			
Queuing Penalty (veh)	4	4		0			
Storage Bay Dist (ft)						100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	168	192	84	214	248	306	482	287	630	634	320	288
Average Queue (ft)	80	90	41	129	102	232	139	89	338	361	189	90
95th Queue (ft)	142	162	71	206	210	341	470	288	663	682	299	193
Link Distance (ft)		490			217	217	546		933	933		393
Upstream Blk Time (%)				1	2	25	6		1	1		0
Queuing Penalty (veh)				0	0	0	0		4	5		0
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	6	10		18	3			0	23		3	0
Queuing Penalty (veh)	14	24		22	7			0	16		6	1

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW
Directions Served	TR
Maximum Queue (ft)	224
Average Queue (ft)	101
95th Queue (ft)	182
Link Distance (ft)	393
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	26	380	72	416	410	116	166	16	254	100	38	18
Average Queue (ft)	3	171	5	319	302	45	71	1	98	69	8	3
95th Queue (ft)	16	308	44	477	511	93	142	8	228	113	27	14
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)				1	3				0			
Queuing Penalty (veh)				11	20				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		10							20	36		
Queuing Penalty (veh)		3							22	19		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	61	168	168	61	136	68
Average Queue (ft)	16	140	135	17	34	5
95th Queue (ft)	53	172	177	49	122	41
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)	1	46	41		7	1
Queuing Penalty (veh)	0	429	377		43	4
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				15	9	
Queuing Penalty (veh)				91	1	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	B14	B14	SB	SB	SB
Directions Served	LR	T	TR	T	T	L	T	T
Maximum Queue (ft)	46	183	183	152	150	55	95	26
Average Queue (ft)	10	152	152	90	86	17	30	1
95th Queue (ft)	39	190	189	141	136	48	90	12
Link Distance (ft)	112	80	80	45	45	69	69	69
Upstream Blk Time (%)		43	40	32	28	0	9	0
Queuing Penalty (veh)		388	355	291	255	1	38	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	229	301	304	433	438	40	136	123	41	152	90
Average Queue (ft)	76	264	267	339	353	17	65	35	4	54	11
95th Queue (ft)	204	337	335	538	542	44	158	107	26	159	58
Link Distance (ft)	431	193	193	414	414		45	45	80	80	80
Upstream Blk Time (%)		55	59	4	9	6	15	6	0	10	0
Queuing Penalty (veh)		484	514	39	75	0	97	36	0	42	2
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						6	15				
Queuing Penalty (veh)						38	4				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	562	579	400	616	314	712	750	281	615	300	399	482
Average Queue (ft)	456	519	348	465	88	409	605	91	283	217	300	254
95th Queue (ft)	595	661	533	839	237	803	898	234	500	324	457	515
Link Distance (ft)	489	489		565		726	726		800			414
Upstream Blk Time (%)	14	46		45		2	11		0		1	6
Queuing Penalty (veh)	0	0		0		12	52		0		0	33
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		78	11		2	31		0	44	32	17	1
Queuing Penalty (veh)		250	39		3	19		1	130	83	49	4

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13	B13
Directions Served	R		T	T
Maximum Queue (ft)	161	32	203	56
Average Queue (ft)	40	2	27	2
95th Queue (ft)	116	23	134	28
Link Distance (ft)	414	193	193	193
Upstream Blk Time (%)	0	0	2	0
Queuing Penalty (veh)	0	0	7	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	198	338	200	205	167	173	562	607	300
Average Queue (ft)	98	180	67	97	74	78	324	410	216
95th Queue (ft)	219	277	166	166	143	154	637	751	393
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		0					1	27	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	30	1	4	1			53	3
Queuing Penalty (veh)	2	97	4	13	2			374	11

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 6157

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	177	255	261	245	265	150	169	194	186
Average Queue (ft)	83	108	119	102	113	64	87	105	86
95th Queue (ft)	142	210	216	200	220	145	144	166	157
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				1	1			0	
Queuing Penalty (veh)				3	5			0	
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	0			24	3			
Queuing Penalty (veh)	0	1			42	10			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	B15	NB	SB
Directions Served	LT	TR	T	T	R	LR
Maximum Queue (ft)	9	5	13	3	61	30
Average Queue (ft)	0	0	1	0	27	3
95th Queue (ft)	6	5	19	3	53	18
Link Distance (ft)	271	271	60	56	117	148
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)						
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	L	TR	T	T	LTR	LT	R
Maximum Queue (ft)	34	25	4	48	25	2	4	56	155	99
Average Queue (ft)	10	1	0	13	1	0	0	20	71	34
95th Queue (ft)	31	14	2	39	11	2	3	48	126	71
Link Distance (ft)		56	56		189	83	83	164	192	
Upstream Blk Time (%)	0	0							0	
Queuing Penalty (veh)	0	0							0	
Storage Bay Dist (ft)	100			100						50
Storage Blk Time (%)	0	0							22	1
Queuing Penalty (veh)	0	0							13	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	46	48
Average Queue (ft)	9	19
95th Queue (ft)	34	40
Link Distance (ft)		238
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	124	172	79	135	93	118	106	295	331	368	442	374
Average Queue (ft)	49	85	33	65	32	45	31	158	186	285	198	120
95th Queue (ft)	96	149	66	113	73	90	79	265	304	409	452	271
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										3	3	0
Queuing Penalty (veh)										0	22	1
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	0	10	0	1	0			1		21	1	
Queuing Penalty (veh)	1	14	0	0	0			1		65	6	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	442
Average Queue (ft)	52
95th Queue (ft)	359
Link Distance (ft)	2063
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	33	154	23	240	186	104	319	17	94	61	34	20
Average Queue (ft)	4	47	2	39	12	31	147	1	35	17	8	3
95th Queue (ft)	21	118	12	142	84	89	272	9	77	45	28	13
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					1		14	0		
Queuing Penalty (veh)		0					1		5	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	103	53	185	190	13	19
Average Queue (ft)	44	9	31	30	0	1
95th Queue (ft)	83	36	137	135	10	16
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	5		1	1		
Queuing Penalty (veh)	0		5	6		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			3			
Queuing Penalty (veh)			1			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	91	170	204	5	4	42	141	127	194	191	166
Average Queue (ft)	21	30	44	0	0	10	60	46	72	82	50
95th Queue (ft)	68	115	151	5	4	34	155	130	192	189	140
Link Distance (ft)	424	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)		0	0			0	11	8	6	8	1
Queuing Penalty (veh)		0	1			0	89	67	31	43	3
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	11				
Queuing Penalty (veh)						1	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	178	223	263	74	289	146	135	190	163	408	443	239
Average Queue (ft)	107	113	124	21	158	51	53	83	62	285	132	86
95th Queue (ft)	166	185	224	57	259	114	103	154	124	415	353	171
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										0	1	
Queuing Penalty (veh)										0	5	
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		0	2		21		0	2	0	11	0	
Queuing Penalty (veh)		1	3		5		0	3	0	21	1	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	46	26
Average Queue (ft)	2	1
95th Queue (ft)	33	18
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	492	200	125	176	194	139	131	61
Average Queue (ft)	147	269	101	56	101	101	62	60	20
95th Queue (ft)	250	443	231	101	162	169	113	108	50
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		2							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	2	39	0	0	2			0	
Queuing Penalty (veh)	8	205	1	1	3			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	82	20
Average Queue (ft)	6	1
95th Queue (ft)	47	13
Link Distance (ft)	499	499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 703

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	248	194	182	307	308	150	119	130	265
Average Queue (ft)	129	77	82	270	272	141	59	76	142
95th Queue (ft)	210	155	156	333	335	184	103	119	231
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)				37	37				0
Queuing Penalty (veh)				350	350				0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	0			50	16			
Queuing Penalty (veh)	1	1			220	116			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	WB	NB	SB
Directions Served	LT	TR	R	LR
Maximum Queue (ft)	20	3	49	32
Average Queue (ft)	2	0	20	7
95th Queue (ft)	14	3	46	28
Link Distance (ft)	271	60	117	148
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	B17	NB	SB	SB	B28
Directions Served	L	T	TR	L	T	TR	T	T	LTR	LT	R	T
Maximum Queue (ft)	38	19	9	54	9	59	4	8	93	196	116	33
Average Queue (ft)	15	1	1	17	0	4	0	0	38	82	40	2
95th Queue (ft)	37	13	6	46	6	33	3	4	71	165	92	24
Link Distance (ft)		56	56		189	189	83	83	164	192		473
Upstream Blk Time (%)	0	0				0				2		
Queuing Penalty (veh)	0	0				0				0		
Storage Bay Dist (ft)	100			100							50	
Storage Blk Time (%)	0	0								26	1	
Queuing Penalty (veh)	0	0								17	3	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	B16	WB	NB	B18
Directions Served	T	TR	T	T	T	T	L	LR	T
Maximum Queue (ft)	58	69	41	44	4	3	40	118	5
Average Queue (ft)	9	12	3	4	0	0	7	38	0
95th Queue (ft)	62	76	33	34	4	3	29	91	0
Link Distance (ft)	83	83	130	130	189	189		230	328
Upstream Blk Time (%)	2	3	0	0				0	
Queuing Penalty (veh)	9	13	0	1				0	
Storage Bay Dist (ft)							100		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	178	248	143	222	270	323	535	318	722	741	308	268
Average Queue (ft)	83	95	47	131	108	246	165	139	443	465	188	90
95th Queue (ft)	146	187	102	207	215	363	500	394	883	894	291	189
Link Distance (ft)		490			228	228	546		943	943		369
Upstream Blk Time (%)		0		0	2	28	6		3	4	0	0
Queuing Penalty (veh)		0		0	0	0	0		13	17	0	0
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	8	10	0	19	4			0	40		2	0
Queuing Penalty (veh)	19	25	0	23	8			0	28		4	0

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW
Directions Served	TR
Maximum Queue (ft)	217
Average Queue (ft)	103
95th Queue (ft)	186
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	24	386	92	392	390	107	182	14	252	100	36	18
Average Queue (ft)	2	172	6	313	296	45	76	0	103	69	7	2
95th Queue (ft)	12	301	50	457	495	92	156	5	232	114	26	12
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)				2	4				0			
Queuing Penalty (veh)				15	27				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		10							21	37		
Queuing Penalty (veh)		3							23	20		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW	B14	B14
Directions Served	LR	L	T	T	T	TR	T	T
Maximum Queue (ft)	121	112	120	131	215	220	75	94
Average Queue (ft)	99	33	11	10	142	154	19	25
95th Queue (ft)	130	95	79	79	271	279	63	78
Link Distance (ft)	96		208	208	135	135	49	49
Upstream Blk Time (%)	91		1	0	19	23	3	4
Queuing Penalty (veh)	0		4	2	169	207	25	40
Storage Bay Dist (ft)		100						
Storage Blk Time (%)		9	0					
Queuing Penalty (veh)		56	0					

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	420	299	303	426	431	46	139	104	193	192	130
Average Queue (ft)	307	264	268	274	297	19	62	26	47	65	20
95th Queue (ft)	547	339	321	496	507	46	156	84	152	166	86
Link Distance (ft)	424	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)	42	83	81	1	2	3	10	4	3	5	0
Queuing Penalty (veh)	0	737	715	10	21	0	65	23	14	20	0
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						3	10				
Queuing Penalty (veh)						15	3				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	576	594	400	613	234	384	646	279	548	300	407	442
Average Queue (ft)	500	563	366	577	69	170	351	81	257	193	247	157
95th Queue (ft)	593	600	530	686	160	313	599	209	477	304	386	328
Link Distance (ft)	499	499		565		705	705		800			418
Upstream Blk Time (%)	22	60		64		0	0		0		0	0
Queuing Penalty (veh)	0	0		0		0	2		0		0	2
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		89	8		4	22		0	35	22	6	0
Queuing Penalty (veh)		283	29		7	13		1	105	58	18	2

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13
Directions Served	R	T
Maximum Queue (ft)	103	18
Average Queue (ft)	37	1
95th Queue (ft)	78	10
Link Distance (ft)	418	191
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	199	323	187	172	139	152	436	545	300
Average Queue (ft)	93	177	56	87	68	64	149	209	120
95th Queue (ft)	218	277	150	145	122	122	308	408	267
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		0						1	
Queuing Penalty (veh)		0						0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	1	30	0	2	0			19	2
Queuing Penalty (veh)	3	95	2	7	1			132	7

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	30
Average Queue (ft)	1
95th Queue (ft)	19
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 4198

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	262	498	494	212	204	121	191	168	196
Average Queue (ft)	100	152	130	107	116	58	102	86	86
95th Queue (ft)	193	342	328	197	208	128	166	149	161
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		0	0	6	6	0	1	0	0
Queuing Penalty (veh)		0	0	23	23	0	2	0	1
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	2			23	2			
Queuing Penalty (veh)	1	6			34	5			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	WB	WB	WB	NB	SB
Directions Served	LT	LT	T	TR	LR	LR
Maximum Queue (ft)	6	7	2	5	30	27
Average Queue (ft)	0	0	0	0	6	3
95th Queue (ft)	4	3	1	5	25	16
Link Distance (ft)	181		69	69	95	140
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		50				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	NB	SB	SB	B28
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R	T
Maximum Queue (ft)	30	15	3	42	5	20	2	60	175	124	20
Average Queue (ft)	9	1	0	12	0	1	0	22	73	35	1
95th Queue (ft)	30	8	2	38	3	10	2	50	137	80	24
Link Distance (ft)		56	56		189	189	69	164	192		473
Upstream Blk Time (%)	0	0							1		
Queuing Penalty (veh)	0	0							0		
Storage Bay Dist (ft)	100			100						50	
Storage Blk Time (%)	0	0							22	1	
Queuing Penalty (veh)	0	0							13	2	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	WB	NB
Directions Served	T	TR	T	L	LR
Maximum Queue (ft)	17	14	2	33	50
Average Queue (ft)	2	2	0	9	20
95th Queue (ft)	23	23	2	32	41
Link Distance (ft)	69	69	130		239
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	1	1			
Storage Bay Dist (ft)				100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	132	190	74	122	97	148	217	476	496	392	469	406
Average Queue (ft)	58	89	33	65	34	55	73	293	324	333	264	160
95th Queue (ft)	109	154	63	107	78	114	265	624	648	445	546	351
Link Distance (ft)		490			217	217		933	933		393	393
Upstream Blk Time (%)						0		1	1	4	5	0
Queuing Penalty (veh)						0		2	2	0	40	1
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	2	11		1	0		0	22		32	1	
Queuing Penalty (veh)	4	17		0	0		0	9		116	4	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	581
Average Queue (ft)	98
95th Queue (ft)	482
Link Distance (ft)	2024
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	31	134	25	238	184	282	616	94	110	90	44	25
Average Queue (ft)	5	44	2	62	14	55	270	4	39	22	8	3
95th Queue (ft)	21	112	12	175	82	200	497	62	85	61	30	15
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					6		20	0		
Queuing Penalty (veh)		0					7		8	0		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	36	92	104	34	120	76
Average Queue (ft)	9	8	11	3	15	5
95th Queue (ft)	32	47	57	19	74	40
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		0	1		0	0
Queuing Penalty (veh)		2	3		4	0
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				0	2	
Queuing Penalty (veh)				0	0	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	37	14	23	27	83	57
Average Queue (ft)	7	1	1	3	17	5
95th Queue (ft)	30	7	14	17	66	34
Link Distance (ft)	112	80	80	69	69	69
Upstream Blk Time (%)			0		2	0
Queuing Penalty (veh)			0		10	2
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	83	202	219	10	7	39	130	129	11	151	132
Average Queue (ft)	20	30	43	0	0	10	53	45	1	42	24
95th Queue (ft)	62	124	151	8	5	34	147	133	10	136	93
Link Distance (ft)	424	191	191	414	414		45	45	80	80	80
Upstream Blk Time (%)		0	1			0	9	7		5	2
Queuing Penalty (veh)		1	2			0	78	61		26	9
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	9				
Queuing Penalty (veh)						2	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	216	255	279	156	389	156	139	195	172	411	485	287
Average Queue (ft)	124	128	145	32	198	54	58	95	66	300	163	106
95th Queue (ft)	194	212	257	119	340	114	115	169	135	437	425	217
Link Distance (ft)	489	489			726	726		800			414	414
Upstream Blk Time (%)										1	2	0
Queuing Penalty (veh)										0	17	1
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		1	4		30		0	2	0	15	1	
Queuing Penalty (veh)		2	7		8		0	4	1	29	5	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	144	19
Average Queue (ft)	11	1
95th Queue (ft)	80	19
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	3	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	501	200	123	168	180	155	134	90
Average Queue (ft)	166	335	132	62	106	106	68	60	25
95th Queue (ft)	249	532	260	105	160	171	122	107	62
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		6							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	5	45	0	0	3			0	
Queuing Penalty (veh)	27	269	1	1	4			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	158	6
Average Queue (ft)	11	0
95th Queue (ft)	75	6
Link Distance (ft)	489	489
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 908

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	466	768	721	228	224	121	200	132	243
Average Queue (ft)	271	385	311	194	192	113	98	50	127
95th Queue (ft)	539	960	874	238	238	153	194	115	227
Link Distance (ft)		860	860	121	121		181	181	181
Upstream Blk Time (%)		19	2	50	43	3	9	2	4
Queuing Penalty (veh)		0	0	492	423	0	17	3	7
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	12	27			52	13			
Queuing Penalty (veh)	66	102			221	100			

Intersection: 2: Northwest Hotel Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	WB	WB	B15	B15	SB
Directions Served	LT	TR	LT	T	TR	T	T	LR
Maximum Queue (ft)	111	113	28	46	52	22	16	33
Average Queue (ft)	16	18	5	8	4	3	1	8
95th Queue (ft)	92	100	29	61	38	25	19	29
Link Distance (ft)	181	181		69	69	56	56	140
Upstream Blk Time (%)	1	2	3	5	1	3	0	
Queuing Penalty (veh)	4	7	0	13	2	6	1	
Storage Bay Dist (ft)			50					
Storage Blk Time (%)			6	5				
Queuing Penalty (veh)			10	9				

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	B15	B15	WB	WB	WB	B16	B16	B17	B17
Directions Served	L	T	TR	T	T	L	T	TR	T	T		T
Maximum Queue (ft)	51	116	123	86	106	63	77	44	37	20	4	12
Average Queue (ft)	20	30	34	18	25	13	8	4	2	1	0	1
95th Queue (ft)	52	116	125	87	108	45	74	48	35	30	4	11
Link Distance (ft)		56	56	69	69		189	189	130	130	69	69
Upstream Blk Time (%)	0	15	20	9	13		1	0	1	0		0
Queuing Penalty (veh)	0	58	81	36	51		3	2	2	1		0
Storage Bay Dist (ft)	100					100						
Storage Blk Time (%)	0	15					2					
Queuing Penalty (veh)	1	8					1					

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	B17	NB	SB	SB	B28
Directions Served	T	LTR	LT	R	T
Maximum Queue (ft)	10	152	212	139	8
Average Queue (ft)	0	70	79	38	0
95th Queue (ft)	8	154	156	92	8
Link Distance (ft)	69	164	192		473
Upstream Blk Time (%)	0	15	2		
Queuing Penalty (veh)	0	0	0		
Storage Bay Dist (ft)				50	
Storage Blk Time (%)			27	2	
Queuing Penalty (veh)			18	4	

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	B16	B16	WB	WB	NB	B18
Directions Served	T	TR	T	T		T	T	L	T	LR	T
Maximum Queue (ft)	175	171	229	225	180	216	219	33	3	318	310
Average Queue (ft)	99	103	105	107	51	75	78	5	0	197	126
95th Queue (ft)	206	206	266	263	169	230	235	24	3	394	368
Link Distance (ft)	69	69	130	130	189	189	189		933	239	314
Upstream Blk Time (%)	52	56	40	41	1	15	16			52	31
Queuing Penalty (veh)	249	270	191	197	5	47	50			0	0
Storage Bay Dist (ft)								100			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	193	215	105	214	260	313	590	375	966	972	375	395
Average Queue (ft)	89	94	42	123	97	288	548	242	888	895	263	161
95th Queue (ft)	158	175	77	203	209	320	703	521	1095	1097	396	369
Link Distance (ft)		490			217	217	546		933	933		393
Upstream Blk Time (%)				1	2	61	62		35	37	2	2
Queuing Penalty (veh)				0	0	0	0		183	190	0	11
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	10	12	0	20	5				82		18	1
Queuing Penalty (veh)	22	29	0	24	10				57		48	3

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW	B20
Directions Served	TR	T
Maximum Queue (ft)	324	184
Average Queue (ft)	138	16
95th Queue (ft)	275	146
Link Distance (ft)	393	2024
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	27	421	93	416	411	127	203	7	395	100	48	20
Average Queue (ft)	3	178	6	380	382	46	83	0	254	92	9	3
95th Queue (ft)	16	339	54	432	446	104	177	5	480	120	32	14
Link Distance (ft)		2024		393	393		1224		393			553
Upstream Blk Time (%)				3	6				29			
Queuing Penalty (veh)				27	53				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		9					0		26	76		
Queuing Penalty (veh)		3					0		34	40		

Intersection: 7: Park Avenue & West North Hotel Access

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	TR	L	T	T
Maximum Queue (ft)	60	177	168	68	137	87
Average Queue (ft)	21	138	133	22	47	9
95th Queue (ft)	57	185	184	58	142	59
Link Distance (ft)	113	69	69		121	121
Upstream Blk Time (%)		49	44		12	2
Queuing Penalty (veh)		478	430		80	13
Storage Bay Dist (ft)				50		
Storage Blk Time (%)				23	13	
Queuing Penalty (veh)				150	1	

Intersection: 8: Park Avenue & West South Hotel Access

Movement	WB	NB	NB	B14	B14	SB	SB	SB
Directions Served	LR	T	TR	T	T	L	T	T
Maximum Queue (ft)	50	182	183	154	139	57	102	36
Average Queue (ft)	11	150	147	89	85	16	37	3
95th Queue (ft)	37	202	203	143	136	48	100	25
Link Distance (ft)	112	80	80	45	45	69	69	69
Upstream Blk Time (%)		46	42	35	32	2	13	0
Queuing Penalty (veh)		441	412	338	313	7	55	1
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	256	300	299	438	441	41	133	124	45	152	115
Average Queue (ft)	83	272	272	384	396	17	67	34	3	65	17
95th Queue (ft)	236	298	291	493	490	44	160	113	23	173	80
Link Distance (ft)	431	193	193	414	414		45	45	80	80	80
Upstream Blk Time (%)	0	63	65	9	14	5	19	5	0	14	1
Queuing Penalty (veh)	0	594	616	83	136	0	123	33	0	62	5
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						5	19				
Queuing Penalty (veh)						29	5				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	569	579	400	612	334	744	760	299	726	299	400	502
Average Queue (ft)	492	547	343	558	74	469	701	106	494	257	327	320
95th Queue (ft)	584	598	549	743	223	869	828	271	900	352	506	617
Link Distance (ft)	489	489		565		726	726		800			414
Upstream Blk Time (%)	24	56		59		4	20		22		2	13
Queuing Penalty (veh)	0	0		0		19	104		0		0	79
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		86	12		1	33		0	65	63	29	3
Queuing Penalty (veh)		303	49		2	20		1	196	165	81	15

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13	B13
Directions Served	R		T	T
Maximum Queue (ft)	167	52	248	101
Average Queue (ft)	43	4	68	7
95th Queue (ft)	119	30	226	57
Link Distance (ft)	414	193	193	193
Upstream Blk Time (%)	0		5	0
Queuing Penalty (veh)	0		20	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	461	200	222	173	169	603	638	300
Average Queue (ft)	136	237	107	115	75	77	445	564	279
95th Queue (ft)	244	396	225	200	147	150	659	763	385
Link Distance (ft)		464			726	726	589	589	
Upstream Blk Time (%)		3					1	56	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	4	41	9	9	1			79	5
Queuing Penalty (veh)	14	150	45	30	3			617	22

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	39
Average Queue (ft)	2
95th Queue (ft)	21
Link Distance (ft)	489
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 9832

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	267	401	417	263	277	150	176	183	188
Average Queue (ft)	101	133	147	116	131	71	87	107	88
95th Queue (ft)	200	295	304	222	254	160	153	169	153
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)		0	0	2	3			0	0
Queuing Penalty (veh)		0	0	7	11			0	0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	0	3			24	4			
Queuing Penalty (veh)	0	9			46	11			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	NB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	6	61	30
Average Queue (ft)	0	29	4
95th Queue (ft)	3	53	20
Link Distance (ft)	271	117	148
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	WB	WB	WB	B17	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	T	LTR	LT	R
Maximum Queue (ft)	30	11	5	45	16	26	2	59	157	123
Average Queue (ft)	9	0	0	12	1	1	0	21	71	35
95th Queue (ft)	30	7	2	37	11	14	2	50	124	74
Link Distance (ft)		56	56		189	189	83	164	192	
Upstream Blk Time (%)	0	0							0	
Queuing Penalty (veh)	0	0							0	
Storage Bay Dist (ft)	100			100						50
Storage Blk Time (%)	0	0			0				21	1
Queuing Penalty (veh)	0	0			0				12	2

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	B16	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	2	42	58
Average Queue (ft)	0	10	19
95th Queue (ft)	2	34	41
Link Distance (ft)	189		238
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	136	188	70	146	101	134	259	496	532	369	454	410
Average Queue (ft)	57	90	33	68	35	55	72	282	313	322	281	159
95th Queue (ft)	108	160	62	122	80	107	258	545	580	419	544	350
Link Distance (ft)		490			228	228		943	943		369	369
Upstream Blk Time (%)										6	8	1
Queuing Penalty (veh)										0	60	4
Storage Bay Dist (ft)	100		150	125			275			275		
Storage Blk Time (%)	2	10		1	0			24		32	1	
Queuing Penalty (veh)	3	14		0	0			10		119	9	

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	B20
Directions Served	T
Maximum Queue (ft)	1040
Average Queue (ft)	260
95th Queue (ft)	1033
Link Distance (ft)	2063
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	37	157	18	307	261	342	743	138	116	94	44	31
Average Queue (ft)	5	45	1	71	26	58	297	7	39	24	9	5
95th Queue (ft)	23	119	10	215	135	209	590	90	86	65	32	20
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)				0	0		0					
Queuing Penalty (veh)				0	0		0					
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		1					7		19	0		
Queuing Penalty (veh)		0					8		8	0		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW
Directions Served	LR	L	T	T	T	TR
Maximum Queue (ft)	120	79	226	233	22	70
Average Queue (ft)	51	10	43	49	1	3
95th Queue (ft)	102	46	168	182	14	31
Link Distance (ft)	96		208	208	135	135
Upstream Blk Time (%)	13		1	2	0	0
Queuing Penalty (veh)	0		10	14	0	0
Storage Bay Dist (ft)		100				
Storage Blk Time (%)			5			
Queuing Penalty (veh)			1			

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	96	187	223	5	10	36	138	126	207	191	151
Average Queue (ft)	23	28	43	0	0	8	62	48	80	89	52
95th Queue (ft)	69	116	150	6	6	30	158	131	211	197	138
Link Distance (ft)	424	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)		0	1			0	12	8	9	11	1
Queuing Penalty (veh)		1	3			0	100	73	50	63	4
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0	12				
Queuing Penalty (veh)						3	2				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	245	238	288	183	430	196	139	216	190	417	486	297
Average Queue (ft)	127	128	150	31	212	56	59	94	69	305	174	103
95th Queue (ft)	212	213	255	108	367	141	114	170	143	438	437	222
Link Distance (ft)	499	499			705	705		800			418	418
Upstream Blk Time (%)										1	2	0
Queuing Penalty (veh)										0	16	1
Storage Bay Dist (ft)			200	135			150		150	300		
Storage Blk Time (%)		2	4	0	35		0	2	1	16	1	
Queuing Penalty (veh)		6	7	0	9		0	3	1	31	7	

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	B13	B13
Directions Served	T	T
Maximum Queue (ft)	147	89
Average Queue (ft)	14	4
95th Queue (ft)	92	47
Link Distance (ft)	191	191
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	3	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	495	200	118	176	193	141	128	69
Average Queue (ft)	172	334	137	62	110	113	67	63	22
95th Queue (ft)	241	525	263	103	170	178	116	111	55
Link Distance (ft)		464			705	705	589	589	
Upstream Blk Time (%)		7							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	4	46	0	0	3			0	
Queuing Penalty (veh)	27	273	2	1	4			0	

Intersection: 12: Bend

Movement	SB	SB
Directions Served	T	
Maximum Queue (ft)	180	22
Average Queue (ft)	15	1
95th Queue (ft)	96	22
Link Distance (ft)	499	499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1050

Intersection: 1: Park Avenue & Kearns Boulevard

Movement	SE	SE	SE	NW	NW	NW	SW	SW	SW
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	398	395	376	309	306	150	136	146	252
Average Queue (ft)	183	106	106	266	270	138	61	78	138
95th Queue (ft)	340	302	271	333	333	189	118	132	229
Link Distance (ft)		860	860	208	208		271	271	271
Upstream Blk Time (%)		1	0	32	35		0	0	0
Queuing Penalty (veh)		0	0	313	344		0	0	0
Storage Bay Dist (ft)	250					50			
Storage Blk Time (%)	8	0			47	22			
Queuing Penalty (veh)	48	1			224	173			

Intersection: 2: North Project Access/East Reid Building Access & Kearns Boulevard

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	TR	R	LR
Maximum Queue (ft)	226	229	3	76	31
Average Queue (ft)	54	57	0	27	7
95th Queue (ft)	217	229	3	68	28
Link Distance (ft)	271	271	60	117	148
Upstream Blk Time (%)	2	4		1	
Queuing Penalty (veh)	8	18		0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Snow Creek Drive & Kearns Boulevard

Movement	EB	EB	EB	B15	B15	WB	WB	B17	B17	NB	SB	SB
Directions Served	L	T	TR	T	T	L	TR	T	T	LTR	LT	R
Maximum Queue (ft)	52	137	141	101	100	57	30	3	2	241	201	149
Average Queue (ft)	22	46	50	21	23	16	2	0	0	84	80	44
95th Queue (ft)	55	142	150	77	82	44	15	3	0	213	156	105
Link Distance (ft)		56	56	60	60		188	83	83	262	192	
Upstream Blk Time (%)	0	27	30	14	15					10	0	
Queuing Penalty (veh)	0	111	125	59	62					0	0	
Storage Bay Dist (ft)	100					100						50
Storage Blk Time (%)	0	27									29	2
Queuing Penalty (veh)	1	15									19	3

Intersection: 4: Homestake Road & Kearns Boulevard

Movement	EB	EB	B17	B17	B16	B16	B16	WB	NB	B18
Directions Served	T	TR	T	T		T	T	L	LR	T
Maximum Queue (ft)	187	188	231	233	200	227	238	33	308	418
Average Queue (ft)	138	139	156	158	75	109	113	5	228	224
95th Queue (ft)	228	222	290	288	205	261	269	22	397	521
Link Distance (ft)	83	83	130	130	188	188	188		230	403
Upstream Blk Time (%)	74	76	61	63	4	23	24		71	40
Queuing Penalty (veh)	357	371	295	307	12	74	76		0	0
Storage Bay Dist (ft)								100		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SE	SE	SE	NW	NW	NW	B19	NE	NE	NE	SW	SW
Directions Served	L	T	R	L	T	R	T	L	T	TR	L	T
Maximum Queue (ft)	176	196	102	222	287	327	597	375	983	990	351	377
Average Queue (ft)	87	94	44	141	121	297	559	234	939	948	235	144
95th Queue (ft)	145	168	81	226	260	344	664	517	1035	1035	353	323
Link Distance (ft)		490			228	228	546		943	943		369
Upstream Blk Time (%)				2	4	58	62		47	48	1	1
Queuing Penalty (veh)				0	0	0	0		244	248	0	6
Storage Bay Dist (ft)	100		150	125				275			275	
Storage Blk Time (%)	8	11	0	26	6			0	84		10	1
Queuing Penalty (veh)	19	28	0	31	11			0	59		29	3

Intersection: 5: Kearns Boulevard & Bonanza Drive/Monitor Drive

Movement	SW	B20
Directions Served	TR	T
Maximum Queue (ft)	325	132
Average Queue (ft)	125	6
95th Queue (ft)	241	72
Link Distance (ft)	369	2063
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Comstock Drive & Kearns Boulevard

Movement	EB	EB	EB	B20	B20	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	T		L	T	R	LT	R	LT	R
Maximum Queue (ft)	31	453	92	402	395	107	200	4	401	100	39	18
Average Queue (ft)	3	197	5	357	356	47	74	0	287	92	8	2
95th Queue (ft)	17	411	49	410	434	96	169	3	512	121	28	11
Link Distance (ft)		2063		369	369		1224		393			553
Upstream Blk Time (%)				3	5				36			
Queuing Penalty (veh)				29	46				0			
Storage Bay Dist (ft)	250		100			250		325		50	300	
Storage Blk Time (%)		9					0		22	81		
Queuing Penalty (veh)		3					0		29	43		

Intersection: 8: Park Avenue & West Project Access

Movement	WB	SE	SE	SE	NW	NW	B14	B14
Directions Served	LR	L	T	T	T	TR	T	T
Maximum Queue (ft)	195	101	140	137	212	220	53	80
Average Queue (ft)	155	34	15	14	122	139	7	15
95th Queue (ft)	216	88	94	92	252	271	35	56
Link Distance (ft)	164		208	208	135	135	49	49
Upstream Blk Time (%)	80		1	1	12	17	1	2
Queuing Penalty (veh)	0		7	5	121	164	6	20
Storage Bay Dist (ft)		100						
Storage Blk Time (%)		5	2					
Queuing Penalty (veh)		33	0					

Intersection: 9: Park Avenue & Homestake Road

Movement	WB	NB	NB	B13	B13	SB	SB	SB	B14	B14	B14
Directions Served	LR	T	TR	T	T	L	T	T		T	T
Maximum Queue (ft)	570	303	305	436	443	40	137	116	216	210	147
Average Queue (ft)	456	273	276	352	371	17	63	31	66	81	30
95th Queue (ft)	733	317	313	504	511	42	159	95	191	197	110
Link Distance (ft)	557	191	191	418	418		49	49	135	135	135
Upstream Blk Time (%)	59	93	88	3	6	2	12	5	7	10	0
Queuing Penalty (veh)	0	894	844	28	60	0	79	33	30	42	1
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						2	12				
Queuing Penalty (veh)						11	3				

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	EB	EB	EB	B12	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	TR	T	L	T	R	L	T	TR	L	T
Maximum Queue (ft)	580	594	400	613	335	734	736	299	803	300	417	499
Average Queue (ft)	491	558	350	554	97	408	651	125	598	269	329	281
95th Queue (ft)	589	612	543	749	263	771	821	303	1010	350	457	529
Link Distance (ft)	499	499		565		705	705		800			418
Upstream Blk Time (%)	17	49		51		2	10		35		2	4
Queuing Penalty (veh)	0	0		0		12	50		0		0	26
Storage Bay Dist (ft)			200		135			150		150	300	
Storage Blk Time (%)		82	9		2	39		1	71	72	22	2
Queuing Penalty (veh)		290	38		4	24		5	216	190	62	8

Intersection: 10: Park Avenue & Empire Avenue/Deer Valley Drive

Movement	SB	B13	B13
Directions Served	R	T	T
Maximum Queue (ft)	118	216	93
Average Queue (ft)	42	24	4
95th Queue (ft)	92	127	48
Link Distance (ft)	418	191	191
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		5	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Deer Valley Drive & Bonanza Drive

Movement	SB	SB	SB	SE	SE	SE	NW	NW	NW
Directions Served	L	L	R	L	T	T	T	T	R
Maximum Queue (ft)	200	411	200	262	167	174	602	638	300
Average Queue (ft)	134	226	94	126	83	84	421	524	268
95th Queue (ft)	242	370	211	215	152	154	690	792	387
Link Distance (ft)		457			705	705	589	589	
Upstream Blk Time (%)		1					1	44	
Queuing Penalty (veh)		0					0	0	
Storage Bay Dist (ft)	100		100	125					150
Storage Blk Time (%)	3	41	2	12	2			69	5
Queuing Penalty (veh)	11	151	9	40	4			535	22

Intersection: 12: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	58
Average Queue (ft)	2
95th Queue (ft)	32
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 7926

WHEN RECORDED, MAIL TO:

_____
_____
_____

Parcel Nos: _____

RECIPROCAL EASEMENT AGREEMENT

THIS RECIPROCAL EASEMENT AGREEMENT ("Agreement") made this ___day of _____, 20__, by and between _____. a _____ ("_____"), and _____, a _____("_____").

RECITALS:

WHEREAS, _____is the owner of _____ that certain tract of land (the "_____ Tract") more particularly described on Exhibit "A"; and,

WHEREAS, _____ is the owner of _____ that certain tract of land (the "_____ Tract") more particularly described on Exhibit "B."

The parties hereto desire to enter into this agreement for the purpose of establishing the reciprocal easement rights set forth herein below relating to the common use and maintenance of certain driveway areas.

IT IS THEREFORE AGREED, in consideration of the mutual promises set forth herein, and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, as follows.

ARTICLE I

DEFINITIONS

"Agreement" shall have the meaning ascribed thereto in the heading on page 1 hereof.

"Benefited Properties" shall mean the certain tracts of land benefited by cross-access and parking rights as demonstrated on Exhibits A and B.

"Burdened Properties" shall mean the certain tracts of land burdened by cross-access and parking rights as demonstrated on Exhibits A and B.

"Driveway Lands" shall mean that certain paved driveway and parking area commencing with commencing with a curb cut on Park Avenue and extending around to Kearns Boulevard and located as shown on the map prepared by Elliot Design Group for Singerman Real Estate, labeled "Site Plan, which is attached as "Exhibit C" hereto.

"Driveway Easement" shall have the meaning ascribed thereto in Section 2.2.

"Parking Easement" shall have the meaning ascribed thereto in Section 2.3.

"Owner" means the owner of all or any portion of the fee title or leasehold title (said tracts are sometimes collectively referred to herein as either the "Benefited Properties" or the "Burdened Properties"), their successors and assigns.

ARTICLE II

CREATION OF EASEMENTS

2.1 Creation of Easements. The Owners of the Burdened Properties do hereby, as to their aforesaid respective tracts or parcels of land, declare, establish, create, CONVEY AND WARRANT, for the benefit of the Benefited Properties, each to the other, their successors and assigns, the easements hereinafter set forth in this Article II.

2.2 Driveway Easement. A non-exclusive easement on the Driveway Land for vehicular ingress and egress to each of the Benefited Properties.

2.3 Parking Easement. A non-exclusive easement in favor of the Benefited Properties on that portion of the Driveway Land that is designated for parking vehicle in the indicated spaces, which are partially located on the _____ Tract and _____ Tract.

2.4 Exercise of Easements. Each of the easements created in this Article II shall be subject to the following terms and conditions.

2.5 Perpetual Easements. The Driveway Easement created in Section 2.2 and the Parking Easement created in Section 2.3 shall be perpetual easements.

2.6 Maintenance of Easement Areas. The parties hereto agree that the easement areas shall be maintained as set forth below.

2.6.1.1 Driveway Easement. Except as otherwise expressly provided in this Agreement, the Owner of the _____Tract shall be obligated to maintain all areas located within the Driveway Easement, which obligation shall include, without limitation, keeping such easement areas reasonably free of any obstructions at all times, except in the event of emergencies and except during construction, repairs, restoration, resurfacing and replacement; debris removal; repairs; landscaping; resurfacing, repairing and replacement of surfaces; snow removal and all other functions necessary for the proper maintenance, upkeep and operation of such easement area including compliance -with applicable zoning laws and similar regulations (collectively, the "Driveway Expenses"). The Owner of the _____ Tract is responsible for the cost of maintenance, repair and upkeep, including snow removal, of all other paved areas located on the _____ Tract.

2.6.1.2 Parking Easement. The parties hereto agree that the Parking Easement created herein, shall be for the use of the Benefited Parties in connection with vehicular parking for tenants, employees and invites of the _____ Tract and _____ Tract.

2.7 Restrictions. The exercise and enjoyment of the easements created in this Article II shall be subject to and include the following covenants and restrictions.

2.7.1.1 Driveway Easement. The parties hereto agree that the parties hereto will exercise their right to use the Driveway Easement for vehicular ingress and egress in such a manner as to not disrupt the free vehicular traffic flow over such easement area from Park Avenue and Kearns Boulevard to each of the Benefited Properties. There shall be no parking allowed within the Driveway Land unless it within the areas designated as parking on the Site Plan.

2.7.1.2 Parking Easement. The Owners of each of the respective Burdened Properties shall be solely responsible for the cost or expenses associated with the use of the Parking Easements associated with that property.

2.8 No Compensation for Easements. The parties hereto agree that there shall be no compensation to the other parties for the easements or rights granted herein, except as otherwise provided herein, or as otherwise may be mutually agreed to in writing between the parties hereto.

ARTICLE III

INSURANCE, CASUALTY & CONDEMNATION

3.1. Insurance, Damage and Destruction. The parties hereto shall maintain insurance coverage on the easement areas as set forth below.

3.1.1. Driveway Easements. The parties hereto shall each obtain and maintain general public liability insurance covering their respective ownership and/or use of the Driveway Easement.

3.1.2. The parties hereto shall each obtain and maintain general public liability insurance covering their respective ownership and/or use of the Parking Easement.

3.2. Condemnation. In the event of condemnation by any duly constituted authority for public or quasi-public use of all or any of the easements created herein, that portion of the award attributable to the value of any such easement areas so taken shall be payable only to the Owner of the fee simple estate or leasehold estate therein (subject to the rights of any mortgagee of such easement areas); provided, however, that the Owners of the Benefited Properties may file collateral claims with the condemning authority, over and above the value of the land and improvements taken, to the extent of any damage suffered by such owners resulting from the severance of the easement areas condemned. In the event any of the easement areas shall be taken by condemnation as aforesaid, the owners of the remaining easement areas shall have no obligation whatsoever under the Agreement as to when, if or how they repair or restore any damaged or interrupted, but not taken, easement areas.

ARTICLE IV

DEFAULT

4.1 Default and Remedies. The parties hereto agree that the following shall govern any default relating to the easement rights arising under this Article IV.

4.1.1 Default. If any party fails to perform any of the agreements, covenants or provisions at the time and in the manner provided for in this Article IV, then such party shall be in default hereunder. Any non-defaulting party may give notice to the defaulting party specifying the alleged default. If any party fails to remedy such default within the period provided in Section 4.1.3 below, then the non- defaulting party may bring an action against the defaulting party for any legal or equitable relief for which the non-defaulting party may be entitled as set forth in Section 4.1.4 below.

4.1.2 Default does not Terminate Agreement. No default under this Article IV shall entitle either party to terminate, cancel or otherwise revoke the rights created under this Agreement.

4.1.3 Right to Cure. In the event that any party defaults in its obligation to the other party pursuant to this Article IV, then the non-defaulting party shall give notice to the defaulting party to cure such default within thirty (30) days for a default in the performance hereunder. If any such default is not capable of being cured within such 30-day period, then an additional amount of time as is necessary to cure such default shall be granted so long as a curing action has been commenced and is being diligently carried out. In addition, the non-defaulting party shall simultaneously send a copy of such notice to any mortgagee of the Benefited Properties who has given written notice of such mortgage to each of the parties hereunder. Such lender shall have the right to cure any default within the time permitted to the defaulting party to cure such default, and the non-defaulting party agrees to accept the performance and compliance by any such mortgagee with any term, provision, condition or limitation on the defaulting party's part.

4.1.4 Remedies. In the event any party defaults in the performance of its obligations under, or otherwise violates any of the terms of this Agreement, and such default or violation continues uncured for the period set forth in Section 4.1.3 above, then, subject to the limitations set forth in Sections 4.1.2 and 4.1.5 herein, any one or more of the non-defaulting parties shall be entitled to pursue any and all remedies available at law or in equity. The rights and remedies of the parties under this Agreement shall not be mutually exclusive; that is, the exercise of one or more of the provisions hereof shall not preclude the exercise of any other provisions hereof. Each of the parties hereto confirms that damages at law may be an inadequate remedy for a breach or threatened breach of this Agreement and agrees that, in the event of a breach or threatened breach of any provision hereof, the respective rights and obligations hereunder shall be enforceable by specific performance, injunction or other equitable remedy, but nothing herein contained is intended to, nor shall it limit or effect any right or rights of law or by statute or otherwise of any party aggrieved as against any other party for breach or threatened breach of any provision of this Agreement, it being the intention of this Section 4.1.4 to make clear the agreement of the parties that the respective nights and obligations of the parties under this Agreement shall be enforceable in equity as well as at law or otherwise.

4.1.5 Exculpation. Any other provision of this Agreement to the contrary notwithstanding, any action at law may be brought against any party which has defaulted in the performance of its obligation under, or otherwise violated the terms of, this Agreement, but damages may be recovered only from, and only to the extent of, the interest of such defaulting party in their respective portion of the Burdened Properties.

4.1.6 No Lien Rights. Any other provision of this Agreement to the contrary notwithstanding, it is not the intention of the parties to hereby create any lien right or claim of lien in or to the Burdened Properties or any portion thereof or any interest therein, to secure performance of any of the covenants set forth in this Agreement.

4.2 Arbitration. The following matters shall be settled by arbitration in accordance with the rules then applicable of the American Arbitration Association and judgment upon the award rendered may be entered in any court having jurisdiction thereof: any disputes among or between the Owners of the Burdened Properties (i) as to whether the construction, alteration, relocation or removal of any particular improvements (including without limitation, any easement area) is permitted by the terms of this Agreement; or (ii) as to whether any particular easement area is being properly maintained.

ARTICLE V

MISCELLANEOUS

5.1 Recording and Filing. A counterpart of this Agreement shall be promptly recorded in the office of the County Recorder of Summit County, Utah.

5.2 No Merger. The easements created and the covenants described herein shall not be extinguished solely by merger of any or all of the fee ownership, leasehold or easement interest in the Benefited Properties, or any portion thereof, in any one party.

5.3 Covenants Running with the Land; Successors. All the easements, covenants, agreements, conditions and restrictions set forth in this Agreement are intended to be and shall be construed as covenants running with the land, binding upon, inuring to the benefit of and enforceable by each of the parties hereto, and all subsequent owners of their respective interests or estates in the Benefited and/or Burdened Properties or improvements of any parts thereof, but shall not be enforceable by any tenant, subtenant, licensee or concessionaire of any such party or of such party's successors or assigns.

5.4 Further Cooperation. Each Party agrees to cooperate with the other, at any other Party's request, to execute any and all documents or instruments, or to obtain any consents, in order to assign, transfer, perfect, record, maintain, enforce or otherwise carry out the intent of the terms of this Agreement.

5.5 Amendments. This Agreement cannot be changed or terminated orally but only by

an agreement in writing signed by the party against whom enforcement of any waiver, change, modification is sought.

5.6 Notices. All notices, requests, demands, instructions, and other documents shall not be effective unless personally delivered or couriered, or sent by telex, facsimile, or other means of mitten telecommunication, or mailed, certified or registered mail, return receipt requested, to the following addresses:

Owners of

Owners of

Any party may, at any time, change its address for the above purposes, by mailing as aforesaid a notice stating the change and setting forth the new address.

5.7 Headings. The article, section headings and table of contents herein are for convenience and reference only and in no way define or limit the scope and content of this Agreement or in any way affect its provisions.

5.8 Applicable Law. This Agreement shall be governed and construed in accordance with the laws of the State of Utah.

5.9 Agreement for Benefit of Parties Only. Except as otherwise expressly provided in this Agreement, this Agreement shall in no way constitute or create rights in persons not parties hereto or create obligations or responsibilities to such third persons on behalf of the parties hereto.

5.10 Partial Invalidity. If any provision of this Agreement or the application thereof to any party or circumstances shall, to any extent be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

5.11 Estoppel Certificate. Each party covenants, that within ten (10) days following written request of the other party, it will execute and deliver an estoppel certificate in recordable form to said other party, or to any mortgagee specified by such requesting party, the form of the estoppel certificate to be reasonably satisfactory to the party giving the same.

5.12 Recitals. Exhibits. All recitals set forth at the beginning of this Agreement and exhibits referenced in this Agreement constitute a material part of this Agreement and by this section are expressly made a part hereof.

5.13 Waiver. No consent or waiver expressed or implied by any party to any breach or default by any other party in the performance by such party the obligations thereof under this Agreement shall be deemed or construed to be a consent or waiver to the other party of the same

or any other obligation as such other party under this Agreement. Failure on the part of any party to complain of act or failure of any other party or to declare such other party in default, irrespective of how long such failure continues, shall not constitute a waiver by such party of the rights thereof under this Agreement.

5.14 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which together shall comprise but a single instrument.

5.15 Relationship of Parties. No expressed or implied term, provision or condition of this Agreement shall be deemed to constitute the parties hereto as partners or joint venturers.

(Signatures to follow on next page)

IN WITNESS WHEREOF each of the parties hereto have executed this Agreement under seal as of the date first above written.

STATE OF _____)
: ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as _____ of _____, a _____, on behalf of said_____.

Witness my hand and official seal.

_____
Notary Public

My commission expires:_____

STATE OF _____)
: ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____ as _____ of _____, a _____, on behalf of said_____.

Witness my hand and official seal.

_____
Notary Public

My commission expires:_____

EXHIBIT A
LEGAL DESCRIPTION

EXHIBIT B
LEGAL DESCRIPTION

EXHIBIT C

Wednesday, February 28, 2024

3:55 PM

Building restrictions and ordinances in our town were created to protect its character and charm that these many developers now wish to cash in on. Allowing new projects an variant to zoning and height rules changes the flavor and livability of our community with each iteration and opens the door for further “one time” exceptions. A huge hotel at the entrance to our town benefits none of its current citizens.

Proposing a huge monstrosity and “negotiating” back a few inches toward the original limitation is a ploy that seems to work well for developers coming to our town with the full assistance of the state government and other officials who are elected and appointed to protect our interest. Please don’t roll over on another big development.

35’ means 35’

Alex Cimos

2301 Solamere Dr.

Park City

Friday, June 21, 2024

9:35 PM

I have lived in Park City for 20 years and have watched the need for affordable housing escalate annually as housing cost continues to rise.

I support the mixed use development to replace the Yarrow that includes 60 affordable units.

Joe Backer

Wednesday, June 26, 2024

5:34 PM

To the Park City Planning Commission:

My name is Marian Crosby and I've been a resident of Park City for 40 years. My husband and I relocated here when our kids were 2 & 4 years old. They attended Park City schools and the Winter School. They now live in the area with their families.

During my 37 years working in real estate and real estate development in this area, I was fortunate to participate in some of the more notable transactions such as the Sun Peak Master Plan and land donation for the Winter Olympic Park; numerous Park Meadows subdivisions, and the design and market consultation of the Hotel Park City. I've served on numerous boards and commissions, including the Park City Historic Preservation Board alongside past Commissioner Jon Kenworthy, and the Summit County Heritage & Landmark Commission, under Sally Elliott guidance.

I would like to thank the Planning Commission for considering the proposed Master Plan for the Yarrow Hotel site and this opportunity for the public to give feedback. The Commission has asked for Public feedback regarding the Applicant's proposed building height.

- I'm here tonight because I feel the benefits of this proposed development far outweigh the increase in height.

I want to commend the Applicant for submitting -

- A well thought out design and site plan; and for,
- Taking into consideration the major elements of the project's location, and the symbolic importance it will have through the years as a landmark in our city.
- The new hotel project as proposed, will be a feature used for navigation, and will stand out from its direct near environment.
- I'm pleased the design is not an attempt to copy Historic District structures; but will provide a fresh, Mountain Contemporary look and feel, instead of the much dated brick & mortar look of the City's initial expansion beyond Old Town in the mid 1970's.
- The proposed Master Plan goes beyond simply meeting the basic requirements of the General Commercial Zone, by providing:
    - A safe and visually appealing frontage protection zone, which we currently don't have on Kearns Blvd., or Park Ave. going south from City Park;
    - Large gathering areas for locals and visitors to meet; dine; walk and bike to.

    - Hopefully, this manner of responsible development will set the standard for all future development of the Bonanza Park area.

- Affordable Housing –

    - Where else do we have within the City's limits, 60 units of inclusionary housing with this kind of direct access to transit; entertainment and shopping?

    - Even the recently approved Engine House residents will have to walk several blocks, on a narrow busy street, to reach transit service.

To address what I consider a very important part the Seasonal and Year-round Visitor aspect:

- The Yarrow is one of three major hotel properties in Park Ave./Kearns Blvd. quadrant.

- If the master plan is approved, it will be only one of two Hotel/Condominium projects - the other being Hotel Park City.

- Hotel Park City is consistently booked at 80% capacity, with 99.9% of the Condominium Units participating in the hotel operation.

- The dining and retail spaces planned (not including the 6500 SF of office) are around 10,686 SF.

- So, between the Transient Tax and the Resort Communities Tax income that would be generated by the restaurant and retail commercial spaces – THIS IS A LOT OF REVENUE FOR THE CITY.

I am very supportive of these benefits as a trade-off for another 6 – 10 feet.

In closing, I appreciate the opportunity to speak to the Commission tonight and hope you will approve this plan as currently proposed. And again, thank-you to Peter Tomai; The Singerman Group, and Craig Elliott for your ongoing collaboration on this fresh and forward -thinking re-development of a landmark, but tired Property.

Marian Crosby



Marian Crosby
Commercial & Development
Berkshire Hathaway Utah Properties
Ph: 435-640-1621
Email: marian@mariancrosby.com
Website: www.commercial.bhhsutah.com

Wednesday, June 26, 2024

4:43 PM

We attended the open house last week hosted by 1800 Park Avenue/The Yarrow and were impressed by the presentation. We are pleased with all the proposed plans and believe they will be a dramatic improvement to the sea of asphalt at the current site. The city and community overall will benefit from a fresh and welcoming upgrade at the important Kearns/Park Avenue entry point. We request the planning commission approve the request for additional 10 feet of height for the building closest to the commercial core. Thank you. Colleen Logan

Wednesday, June 26, 2024

5:35 PM

Hello,

My name is Corie Hardee, and I am the president of the HOA board for Park Avenue Condos.

We represent the only residential neighborhood directly impacted by the proposed Yarrow project. Park Avenue Condos is a large residential community with many of our 132 units occupied by full-time residents who live and work here in Park City.

While we acknowledge that the project could potentially offer long-term community

benefits, we have significant concerns about the impact on the quality of life for our full-time residents during the multi-year construction period.

We respectfully request that the Planning Commission delay making a final recommendation until we have a chance to meet with the developer and address various issues that will have an enormous impact on our residents. If the applicant's schedule permits, we can meet and fast track an agreement within the next 14 days.

We are eager to work together to find solutions that address these concerns and ensure that the project proceeds in a manner that respects the well-being of our residents. Thank you for considering our request.

Corie Hardee

Joel Shine | August 25, 2024 | 12:48 PM

Being a long time resident of Park City (Park Meadows) and also a planner and developer i wanted to express my endorsement for the proposed project. The massing of the project will fit in nicely with the balance of the new projects coming online in the Bonanza area and will be a substantive improvement to the current intersection. It is also completely consistent with what we learned in the Small Area Planning exercise.

By way of background, i was a part of the Park City small area planning committee, and have served on various other boards including the committee to address traffic in Los Angeles -which i was appointed to by the mayor, and the national mortgage round table.

I have also developed tens of thousand of homes and communities across dozens of states, and many commercial projects, so i do have a fair bit of experience in this area.

Thanks for your attention

Yours

Joel Shine

Mike Florance | August 28, 2024 | 12:56 PM

Park City Planning Commission and Planning Department –

I am expressing my support for the project proposed by the Singerman group for the redevelopment of the Yarrow Hotel property.

As a resident of Park Meadows since 2003, I feel the project addresses the complexities of the site (traffic, walkability, connection, housing, entry statement, etc.) as well as its status as a defining location of our community. Given that any project is going to be appreciated by some and disliked by others, this is clearly a project that the city should use best efforts to make work.

The building height exception is reasonable considering the entirety of the proposal and the benefits it provides to the community. Please approve Singerman / Yarrow Hotel Owner LLC‘s request for building height exception.

It is time to get moving on the larger projects in this area of town. It has now been several years that the Bonanza Park area has remained vacant, a non-productive eyesore that provides negative community benefits, while we analyze, survey, and study what would be perfect for all Parkites and other stakeholders.

Likewise, if we cause the 1800 Park property to languish in its current state, while we wait (likely in terms of years) for a “perfect” project to come along, we will accrue no additional community benefit for that time period.

The current ownership of the site is committed and capable of moving forward with the project. They have engaged in a two-year planning process in a cooperative and constructive manner. The community has a chance to enjoy the proposed public improvements in the near term. There is no way to ascertain, one, how many more years will pass before another opportunity to redevelop this site arises, and two, whether a hypothetical future development will offer the community benefit that this one does.

Thanks for your time and consideration.

Sincerely,

Mike Florance

Deb Rentfrow | August 27, 2024 | 4:54 PM

Dear Planning Commissioners,

There is no argument the DoubleTree property could use some sprucing up. However, it needs to be redeveloped in a manner which aligns with our Land Management Code and provides community benefit. In addition to reading through the packet and visiting the applicant's web site, I attended the most recent Open House and discussed some of my concerns detailed below with the Applicant's representatives.

The primary issues with their proposal include the following:

1. The proposed project is not a hotel; it is a condotel plus 60 affordable housing units. A condotel is vastly different than a hotel. A condotel provides amenities within each unit such as a full kitchen and many amenities within the entire development which limits the need for leaving the premises. Therefore, it potentially reduces the overall vibrancy contributed to the area. While the Bonanza Park Small Area Plan (BP-SAP) study did indicate the community isn't looking to *add* hotels, keeping this property a *true* hotel will help foster the vibrancy of the greater Bonanza Park area. The marketing of this project has neglected to highlight the difference in function between what exists today and what is being proposed; I seriously doubt many know it will not be a 200+ hotel room project, but instead a 200+ market rate condo project.

2. A condotel also allows the developer to complete the project and walk away as ownership is passed on to individual condo owners and the Association formed by the condo owners. If nightly rental licenses are not granted, many of the units will likely sit empty as second homes and further reduce the potential to contribute vibrancy to the area and reduce the 'neighborhood' vibe.

3. A condition of approval guaranteeing a 24-hour 365 days a year shuttle service to SLC airport should be required and enforced regardless of the hotel 'format'; additional reduction in parking for the market rate units or true hotel rooms should be considered. The shuttle along with the close proximity to transit should encourage visitors to forego a vehicle. Affordable Housing should maintain a minimum of 1:1 parking ratio.

4. The applicant is marketing the height of 45' as what the community approved for the area in the BP-SAP study and what the BPMX zone will allow. This is not entirely true and currently, the zone is 35' unless affordable housing. Granting 45' for the affordable housing building which is furthest from the entry corridors (both Park & Kearns) should be allowed. However, additional height on the other buildings should be carefully reviewed, specifically when considering architectural variation as it is somewhat lacking. As others have shared, there is nothing that says Park City, mining town, etc.

5. What the community did wholeheartedly support in the BP-SAP study is better connectivity. The current proposal of a 12' multi-use path is not sufficient. Bikes should absolutely be separated from pedestrians. We are not a 'slow, smell the daisies' biking community. We have serious mountain and road bikers as well as a growing number of e-bikes. Bikes should have their own pathway of at least 8-10 feet for two-way traffic. Pedestrians in this town are

often not alone and would prefer to walk side-by-side rather than in a single file line. It is not easy to carry a conversation walking one behind the other, but with bikes on the same path, this will often be required for safety. A separate pedestrian only pathway of at least 8-10 feet for two-way traffic should be required. A buffer between the two modes is necessary. Based on the exhibits provided by the applicant, it may reduce the overall landscaping area but meet a critical need and set the tone for other developments in the area. Having separated pathways will also serve to encourage people to get out of their cars. Allowing these uses within the FPZ makes great sense as it does not conflict with the goals of the FPZ, specifically 'Preserve and enhance the rural resort character of Park City's entry corridor.'

6. Another discovery from the BP-SAP study that was highlighted often by the consultant MKSK was the need to break up super-blocks for multiple reasons. This area was pointed out as being a super-block. Connectivity and vibrancy were two of the primary reasons given. The proposal as it stands does not accomplish this at all. Pedestrians not residing or renting in the project must traverse around the perimeter of the entire project; there are no pathways through the parcel for the community at large. There is no additional opportunity for local offerings *within* the project area for local community benefit; everything has been pushed outside to the perimeter of the project area.
7. Safety issues will continue with the two essentially side by side curb cuts along Park Avenue. People today jockey between the two drives to get ahead or avoid traffic and both entrances cross over the existing sidewalk as well as the proposed multi-use path. As proposed, cars will be parking at a diagonal along the south side of the proposed project potentially increasing conflicts. Some additional thought and design should be put into this.

As always, thank you for your continued service reviewing extensive applications and properly applying the LMC.

Respectfully,

Deb Rentfrow

Amber Lynch | August 26, 2024 | 2:05 PM

My name is Amber Lynch. I grew up in Park City and now live at [REDACTED] with my husband and two daughters. I am in full support of the re-development of the Double Tree Hotel site. Our daughters attend Park City High School and Treasure Mountain Junior High. Every day they need lunchtime and pre/post school gathering areas that are safe to walk / bike to with their friends. The frontage protection zone offered by the developer as part of this plan will provide many safe gathering areas for local students. This and the affordable housing provided is a small trade-off for less than 10' of height. Please vote yes on Wednesday!

Warmly,

Amber

Carolyn Murray | August 29, 2024 | 8:13 AM

I had a chance to attend a public meeting last week showing the plans for the renovation of the Yarrow hotel space. I was impressed with the style of the development because it takes a very monolithic structure and transforms it into a campus like feel. The amount of outside space, open space is far superior than what is currently so prominent on a critical corner and entryway into Park City. I also was impressed by the thought that went into the pathway areas for pedestrians and cyclists. It is a dangerous corner as it is and it's been negligent that the street safety of pedestrians and cyclists has still not been addressed. The walkability bond passed in 2007 and now, 17 years later, still nothing has been done to make the crossings safe or welcoming to pedestrians.

I also understand the development plans are asking for a height variance due to a roof line that exceeds the existing code. I do hope you can look at the project as a whole and provide your approval because the exception is seemingly very minor and the overall project would be such an improvement to a very unappealing site.

I am also impressed with the plans for the onsight affordable housing section. It's refreshing to see a plan that doesn't try to trade the housing to some distant offsite location.

Thanks for your consideration.

Sincerely,

Carolyn Murray

Kathy Hunter | August 27, 2024 | 5:32 PM

Dear Planning Commission members,

As a 30-year resident of Park City, I implore you to vote against any exceptions that would allow increased height to the proposed development at the corner of Kearns and Park Avenue. Not only would it destroy the views of the beautiful mountains, but, as the recent Park Record article pointed out, the development of this hotel would be linked to future development (and heights) in the Bonanza Park area. We are destroying the views of our own mountains from the main thoroughfares in town with new builds which have always enforced height restrictions. Please, please, please, keep the height restriction on this new development to 35 feet.

Thank you for your consideration.

Kathy Hunter

SKI UTAH
THE GREATEST SNOW ON EARTH®

2749 E Parleys Way, Suite 310
Salt Lake City, UT 84109
(801) 534-1779 office
skiutah.com | info@skiutah.com
@skiutah | #skiutah

Aug. 27, 2024

Park City Planning Commission
445 Marsac Avenue
Park City, UT 84060

Dear Members of the Park City Planning Commission,

I am writing to express my enthusiastic support for the proposed redevelopment of the Yarrow/DoubleTree Hotel site at Park & Kearns, a pivotal component of the Bonanza Park district transformation. As a stakeholder in the community, I am particularly impressed with the project's commitment to creating a mixed-use destination that prioritizes walkability, connectivity, livability, and inclusivity.

This project promises to revitalize an underutilized area by introducing a diverse mix of uses that cater to both residents and visitors, significantly enhancing the Bonanza Park experience. The integration of over 1.7 acres of public open space, 1500 feet of new multi-use paths, and underground parking are commendable efforts in transforming the current landscape into a vibrant, pedestrian-friendly environment.

Moreover, the development plan includes 60 units of deed-restricted affordable housing, crucial for supporting our local workforce and ensuring that Park City remains an inclusive community for all income levels. The thoughtful incorporation of energy-efficient designs and sustainable practices further underscores the project's long-term benefits to the community and environment.

In light of these substantial community benefits, I respectfully urge the Commission to approve the requested 10-foot height exception necessary for the realization of this project. This exception is not merely a procedural formality but a critical element in delivering a project that exceeds standard requirements in open space, setbacks, and affordable housing, setting a high standard for future developments in our beloved city.

Thank you for considering this transformative project which will undoubtedly serve as a benchmark for thoughtful and community-focused urban development in Park City.

Sincerely,

Nathan Rafferty

Ski Utah | President & C.E.O.

COOPERWYNN
CAPITAL

August 27, 2024

VIA EMAIL

Park City Planning Commission
Attn: Rebecca Ward, Planning Director
445 Marsac Avenue
Park City, Utah 84060

Re: 1800 Park Redevelopment

Dear Park City Planning Commissioners:

My name is Stan Kozlowski, and I am the founder and principal of CooperWynn Capital. Over the past 25 years, I have completed more than 80 hospitality transactions totaling more than $2.5 billion. My firm has been based in Park City since 2012 and I have a unique perspective on Park City's hospitality market. Although I have no financial involvement in the Yarrow/Doubletree or its redevelopment, I would like to lend my voice in support of the project.

It is important to understand that most hotels have a limited useful life. Market changes, brand requirements, consumer expectations and the realities of the natural aging of buildings themselves eventually drive either extensive renovation or redevelopment. The Yarrow, even with extensive renovations over the years, is an example of a building that the industry would dictate has exceeded its useful life as currently configured. Given the property's current physical constraints, the ability to obtain a premium brand at expiration of the franchise agreement is unlikely without uneconomical capital investment.

Since the construction of the Yarrow in 1979, the market for hotels in Park City has changed. Today, often what most people think of as hotels are actually condominium hotels in most destination markets. A condominium hotel is a building that is legally a condominium but operates as a hotel. The units are sold to individual buyers but the entire building, however, still includes all of the amenities indicative of a hotel and operates as a hotel with the units or rooms managed through a centralized service for nightly rental. A few pertinent examples of the model include the nearby Hotel Park City, The Pendry Park City, The Waldorf Astoria Park City, and Newpark Resort, among others.

This structure allows for individual ownership of units while still providing for a substantial base of transient room tax benefiting the local jurisdictions, Park City in this case. The hotel-aspects of the project also continue to provide the same publicly available community spaces as any other hotel.

The proposed condominium hotel as configured, with its supporting meeting spaces and other amenities is similar to other condominium hotels in the area. It will perform well in the area and bring a much-needed refresh and vibrancy to this key corner of our community. I strongly encourage you to approve the proposed project and redevelopment.

Very Truly Yours,

Stan Kozlowski

Stewart Gross

From:	Stewart Gross <stew@stewgross.com>
Sent:	Tuesday, August 27, 2024 5:49 PM
To:	planning@parkcity.org.
Cc:	stew@stewgross.com
Subject:	Re: Proposed redevelopment of The Yarrow

RECEIVED
AUG 2 8 2024
PARK CITY
PLANNING DEPT.

Dear Planning and Zoning Commissioners and Planning Department:

Having served as a Planning and Zoning Commissioner while we planned and enacted the Bonanza Park plans, we all recognized what and how important this, relatively flat 100 acre District will mean to our community, today and well into the future.

I attended this past June's meeting of the proposed redevelopment of the Yarrow. I commented to the developers representatives after the presentation, that I thought the city was undervaluing the importance of this cornerstone property, by not allowing it to be taller and denser. It's one of the few key commercial properties along the highway "corridor" that is not adversely impacting the views of the ski slopes and a redevelopment should be able to capitalize on building additional height and density, here in particular.

I support, as a citizen, a pedestrian and bikeway user, any redevelopment of this corner to fix the horrendous condition of the sidewalks surrounding the perimeter of the existing property. The improvements shown on the Elliotts Workgroup plans will enhanced sidewalks. If the potential tunnel tying the Bonanza Park District into the Snow Creek subdivision happens, even better. It will make it even safer for me and others to access to the north the many other subdivisions, including mine in Holiday Ranchettes.

This location is what would be considered in town living, at least for Park City. It offers a central location close walking, biking or bus alternatives (to access city or county), literally, at its curb. Goods and services, again, at the curb. This property is being redeveloped for the first time since 1977. It won't be redeveloped again for many generations into the future. The city must allow this property to be all that it should be for the future. So many of the properties in Park City can never offer this ease of access, workforce housing or parking and this property is seeking to do all of these in their redevelopment. Hopefully, the city will allow them to enhance, where needed, which will, in turn fulfill many of the city objectives for this District.

Thank you.

Respectfully submitted,
Stewart Gross

Stew Gross
435-640-0140
stew@stewgross.com

August 28, 2024

VIA EMAIL (planning@parkcity.org)
Park City Planning Commission
Attn: Rebecca Ward, Planning Director
445 Marsac Avenue
Park City, Utah 84060

Re: Yarrow/1800 Park project support

Dear Park City Planning Commissioners:

My name is Gary Crandall, and I am a principle of Crandall Capital. While I have no financial involvement in the Yarrow/Doubletree or its redevelopment, I am writing to express my support for the project as a Park City resident and stakeholder in our community.

I live not far from the proposed project and drive past that intersection on nearly a daily basis. Although I appreciate the service the Yarrow hotel has provided our community, it is time for a reimagining of that important intersection. It is a gateway to our community and merits a development consistent with its prominence.

My personal belief is that this project will aid in vitalizing the Bonanza Park area. This central location needs the investment from stakeholders of our community that comes with redevelopment. The Bonanza Park is an area that is currently underutilized as a gathering place for our community. My hope is that this is the first step in creating a space where more Park City residents can live and work.

Over the last decade I have invested heavily in our community with an emphasis on providing affordable housing to those of our community who are most in need. Because of that experience, I can speak firsthand to the costs associated with development in our mountain community. It is not easy to bring to life a project that provides the many community values and benefits that are included in the Yarrow proposal. Every affordable unit, public path, view corridor, and inch of publicly available open space comes at a cost.

From my perspective, the limited height exception requested is warranted given the many public benefits being derived from the proposal.

Thank you again for your service and all you do for our community.

Yours Truly,

Gary Crandall

To: planning@parkcity.org

Subject: Public Comment – 1800 Park Avenue MPD

Park City Planning Commissioners-

Habitat for Humanity of Summit and Wasatch Counties submits the following comments regarding the 1800 Park and Kearns MPD, scheduled on the agenda for Wednesday, August 29, 2024.

Bonanza Park is an ideal location for affordable housing units in Park City. Often affordable housing for a community's workforce is placed on the outskirts of town due to the generally lower price of land away from services and employment bases. Where you live affects how you move. The closer affordable housing is to major employment centers, the numbers of additional efforts reduce, such as transportation.

The inclusion of 60 restricted affordable units as part of the 1800 Park Avenue, Park and Kearns MPD development is an ideal location for affordable housing. Traffic is listed as a top concern by community members in all Wasatch Back communities. Infill parcels, those already surrounded by development, allows housing near commercial districts and employment centers and can reduce traffic impacts from residents driving to services and/or work.

As part of our local advocacy efforts, Habitat for Humanities of Summit and Wasatch Counties has reviewed successful affordable housing policies in other communities. One strategy communities adopt is locating affordable high-density residential and mixed-use developments along transportation corridors. Characteristics of transit-oriented developments include:

- High-density development within a 10-minute walk circle around a transit station.
- A mixed-use development that includes schools, retail uses, shopping, and various housing types.
- Street facilities for walking and biking.

All of these exist in proximity to and within the proposed 1800 Park Avenue MPD development.

Habitat for Humanity of Summit and Wasatch Counties supports the proposed project with the inclusion of the 60 restricted affordable housing units.

Sunday, September 8, 2024 | 8:04 AM

Hello-

I live in Bear Hollow Village. I just found out about the upcoming meeting September 11, but unfortunately cannot make it because I am teaching a class at that time. I wanted to add my voice as someone who is against allowing a zoning variance so the developer can build so high. I do appreciate that there is affordable housing included, as well as open space, but that is such an important location in terms of the visible approach to Old Park city and Main Street.

It would be a slippery slope to allow such tall buildings to start encroaching on that area. It happened in my hometown, and once they allowed the first one, there were more and more, and then the entire character changed (the same thing happened with big box chain stores, which so far have been kept out in Kimball).

My understanding is you have heard more voices in support, but mine is to request that the developer shave a couple of floors off their buildings to keep them ideally within, but at least closer to the current zoned maximum. The difference between 35 and 60 feet is enormous.

Thank you for hearing my voice,

-Deborah Aronson

“Be kinder than necessary because everyone you meet is fighting some kind of battle.” J.M. Barrie

Sunday, September 8, 2024 | 2:12 PM

Dear PC Planning, as a PC resident I want to adamantly log my opposition to a larger (higher) hotel as part of this plan. Its sets a precedent which will negatively impact the atmosphere that makes PC so special. I have firsthand experienced an initial larger structure in my former community in California which led very quickly to further development of larger structures forever negatively impacting the neighborhood and living experience which can never be undone. Please DO NOT allow this redev project to proceed!

Respectfully,

Siegfried Reich

Monday, September 9, 2024 | 10:26 AM

For Planning Commission, please see my comments below for the upcoming Yarrow discussions. Thank you.

I am in favor of the new design. It is a significant improvement for the site. I like how the buildings are broken up into smaller footprints, with light, air, and landscaping between and around them, rather than a large continuous footprint at a lower height. The design includes 40% open space and 48 affordable units. To achieve that balance, my opinion would be to allow these buildings to go taller. It feels like a good place for this design. Additionally, the other nearby locations, such as the arts district and Ironhorse area, could be good locations to follow a similar format. Everyone always talks about building more affordable housing, and these seem like good locations and ways to achieve it. Doubtful you'll get the typical NIMBY comments in these areas, and the locations are very pedestrian friendly. It seems like these couple of blocks could be transformed into a vibrant worker community rather than the current unsightly grouping of deteriorated buildings, parking lots, vacant lots, etc.

And, thanks for all you do.

Thanks,

Sean Matyja
Associate Broker, REALTOR®

sean@enjoyparkcity.com
enjoyparkcity.com

Monday, September 9, 2024 | 11:22 AM

Dear Sirs,

I'm writing to urge you not to ignore/ adjust the height restrictions which you've had in place for many years at the Prime entry point entry point into Park City town itself.

I'm deeply suspicious of developers who think they can get an exemption using the cover of affordable housing- which inevitably turns out to be not quite so affordable and has loopholes for further speculation.

Please don't fall for this switch and bait tactic.

No doubt the site is due for upgrade/further development.... no doubt we need genuine affordable housing, but this can all be done tastefully, effectively - and profitably for them and maintaining the rules that have applied for many decades.

Please stand up and tell them what to do and how to do it, rather than have them tell you what they wish to do.

With thanks for all your hard work,

Respectfully,

Tim - a 40 plus year resident

Tim Lapage

www.safariexperts.com

Monday, September 9, 2024 | 5:57 PM

Dear Park City Planning,

I would like to express my concern that the Yarrow redevelopment plan is looking for a height exemption, allowing the structure to exceed the established 35' height limit. While I applaud the affordable housing, expanded community experiences, and added green spaces within this proposal, I strongly disagree with allowing the increased height. This would set an undesired precedent that could lead to follow-on exemptions. Please insist that the project is built within the existing height limits.

Thanks for considering my comments.

Kindly,

Stacie Canan

Tuesday, September 10, 2024 | 1:13 PM

Dear Park City Planning Commissioners,

Thank you again for all the time and expertise you contribute to the City on planning

and development issues.

I am writing today to very strongly urge you to NOT allow an extension/increase on

building height allowances for The Yarrow redevelopment proposal.

As a community, we certainly have challenges that we agree are important and need to be addressed, such as affordable housing. My concern is that recent development proposals are finding success with the City and County in using affordable housing as a "trade" for casting aside building height restrictions and protection of our mountain views.

My plea to you is to find solutions that include BOTH, without exception - affordable housing AND maintaining our mountain views by strictly enforcing lower building heights. The Yarrow redevelopment project isn't the only project. As has been mentioned by The Yarrow project developers, the elements in the Yarrow proposal are just part of a larger vision for the Bonanza Park area. Being able to see our beautiful mountains over the past few years in that area has had a significant and positive impact on the community - for residents and visitors. And it's not hard to imagine how that would drastically and negatively change with higher building heights. What I am strongly advocating for are proposals, including for The Yarrow, that address community needs AND preserve views. It is possible, thoughtful design can preserve views too. The Yarrow re-design, however, does not do that, in my opinion.

I posted my comments about this proposal on NextDoor to encourage fellow

residents to express their views to you as you consider the proposal. Here is a link to that dialogue which includes residents who strongly support lower building

heights and protection of our mountain views:

https://nextdoor.com/p/58hJnmfFC_LH?view=detail&init_source=search&query=Yarrow

Thank you for your consideration of my request. I sincerely hope you will vote

against allowing increased building heights.

Sincerely,

Kathy Hunter

Wednesday, September 11, 2024 | 11:18 AM

Commissioners,

You have broad discretion to evaluate whether there are enough community benefits to warrant approving an MPD. The 1800 Park plan offers significant 'gets' to the city. Please consider:

The current entry corridor experience from Kearns/Park Ave heading south includes a fifty year old motor lodge, the Fresh Market , a Walgreens and a Burger King, all with acres of parking on grade and fronting the street. The proposed application offers underground parking for 250 cars with no street frontage parking. It offers a vastly improved landscaping plan that provides a pleasant, safer pedestrian experience along Kearns. Two curb cuts are eliminated providing for safer automobile access to the site. One is at the northeast corner of the site, the second is on Park Ave. A third curb cut is relocated to the center of the property further from the intersection of Park and Kearns. Providing improved access to a proposed tunnel under Kearns is an added bonus.

Taken together these are significant safety improvements worthy of granting a height exception.

Alex Butwinski

former City Councilor

March 12, 2025 | 6:26 p.m.

I am writing this comment to urge the Planning Commission to approve some sort of improvement for the pedestrian crossing at Kearns Blvd. and Snow Creek Dr. I live along the McLeod Creek trail near the Peaks Hotel, and crossing Kearns Blvd. is the worst part of my walk to anywhere up into town, which I do multiple times per week. I was almost hit by cars five times last summer alone trying to cross Kearns at the light with Park Ave. by traffic turning left off southbound Park Ave. onto Kearns while I had the walk signal. As a result, I have started crossing Kearns at Snow Creek Dr. instead, as jaywalking there is safer than crossing at the signal at Park Ave. However, it is still a very unpleasant and unsafe crossing, and it would be made much better with a HAWK or a pedestrian underpass. Thank you for your time and consideration

Jesse Morse

Planning Commission
Staff Report

Subject: **1120 Park Avenue**
Application: **PL-24-06309**
Author: **Lillian Zollinger, Planner III**
Date: **March 26, 2025**
Type of Item: **Conditional Use Permit**

Recommendation

(I) Review the request for a Conditional Use Permit (CUP) for driveway access from Sullivan Road to the rear of 1120 Park Avenue, (II) conduct a public hearing, (III) and consider denying the proposal based on the Findings of Fact and Conclusions of Law outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Terrence McGrath, represented by Stoker Architecture, Inc.
Location:	1120 Park Avenue
Zoning District:	Historic Residential – Medium Density
Adjacent Land Uses:	Residential, City Park
Reason for Review:	The Planning Commission reviews and takes Final Action on Conditional Use Permits.[1]

CUP	Conditional Use Permit
HDDR	Historic District Design Review
HRM	Historic Residential – Medium Density
LMC	Land Management Code
MCPC	Municipal Code of Park City
SFD	Single-Family Dwelling
UPZ	Urban Park Zoning

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

Summary

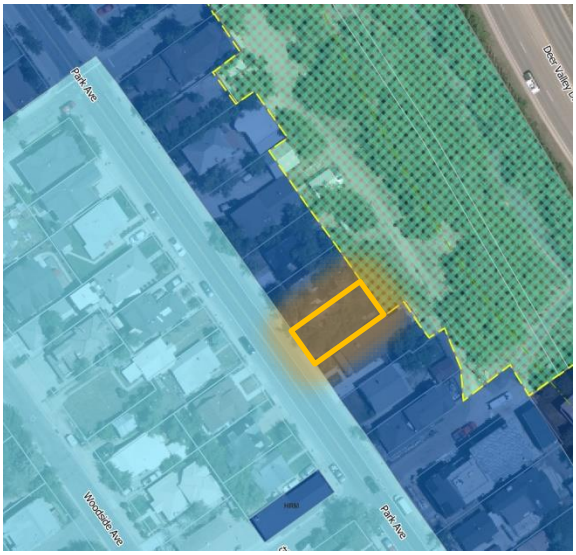
1120 Park Avenue is a vacant 2,812.5-square-foot Lot in the Historic Residential – Medium Density (HRM) Zoning District and Lot A of the Double H Plat Amendment. The Applicant proposes constructing a Single-Family Dwelling (SFD) on the Lot, and requests driveway access to the rear of the Lot from Sullivan Road, which is City-owned property (Parcel SA-360-A-X). To allow driveway access from Sullivan Road to the rear of a property along Park Avenue, pursuant to Land Management Code (LMC) § 15-2.4-8, an Applicant must prove to the Planning Commission that the project has positive

[1] LMC § 15-1-8(G)

elements furthering reasonable planning objectives. Additionally, the Applicant must obtain a Conditional Use Permit.[2]

Background

The Applicant requests Sullivan Road driveway access to decrease the vehicular impact along Park Avenue by eliminating the driveway and parked cars at the front of the property within the Historic District. The portion of Sullivan Road proposed for access is a gravel throughway on City property and is not dedicated Right-of-Way.



1120 Park Avenue from the Zoning Map showing the Historic Residential – Medium Zoning District in dark blue and 1120 Park Avenue highlighted in orange.



Sullivan Road, facing south; image taken from Google Maps.



1120 Park Avenue viewed from Park Avenue, highlighted on a Google Maps image in orange: photo taken by Staff.

[2] LMC § 15-2.4-8

The Applicant requests a CUP for driveway access to Sullivan Road before moving forward with the Historic District Design Review (HDDR) process to finalize the design of the SFD for compliance with the HRM Zoning District and Historic District Design Regulations. The Planning Commission reviews requests for Sullivan Road access based on the criteria outlined in the Analysis Section below.

On January 8, 2025, the Planning Commission conducted a work session on the Applicant's proposed driveway access (Staff Report, Minutes). The Commission asked for clarification on the Engineering Department's recommendation for the proposal, clarification on the Urban Park District, and an Arborist's report for the tree at the front of the Lot. The Applicant provided an Arborist's Report (see Exhibit C) and requested an additional work session on February 12, 2025, with the Planning Commission. On February 12, 2025, the Planning Commission conducted another work session and continued the application to March 26, 2025 (Staff Report, Minutes).

Staff requested the Applicant submit plans for the proposed SFD to review for compliance with the criteria analyzed below. Staff found the proposed plans did not comply with the required criteria outlined the LMC, and asked the Applicant if they would update the plans. The Applicant requested the Planning Commission review the plans as is (see Exhibit B).

The Engineering Department recommends access to the proposed SFD from Park Avenue. The Applicant's requested access uses an informal, gravel, shared driveway across City Property which is not City maintained. The Engineering Department does not recommend increasing the use of this non-compliant, substandard driveway when access from Park Avenue, a formal, City-maintained Right-of-Way (ROW) is accessible. The majority of homes along this section provide access from Park Avenue, so access from Park Avenue is more compatible with the character of the surroundings. The Engineering Department provided Exhibit E for analysis on encroachments off Sullivan Road. The Engineering Department also noted that approval from the City Council would ultimately be required to grant an access easement across City property from either 11th Street or 12th Street.

The General Plan encourages reducing automobiles on Historic Streetscapes[3] and outlines goals to preserve the compatibility of the Historic District.[4] Reducing vehicles along Park Avenue meets the goals of the General Plan. However, to also meet the goals of the General Plan and intent of the LMC, the proposed SFD must also comply with Historic District regulations and additional Conditional Use Permit criteria. The Applicant must also prove to the Planning Commission that the project has positive elements furthering reasonable planning objectives.

Analysis

(I) The proposed driveway access does not comply with the Sullivan Road Access criteria outlined in LMC § 15-2.4-8.

[3] Community Planning Strategy 15.7
[4] Goal 15

LMC § 15-2.4-8, *Sullivan Road Access*, notes that the Planning Commission **may** issue a Conditional Use permit (CUP) for Limited Access on Sullivan Road ("Driveway") if additional criteria are met. The proposed driveway access does not meet the criteria.

A. **Criteria for Conditional Use review for limited access.**

Does not comply

Pursuant to LMC § 15-2.4-8(A), limited access is allowed only when an Applicant proves the project has positive elements furthering reasonable planning objectives. Staff does not find the Applicant has proved the project has positive elements furthering reasonable planning objects as outlined below.

B. **Neighborhood Mandatory Elements Criteria**

Pursuant to LMC § 15-2.4-8(B), the Planning Commission shall review and evaluate the following criteria for all projects along Sullivan Road:

1. **Utility Considerations**

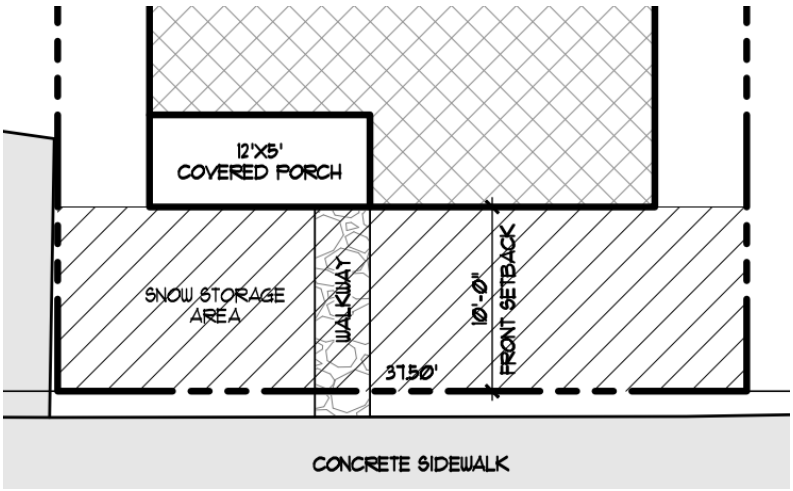
   On December 3, 2024, the Development Review Committee[5] required that the utilities be accessed from Park Avenue.

2. **Enhanced Site Plan Considerations**

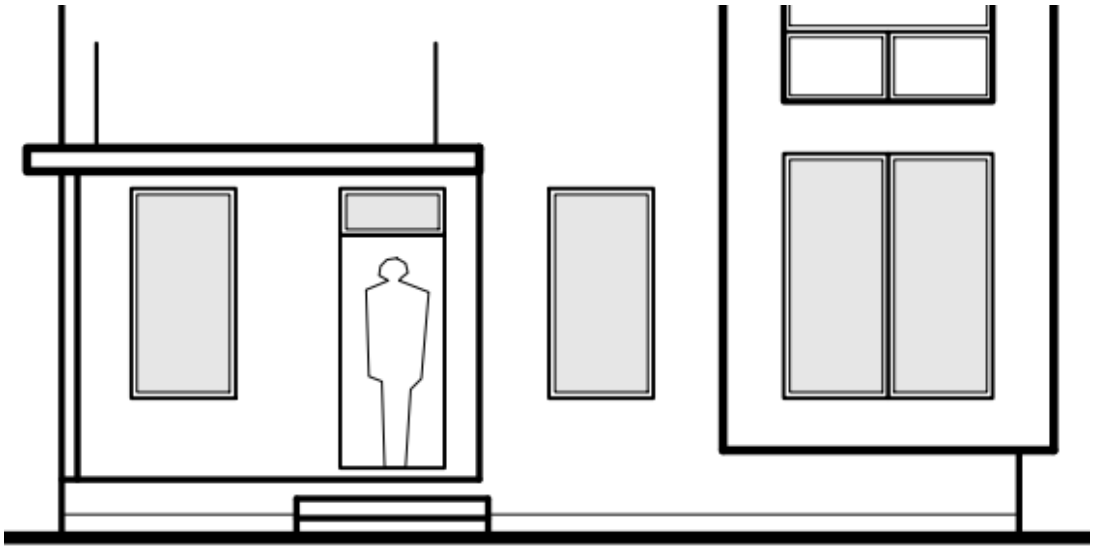
   a. ***Variation in Front Yard and Building Setbacks to Orient Porches and Windows onto Street Fronts.***

      The Applicant proposes a structure that has a porch facing Park Avenue that meets, but does not exceed, the minimum ten-foot Front Setback required in LMC § 15-2.4-8(B)(2). The Applicant proposes a Porch set even with the proposed structure, and windows that orient onto Park Avenue. The Applicant does not propose an increased Front Setback, or Front Yard variations.

[5] 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).



Proposed plans showing a porch and the 10' Front Setback, provided by the Applicant.



Proposed plans showing the street level of the proposed structure, provided by the Applicant.

b. ***Increased Front Setbacks.***

Does not comply
The Applicant does not propose an increased Front Setback.

c. ***Increased Snow storage.***

Does not comply
The Double H Plat Amendment includes a 10-foot-wide snow storage Easement along Park Avenue. On December 3, 2024, the Engineering Department noted that additional Snow Storage beyond the existing 10-foot-wide Snow Storage Easement on this site is not needed. Since existing snow storage is adequate and no increased snow storage is proposed, this section is not a basis for an additional positive site element.

d. ***Increased Transferred Development Right (TDR) Open Space, and/or***

preservation of significant landscape elements.

The plans do not propose any elements per this section. The Applicant notes they are willing to preserve the unhealthy tree. Staff recommends the Applicant follow the recommendation of the arborist report and remove the tree due to its poor health status. However, the proposed site plan could accommodate an increased Front Setback for replacement vegetation.

e. ***Elimination of Multi-Unit or Triplex Dwellings.***

There is no elimination of Multi-Unit or Triplex Dwellings.

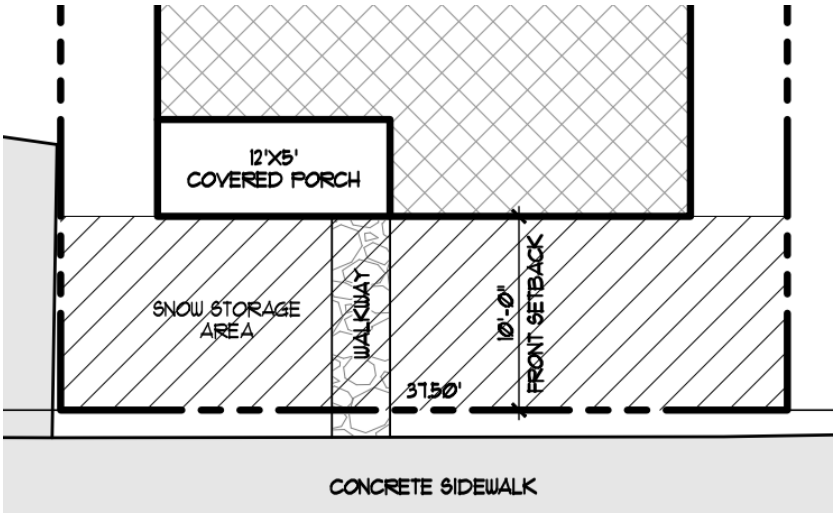
f. ***Minimized Access to Sullivan Road.***

The Applicant proposes a ten-foot-wide driveway across Sullivan Road Parcel SA-360-A-X for a single-car garage, which is the maximum width allowed pursuant to LMC § 15-13-8(1)(h)(7) *Parking Areas & Driveways,* and LMC § 15-3-3(H)(1) *General Parking Area and Driveway Standards.* The most minimal access to Sullivan Road would be no garage proposed in the rear and access from Park Avenue. The Engineering Department also notes that their recommendation is for the driveway to be accessed off Park Avenue, and not off Sullivan Road.

g. ***Decreased Density*.**

Does not comply
The Applicant does not propose decreasing density. The Applicant proposes a SFD to the fullest extent allowed under the minimum Setbacks, and is taller than adjacent structures along Park Avenue.

3. **Incorporation of Pedestrian and Landscape Improvements Along Park Avenue, Sullivan Road, and Eastern Avenue**
The Applicant proposes a walkway to connect the new SFD to the sidewalk on Park Avenue. By moving the driveway to the rear of the structure, there is more space to create a prominent front entrance and yard viewed from Park Avenue. However, the Applicant has not proposed enhanced pedestrian or landscaped improvements along Park Avenue or Sullivan Road.



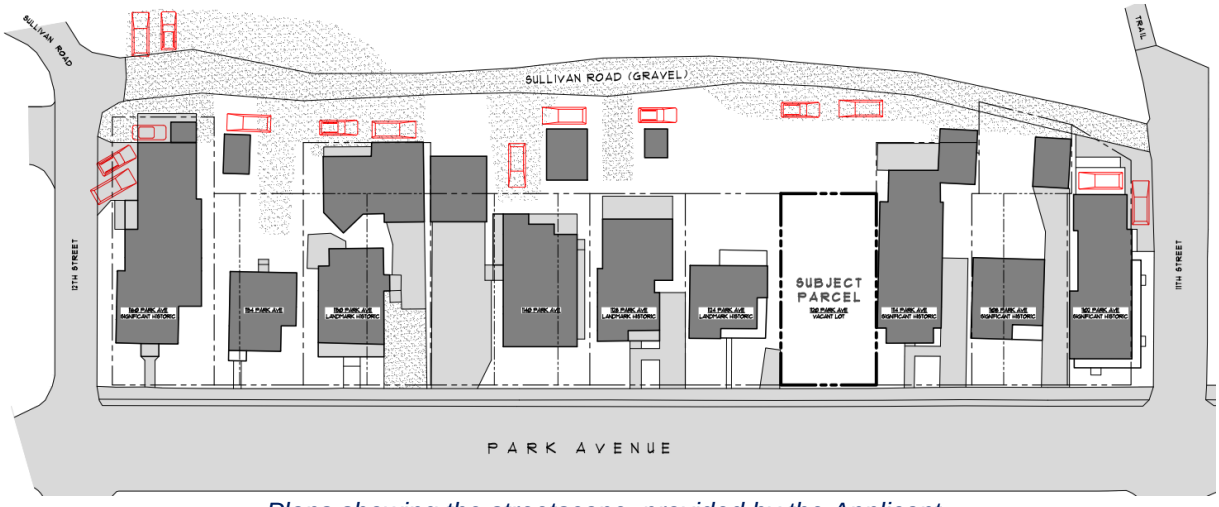
Proposed plans showing a walkway, provided by the Applicant.

(II) The proposed driveway access does not comply with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards in LMC § 15-1-10, or if the Commission .

1. **Size and location of the site:**

   The size of the Lot complies with the HRM Zoning District requirements as outlined above. The request moves driveway access from Park Avenue to Sullivan Road. As noted above, the majority of the homes have primary driveway access from Park Avenue (six of nine).



Plans showing the streetscape, provided by the Applicant.

2. **Traffic considerations including capacity of the existing Streets in the Area:**

Traffic Impact Studies (TIS) are required for developments with 25 or more SFDs. Therefore, this CUP for one SFD does not require a TIS. The proposed SFD requires two Parking Spaces.[6] The request moves driveway access from Park Avenue to Sullivan Road. Although the traffic impact is minimal regardless of whether the driveway is accessed off Park Avenue or Sullivan Road, Engineering finds that improvements necessary to connect to Sullivan Road will increase traffic and development in the southern area of City Park in a manner incompatible with recent neighborhood input. Improvements to Sullivan Road in this area are not provided for in the Streets Master Plan or General Plan.

3. **Utility capacity, including Storm Water run-off:**

   On December 3, 2024, the Development Review Committee required that the utilities be accessed from Park Avenue.

4. **Emergency vehicle access:**

   On December 3, 2024, the Park City Fire District noted that Emergency vehicle access would be from Park Avenue, even if driveway access was from Sullivan Road.

5. **Location and amount of off-Street parking:**

   The proposed SFD requires two Parking Spaces, regardless if the parking is accessed off of Park Avenue or Sullivan Road.[7] The Engineering Department also notes that their preference is for the driveway to be accessed off Park Avenue, and not off Sullivan Road.

6. **Internal vehicular and pedestrian circulation system:**

   The request moves driveway access from Park Avenue to Sullivan Road and would reduce the visibility of cars from Park Avenue. Pedestrians could access the SFD from either Park Avenue or Sullivan Road.

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses:**

   The adjacent Uses are also residential and fencing, screening, and landscaping must comply with LMC § 15-13-8 and LMC § 15-5-5(N). The Applicant does not propose fencing, screening, or landscaping at this time.

[6] LMC § 15-3-6(A)
[7] LMC § 15-3-6(A)



1128 Park Avenue (gray home) and 1124 Park Avenue (light blue home), two adjacent Historic Sites. 1120 Park Avenue is the vacant lot with significant vegetation to the right of 1124 Park Avenue.

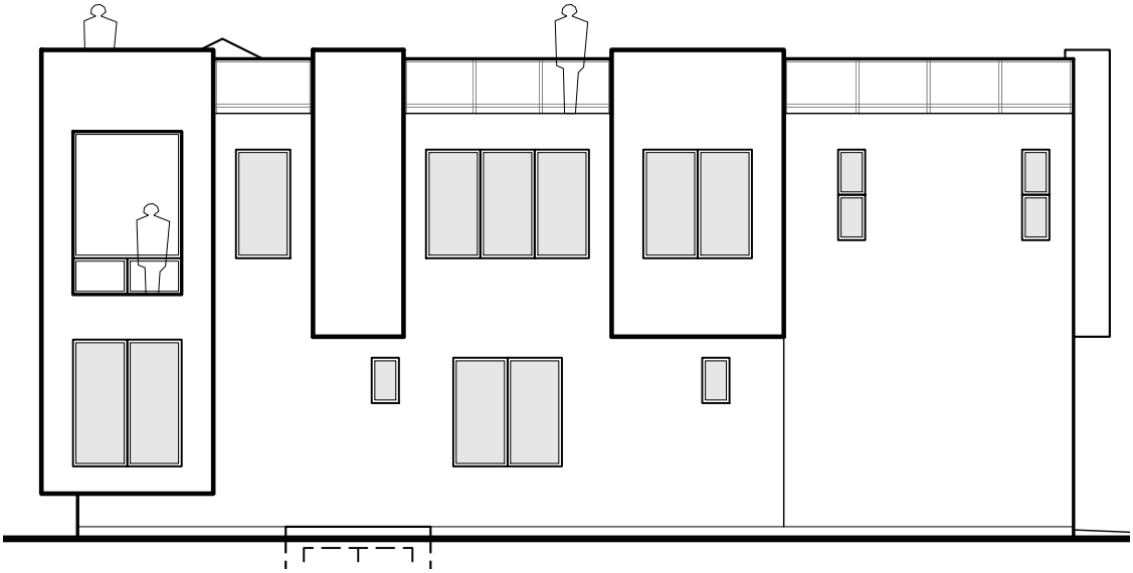
8. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:**

Does not comply
By moving the driveway off Park Avenue, it allows the Applicant to build the SFD to the edge of the Front Setback, creating a large mass at the front of the Lot. Additionally, LMC § 15-2.4-6 notes that the Planning Commission reviews additional criteria for CUPs in the HRM Zoning District. The proposed driveway access does not meet LMC § 15-2.4-6(A), *Consistent with the Design Regulations for Historic Districts and Historic Sites.*

While the final design will be reviewed under an HDDR application and must comply with Historic District Design Regulations outlined in LMC § 15-13-8 regarding residential infill in the Historic Districts, the current proposal which appears to maximize volume at the front of the Lot as a result of shifting the garage and driveway to the rear is not consistent with the Historic Design Regulations.



Proposed front elevation, as viewed from Park Avenue, plans provided by the Applicant.



Proposed south side elevation, plans provided by the Applicant.

LMC § 15-13-8 states that new infill residential buildings shall "…reflect the historic character…[and]…be compatible with historic structures in materials, features, size, scale and proportion, and massing…[and]…reinforce visual unity

within the context of the Streetscape or character area[.]"



Properties on Park Avenue, photos taken by Staff, with 1120 Park Avenue plans provided by the Applicant and added to the streetscape by Staff.

The proposed design is not in scale and compatible with the mass, height, width, and Historic character of the surrounding residential neighborhood and existing Historic Buildings in the neighborhood. The larger Building masses are not proposed to be located to rear of the Structure to minimize the perceived mass from the Street. Staff recommended the Applicant update the plans to comply with the above regulations, and the Applicant requested the plans be presented to the Commission as is. See Exhibit B for the full plan set.

9. **Usable Open Space:**

   There will be no dedicated Open Space on the property. No additional setbacks are proposed.

10. **Signs and Lighting:**

    Lighting must comply with LMC § 15-13-8 and LMC § 15-5-5(J). No lighting is proposed on the driveway.

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:**

    Does not comply

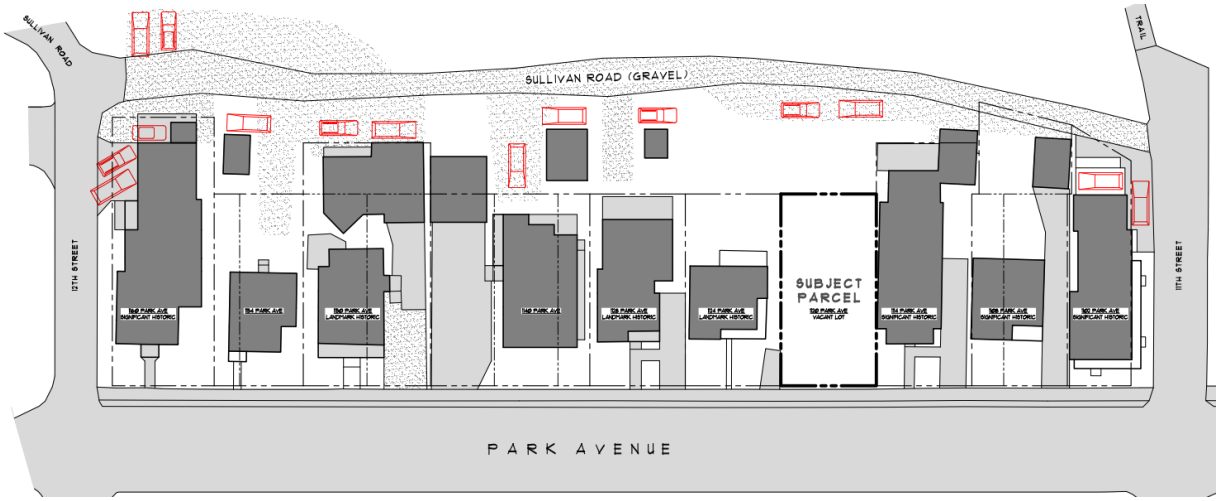
The proposed SFD is required to comply with Setbacks and Height outlined in LMC § 15-2.4-3 *HRM Lot and Site Requirements* and § 15-2.4-5 *HRM Building Height*. The HRM Zoning District does not have a maximum Building Footprint requirement, but final design of the structure is required to comply with LMC § 15-13-8, *Requirements for New Residential Infill in Historic Districts.* There are seven Historic Structures[8] and two non-historic Structures[9] on the adjacent eastern block of 1120 Park Avenue, as shown in the images below.



Properties on Park Avenue, photos taken by Staff, with 1120 Park Avenue plans provided by the Applicant and added to the streetscape by Staff.

[8] 1002 Park Avenue, 1008 Park Avenue, 1114 Park Avenue, 1124 Park Avenue, 1128 Park Avenue, 1150 Park Avenue, and 1160 Park Avenue

[9] 1140 Park Avenue and 1154 Park Avenue



Plans showing the streetscape, provided by the Applicant.

LMC § 15-13-8(A)(4) states, “New infill residential buildings shall differentiate from historic structures but be compatible with historic structures in materials, features, size, scale and proportion, and massing to protect the integrity of the Historic District as a whole. The massing of the new infill residential buildings shall be further broken up into volumes that reflect the original massing of historic buildings; larger masses shall be located at the rear of the lot.”

LMC § 15-13-8(A)(7) states, “Scale and height of new infill residential buildings shall follow the predominant pattern and respect the architecture of the Streetscape or character area with special consideration given to Historic Sites.”

LMC § 15-13-8(A)(8) states, “Size and mass of a structure shall be compatible with the size of the site so that lot coverage, building bulk, and mass are compatible with Historic Sites within the Streetscape or character area.”

LMC § 15-13-8(A)(8) states, “New infill residential buildings shall reinforce visual unity within the context of the Streetscape or character area. The specific context of each Streetscape or character area is an important feature of the Historic District. The context of each Streetscape or character area shall be considered in its entirety, as one would see it when standing on the street viewing both sides of the street for the entire length of the Streetscape or character area. Special consideration should be given to adjacent and neighboring Historic Sites in order to reinforce existing rhythms and patterns.”

All of the structures from 11th Street to 12th Street have a shorter front story facing Park Avene, with some additional height and massing at the rear of the structures. The Applicant proposes a two-story structure, as viewed off Park Avenue, without proposing enhancements to reduce the impact of the height. The proposed structure does not reinforce the rhythm of the street and does not propose a larger mass at the rear. The proposed SFD does not comply with the above regulations for new construction in the Historic District.

12. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:**

    All utility or mechanical equipment shall comply with Setback requirements and exceptions outlined in LMC § 15-2.4-3 *HRM Lot and Site Requirements* and with screening requirements outlined in LMC § 15-13-8(B)(1)(e) *Regulations for Residential Infill in Historic Districts.* The proposed Use shall comply with MCPC Chapter 6-3, Noise. Staff does not foresee any issues with typical residential mechanical equipment being installed onsite, as required by the LMC.

13. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:**

    There are no proposed reoccurring delivery and service vehicles or loading and unloading zones. The Applicant notes they are tentatively planned to be screened on the north side of the structure by a low wall.

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 Applicant notes that the proposed SFD is to be used by the Owner, and is not proposed to be a Nightly Rental, which is an Allowed Use under LMC § 15-2.4-2. If the property were proposed to be used as a Nightly Rental, the property owner would be required to obtain an active business license from the Finance Department.

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:**

    The site is relatively flat and is not on Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, or on Steep Slopes. The site is within the City's Soil Ordinance Boundary and must comply with the regulations outlined in MCPC Chapter 11-15, *Park City Landscaping And Maintenance Of Soil Cover* at the building permit stage.

16. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding:**

    Does not comply
    Goal 15 of the General Plan is to, "Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations." Community Planning Strategy 15.7 of the General Plan encourages pedestrian-oriented development to minimize the visual impacts of automobiles and parking on Historic Buildings and

Streetscapes. The proposed driveway access off Sullivan Road would move vehicles off Park Avenue, but the proposed SFD is not compatible with the Historic District regulations or LMC § 15-2.4-6, as outlined above.

Additional analysis for the LMC criteria can be found in the February 12, 2015 Staff Report. Staff does not find the current proposal has positive elements furthering reasonable planning objectives and recommends the Planning Commission deny the request.

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 December 23, 2024. Staff mailed courtesy notice to property owners within 300 feet on December 23, 2024. The *Park Record* published courtesy notice on December 23, 2024.[10] The Planning Commission conducted a work session on January 8, 2025, and continued a public hearing to February 12, 2025. The Planning Commission conducted a work session on February 12, 2025, and continued a public hearing to March 26, 2025.

Public Input

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

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plans
Exhibit C: Applicant's Narrative
Exhibit D: Arborist's Report
Exhibit E: Engineering Department's Sullivan Road Encroachment Analysis

[10] LMC § 15-1-21

Planning Department

March 26, 2025

Terrence McGrath
1120 Park Avenue
Park City, UT 84106

CC: Stoker Architecture, Inc.

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1120 Park Avenue
Zoning District:	Historic Residential – Medium Density
Application:	Conditional Use Permit
Project Number:	PL-24-06309
Action:	DENIED
Date of Final Action:	March 26, 2025
Project Summary:	The Applicant Requests Driveway Access for 1120 Park Avenue from Sullivan Road, a City-Owned Property.

Action Taken

On March 26, 2025, the Planning Commission conducted a public hearing and approved the Conditional Use Permit according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. 1120 Park Avenue is a vacant Lot in the Historic Residential – Medium Density (HRM) Zoning District.
2. 1120 Park Avenue is Lot A of the Double H Plat Amendment.
3. The Lot is 37.5 feet by 75 feet and 2,812.5 square feet, which meets the minimum and maximum Lot Size requirements in the HRM Zoning District
4. The minimum Front Setback is 10 feet.
5. The minimum Rear Setback is 10 feet.
6. The minimum Side Setbacks are five feet.

DRAFT

7. The Applicant requests access to Sullivan Road, a City-owned property (Parcel SA-360-A-X) from 1120 Park Avenue for a 10' paved driveway.
8. Access from Sullivan Road requires a Conditional Use Permit (CUP), per LMC § 15-2.4-8.
9. The Applicant proposes to construct a Single-Family Dwelling (SFD) on the Lot, which will require a full Historic District Design Review for compliance with LMC § 15-13-8 Regulations for new residential infill construction in Historic Districts.
10. On January 8, 2025, the Planning Commission conducted a work session on the Applicant's proposed driveway access. On February 12, 2025, the Planning Commission conducted another work session and continued the application to March 26, 2025.
11. **The proposed driveway access does not comply with the Sullivan Road Access criteria outlined in LMC § 15-2.4-8.**

LMC § 15-2.4-8, *Sullivan Road Access*, notes that the Planning Commission **may** issue a Conditional Use permit (CUP) for Limited Access on Sullivan Road ("Driveway") if additional criteria are met. The proposed driveway access does not meet the criteria.

A. **Criteria for Conditional Use review for limited access.**

Does not comply

Pursuant to LMC § 15-2.4-8(A), limited access is allowed only when an Applicant proves the project has positive elements furthering reasonable planning objectives. Staff does not find the Applicant has proved the project has positive elements furthering reasonable planning objects as outlined below.

B. **Neighborhood Mandatory Elements Criteria**

Pursuant to LMC § 15-2.4-8(B), the Planning Commission shall review and evaluate the following criteria for all projects along Sullivan Road:

1. **Utility Considerations**

On December 3, 2024, the Development Review Committee[1] required that the utilities be accessed from Park Avenue.

[1] 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

DRAFT

2. **Enhanced Site Plan Considerations**
   a. ***Variation in Front Yard and Building Setbacks to Orient Porches and Windows onto Street Fronts.***

      The Applicant proposes a structure that has a porch facing Park Avenue that meets, but does not exceed, the minimum ten-foot Front Setback required in LMC § 15-2.4-8(B)(2). The Applicant proposes a Porch set even with the proposed structure, and windows that orient onto Park Avenue. The Applicant does not propose an increased Front Setback, or Front Yard variations.

   b. ***Increased Front Setbacks.***

      Does not comply
      The Applicant does not propose an increased Front Setback.

   c. ***Increased Snow storage.***

      Does not comply
      The Double H Plat Amendment includes a 10-foot-wide snow storage Easement along Park Avenue. On December 3, 2024, the Engineering Department noted that additional Snow Storage beyond the existing 10-foot-wide Snow Storage Easement on this site is not needed. Since existing snow storage is adequate and no increased snow storage is proposed, this section is not a basis for an additional positive site element.

   d. ***Increased Transferred Development Right (TDR) Open Space, and/or preservation of significant landscape elements.***

      The plans do not propose any elements per this section. The Applicant notes they are willing to preserve the unhealthy tree. Staff recommends the Applicant follow the recommendation of the arborist report and remove the tree due to its poor health status.

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).

DRAFT

However, the proposed site plan could accommodate an increased Front Setback for replacement vegetation.

e. ***Elimination of Multi-Unit or Triplex Dwellings.***

There is no elimination of Multi-Unit or Triplex Dwellings.

f. ***Minimized Access to Sullivan Road.***

The Applicant proposes a ten-foot-wide driveway across Sullivan Road Parcel SA-360-A-X for a single-car garage, which is the maximum width allowed pursuant to LMC § 15-13-8(1)(h)(7) *Parking Areas & Driveways,* and LMC § 15-3-3(H)(1) *General Parking Area and Driveway Standards.* The most minimal access to Sullivan Road would be no garage proposed in the rear and access from Park Avenue. The Engineering Department also notes that their recommendation is for the driveway to be accessed off Park Avenue, and not off Sullivan Road.

g. ***Decreased Density*.**

Does not comply
The Applicant does not propose decreasing density. The Applicant proposes a SFD to the fullest extent allowed under the minimum Setbacks, and is taller than adjacent structures along Park Avenue.

3. **Incorporation of Pedestrian and Landscape Improvements Along Park Avenue, Sullivan Road, and Eastern Avenue**
The Applicant proposes a walkway to connect the new SFD to the sidewalk on Park Avenue. By moving the driveway to the rear of the structure, there is more space to create a prominent front entrance and yard viewed from Park Avenue. However, the Applicant has not proposed enhanced pedestrian or landscaped improvements along Park Avenue or Sullivan Road.

DRAFT

12. **The proposed driveway access does not comply with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).**

    The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards in LMC § 15-1-10, or if the Commission .

    1. **Size and location of the site:**

       The size of the Lot complies with the HRM Zoning District requirements as outlined above. The request moves driveway access from Park Avenue to Sullivan Road. As noted above, the majority of the homes have primary driveway access from Park Avenue (six of nine).

    2. **Traffic considerations including capacity of the existing Streets in the Area:**

       Traffic Impact Studies (TIS) are required for developments with 25 or more SFDs. Therefore, this CUP for one SFD does not require a TIS. The proposed SFD requires two Parking Spaces.[2] The request moves driveway access from Park Avenue to Sullivan Road. Although the traffic impact is minimal regardless of whether the driveway is accessed off Park Avenue or Sullivan Road, Engineering finds that improvements necessary to connect to Sullivan Road will increase traffic and development in the southern area of City Park in a manner incompatible with recent neighborhood input. Improvements to Sullivan Road in this area are not provided for in the Streets Master Plan or General Plan.

    3. **Utility capacity, including Storm Water run-off:**

       On December 3, 2024, the Development Review Committee required that the utilities be accessed from Park Avenue.

    4. **Emergency vehicle access:**

[2] LMC § 15-3-6(A)

DRAFT

On December 3, 2024, the Park City Fire District noted that Emergency vehicle access would be from Park Avenue, even if driveway access was from Sullivan Road.

5. **Location and amount of off-Street parking:**

   The proposed SFD requires two Parking Spaces, regardless if the parking is accessed off of Park Avenue or Sullivan Road.[3] The Engineering Department also notes that their preference is for the driveway to be accessed off Park Avenue, and not off Sullivan Road.

6. **Internal vehicular and pedestrian circulation system:**

   The request moves driveway access from Park Avenue to Sullivan Road and would reduce the visibility of cars from Park Avenue. Pedestrians could access the SFD from either Park Avenue or Sullivan Road.

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses:**

   The adjacent Uses are also residential and fencing, screening, and landscaping must comply with LMC § 15-13-8 and LMC § 15-5-5(N). The Applicant does not propose fencing, screening, or landscaping at this time.

8. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:**

   Does not comply

   By moving the driveway off Park Avenue, it allows the Applicant to build the SFD to the edge of the Front Setback, creating a large mass at the front of the Lot. Additionally, LMC § 15-2.4-6 notes that the Planning Commission reviews additional criteria for CUPs in the HRM Zoning District. The proposed driveway access does not meet LMC § 15-2.4-6(A), *Consistent with the Design Regulations for Historic Districts and Historic Sites.*

[3] LMC § 15-3-6(A)

DRAFT

While the final design will be reviewed under an HDDR application and must comply with Historic District Design Regulations outlined in LMC § 15-13-8 regarding residential infill in the Historic Districts, the current proposal which appears to maximize volume at the front of the Lot as a result of shifting the garage and driveway to the rear is not consistent with the Historic Design Regulations.

LMC § 15-13-8 states that new infill residential buildings shall "…reflect the historic character…[and]…be compatible with historic structures in materials, features, size, scale and proportion, and massing…[and]…reinforce visual unity within the context of the Streetscape or character area[.]"

The proposed design is not in scale and compatible with the mass, height, width, and Historic character of the surrounding residential neighborhood and existing Historic Buildings in the neighborhood. The larger Building masses are not proposed to be located to rear of the Structure to minimize the perceived mass from the Street. Staff recommended the Applicant update the plans to comply with the above regulations, and the Applicant requested the plans be presented to the Commission as is.

9. **Usable Open Space:**

   There will be no dedicated Open Space on the property. No additional setbacks are proposed.

10. **Signs and Lighting:**

    Lighting must comply with LMC § 15-13-8 and LMC § 15-5-5(J). No lighting is proposed on the driveway.

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:**

    Does not comply

DRAFT

The proposed SFD is required to comply with Setbacks and Height outlined in LMC § 15-2.4-3 *HRM Lot and Site Requirements* and § 15-2.4-5 *HRM Building Height*. The HRM Zoning District does not have a maximum Building Footprint requirement, but final design of the structure is required to comply with LMC § 15-13-8, *Requirements for New Residential Infill in Historic Districts.* There are seven Historic Structures and two non-historic Structures on the adjacent eastern block of 1120 Park Avenue.

LMC § 15-13-8(A)(4) states, “New infill residential buildings shall differentiate from historic structures but be compatible with historic structures in materials, features, size, scale and proportion, and massing to protect the integrity of the Historic District as a whole. The massing of the new infill residential buildings shall be further broken up into volumes that reflect the original massing of historic buildings; larger masses shall be located at the rear of the lot.”

LMC § 15-13-8(A)(7) states, “Scale and height of new infill residential buildings shall follow the predominant pattern and respect the architecture of the Streetscape or character area with special consideration given to Historic Sites.”

LMC § 15-13-8(A)(8) states, “Size and mass of a structure shall be compatible with the size of the site so that lot coverage, building bulk, and mass are compatible with Historic Sites within the Streetscape or character area.”

LMC § 15-13-8(A)(8) states, “New infill residential buildings shall reinforce visual unity within the context of the Streetscape or character area. The specific context of each Streetscape or character area is an important feature of the Historic District. The context of each Streetscape or character area shall be considered in its entirety, as one would see it when standing on the street viewing both sides of the street for the entire length of the Streetscape or character area. Special consideration should be given to adjacent and neighboring Historic Sites in order to reinforce existing rhythms and patterns.”

DRAFT

All of the structures from 11th Street to 12th Street have a shorter front story facing Park Avene, with some additional height and massing at the rear of the structures. The Applicant proposes a two-story structure, as viewed off Park Avenue, without proposing enhancements to reduce the impact of the height. The proposed structure does not reinforce the rhythm of the street and does not propose a larger mass at the rear. The proposed SFD does not comply with the above regulations for new construction in the Historic District.

12. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:**

    All utility or mechanical equipment shall comply with Setback requirements and exceptions outlined in LMC § 15-2.4-3 *HRM Lot and Site Requirements* and with screening requirements outlined in LMC § 15-13-8(B)(1)(e) *Regulations for Residential Infill in Historic Districts.* The proposed Use shall comply with MCPC Chapter 6-3, Noise. Staff does not foresee any issues with typical residential mechanical equipment being installed onsite, as required by the LMC.

13. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:**

    There are no proposed reoccurring delivery and service vehicles or loading and unloading zones. The Applicant notes they are tentatively planned to be screened on the north side of the structure by a low wall.

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 Applicant notes that the proposed SFD is to be used by the Owner, and is not proposed to be a Nightly Rental, which is an Allowed Use under LMC § 15-2.4-2. If the property were proposed to be used as a Nightly Rental, the property owner would be required to obtain an active business license from the Finance Department.

15. **Within and adjoining the site, Environmentally Sensitive Lands,**

DRAFT

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:

The site is relatively flat and is not on Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, or on Steep Slopes. The site is within the City's Soil Ordinance Boundary and must comply with the regulations outlined in MCPC Chapter 11-15, *Park City Landscaping And Maintenance Of Soil Cover* at the building permit stage.

16. **Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding:**

Does not comply
Goal 15 of the General Plan is to, "Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations." Community Planning Strategy 15.7 of the General Plan encourages pedestrian-oriented development to minimize the visual impacts of automobiles and parking on Historic Buildings and Streetscapes. The proposed driveway access off Sullivan Road would move vehicles off Park Avenue, but the proposed SFD is not compatible with the Historic District regulations or LMC § 15-2.4-6, as outlined above.

13. The Development Review Committee reviewed the proposal on December 3, 2024.

Conclusions of Law

1. The proposal does not comply with LMC § 15-1-10, *Conditional Use Review Process*.
2. The proposal does not comply with § 15-2.4-6, *Conditional Use Permit Review*.
3. The proposal does not comply with LMC § 15-2.4-8, *Sullivan Road Access*

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

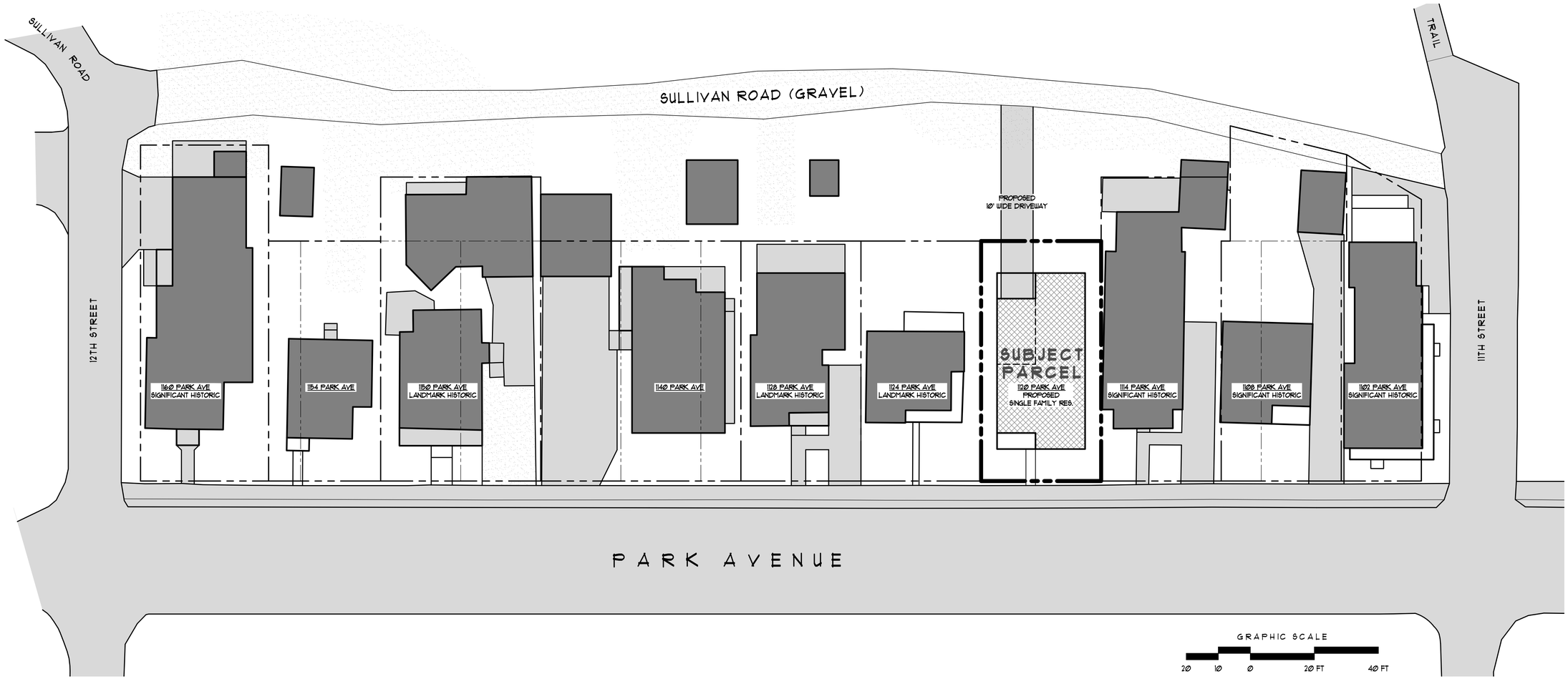
Sincerely,

DRAFT

Sarah Hall,
Planning Commission Chair

CC: Lillian Zollinger

DRAFT



ACTUAL NORTH
PROJECT NORTH

PROPOSED NEIGHBORHOOD SITE PLAN

1/16" = 1'-0"

LEGEND

- ENCLOSED STRUCTURE (HOUSE, GARAGE, SHED, ETC.)
- PAVEMENT (ROAD, DRIVEWAY, WALKWAY, PATIO, ETC.)
- DIRT/GRAVEL ROAD OR DRIVEWAY (APPROXIMATE BOUNDARY)

SITE AND BOUNDARY INFORMATION REFERENCED FROM DOCUMENTS RECORDED WITH SUMMIT COUNTY. WHERE DOCUMENTATION WAS NOT AVAILABLE, INFORMATION WAS APPROXIMATED FROM AERIAL IMAGERY, PHOTOGRAPHS, AND FIELD OBSERVATIONS.

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF STOKER ARCHITECTURE, INC. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STOKER ARCHITECTURE, INC. © 2024 STOKER ARCHITECTURE, INC. ALL RIGHTS RESERVED.

MICHAEL J. STOKER, AIA, NCARB - ARCHITECT
KAREN BACKSTROM, AIA, LEED AP - ARCHITECT
1733 SIDEWINDER DRIVE
PARK CITY, UTAH 84060
435-647-5816
mjs@stokerarch.com

STOKER ARCHITECTURE, INC.

120 PARK AVENUE RESIDENCE

A NEW HOME FOR KIRKHAM, LLC

LOT A, DOUBLE H PLAT AMENDMENT, 120 PARK AVENUE, PARK CITY, UT 84060

Date	10/10/24 CUP
Revisions	
1	11/27/24
2	2/4/25
3	
4	
Drawn	
Project	22-674-1
Sheet	SP-2



VICINITY PLAN

PROJECT INFO

OWNER:
KIRKHAM LLC
c/o TERRENCE McGRATH
1001 42nd STREET, SUITE 200
OAKLAND, CA 94608

PARCEL:
DBLH-A
DOUBLE H PLAT AMENDMENT

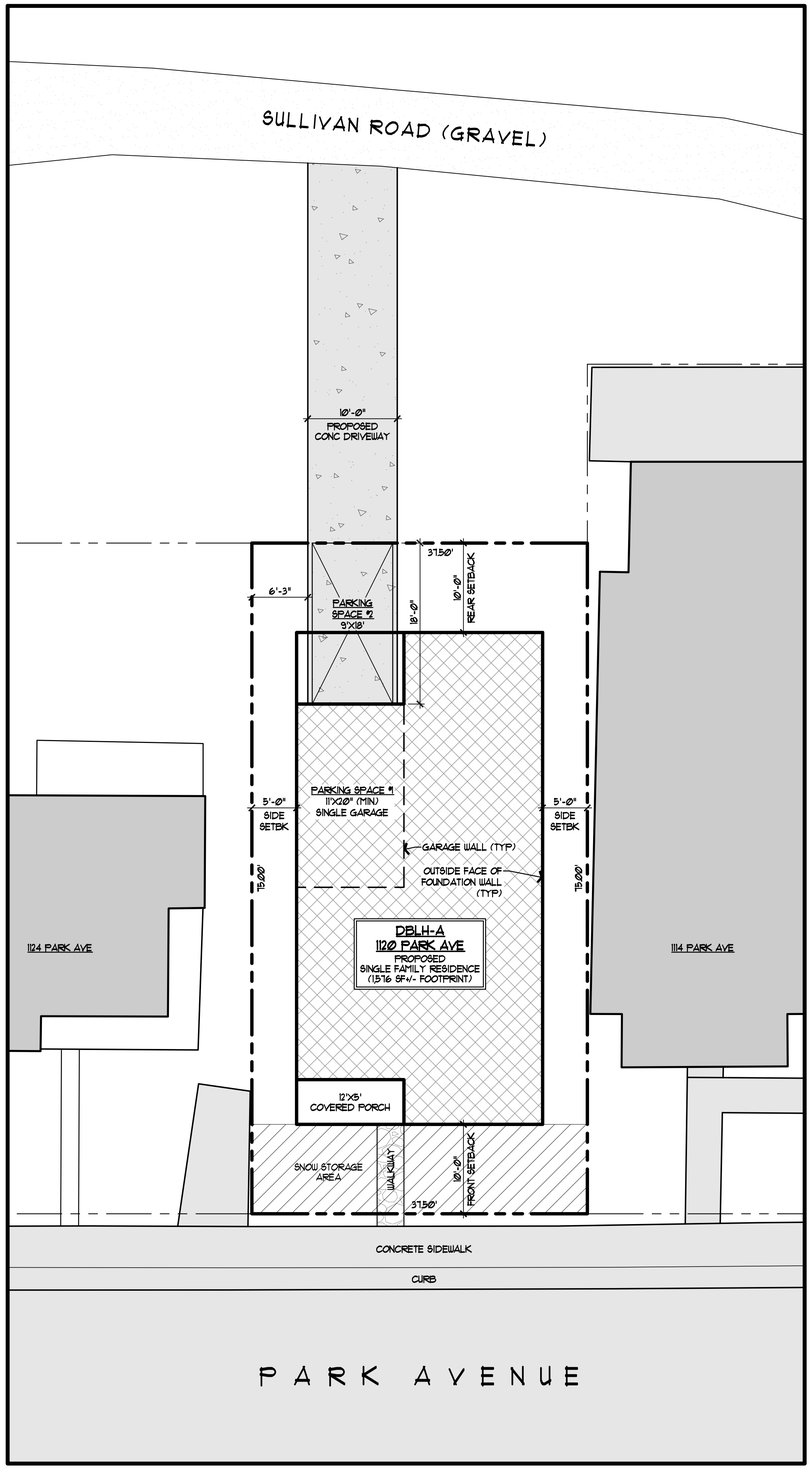
PHYSICAL ADDRESS:
1120 PARK AVENUE
PARK CITY, UT 84060

ZONING:
HRM DISTRICT

PROPERTY PARAMETERS:
LOT AREA= 2,812.5 SF (0.06 ACRE)
BUILDING PAD= 1,512.5 SF
ALLOWED FOOTPRINT= NO MAXIMUM
PROPOSED FOOTPRINT= 1,376 SF+/-

VACANT LOT:
PROPOSED SINGLE FAMILY RESIDENCE

NOTES:
1.
SITE PLAN CREATED USING
'RECORD OF SURVEY & EXISTING CONDITIONS MAP'
PROVIDED BY 'PARK CITY SURVEYING'
SIGNED AND DATED 01/18/2022.
2.
ALL UTILITIES TO BE ACCESSED FROM PARK AVE.
3.
LOT IS LOCATED WITHIN THE 'SOIL ORDINANCE BOUNDARY' WHICH REQUIRES COMPLIANCE WITH LMC 11-15 PARK CITY LANDSCAPING AND MAINTENANCE OF SOIL COVER.



ACTUAL NORTH
PROJECT NORTH

PROPOSED SITE PLAN

1/8" = 1'-0"

GRAPHIC SCALE
5 0 5 FT 10 FT 20 FT

MICHAEL J. STOKER, AIA, NCARB - ARCHITECT
KAREN BACKSTROM, AIA, LEED AP - ARCHITECT
1733 SIDEWINDER DRIVE
PARK CITY, UTAH 84060
435-647-5816
mike@stokerarch.com

STOKER ARCHITECTURE, INC.

1120 PARK AVENUE RESIDENCE

A NEW HOME FOR KIRKHAM, LLC
LOT A, DOUBLE H PLAT AMENDMENT, 1120 PARK AVENUE, PARK CITY, UT 84060

Date	10/10/24 CUP
Revisions	
1	11/27/24
2	12/4/24
3	
4	
Drawn	
Project	22-674-1
Sheet	SP-3

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF STOKER ARCHITECTURE, INC. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF STOKER ARCHITECTURE, INC. © 2024 STOKER ARCHITECTURE, INC. ALL RIGHTS RESERVED.



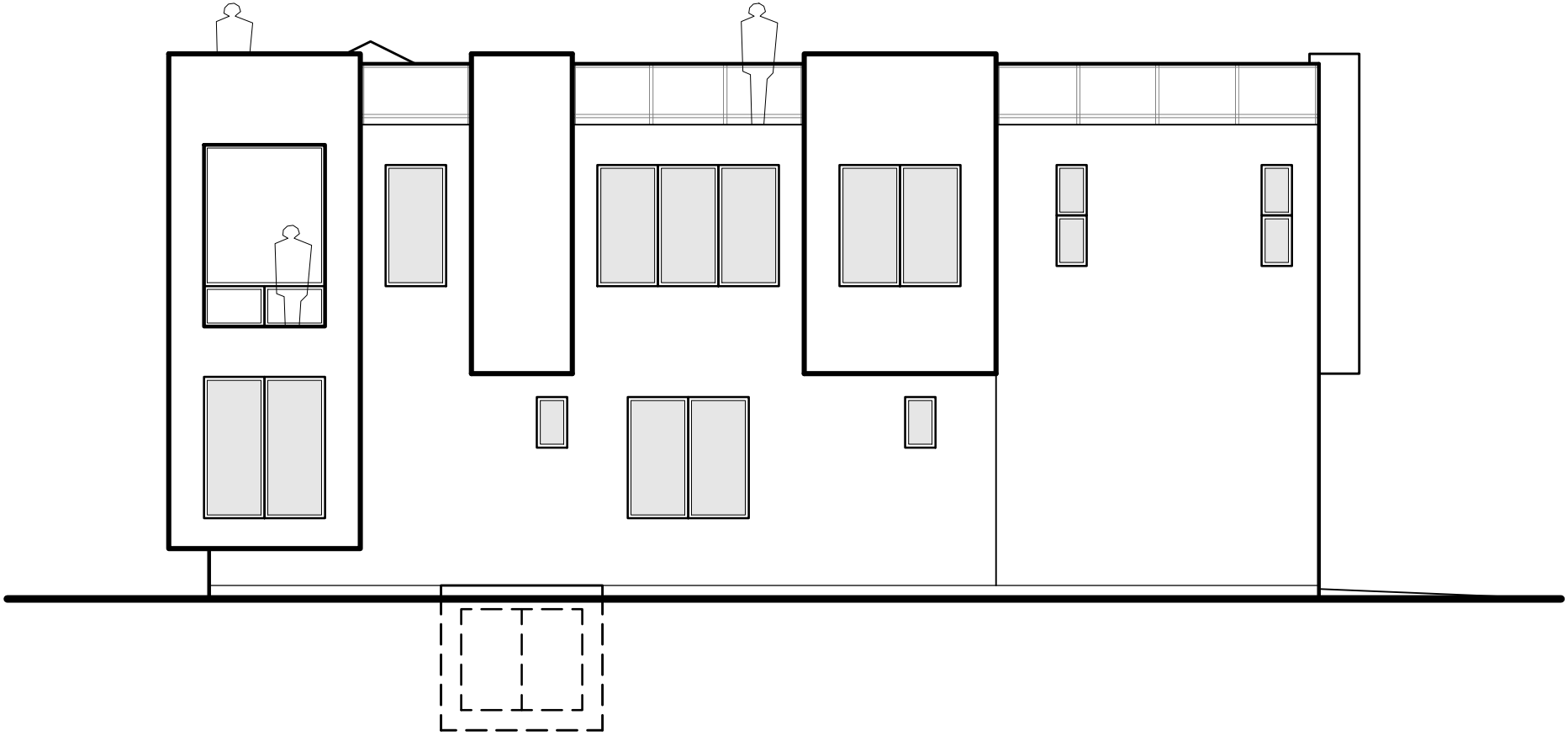
STOKER ARCHITECTURE, INC.
www.stokerarch.com

1120 PARK AVE

WEST ELEVATION

1" = 1/8"

7/16/24 PRELIM



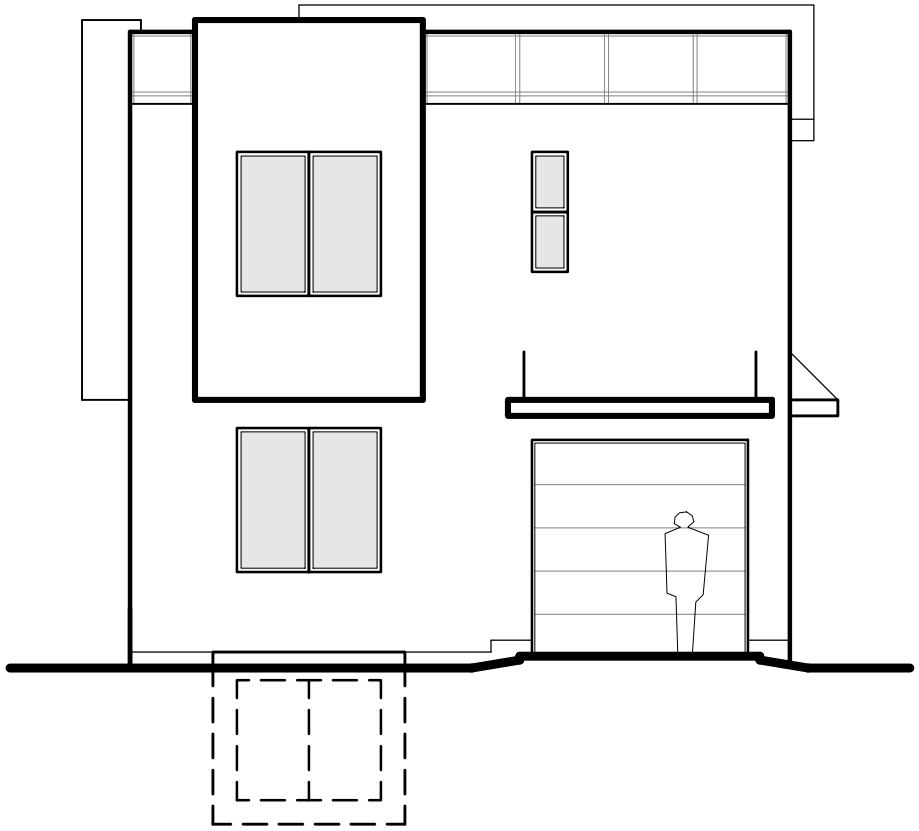
STOKER ARCHITECTURE, INC.
www.stokerarch.com

1120 PARK AVE

SOUTH ELEVATION

1" = 1/8"

7/16/24 PRELIM



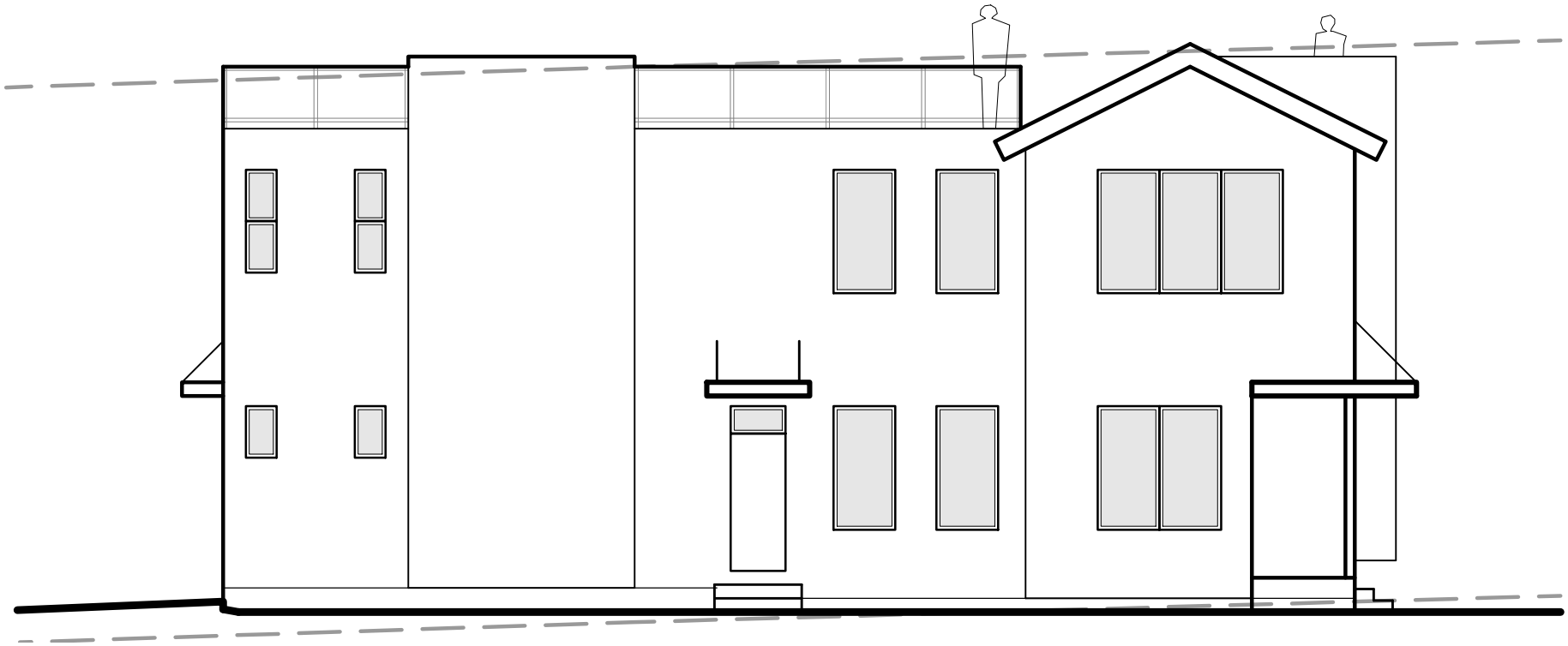
STOKER ARCHITECTURE, INC.
www.stokerarch.com

1120 PARK AVE

EAST ELEVATION

1" = 1/8"

7/16/24 PRELIM



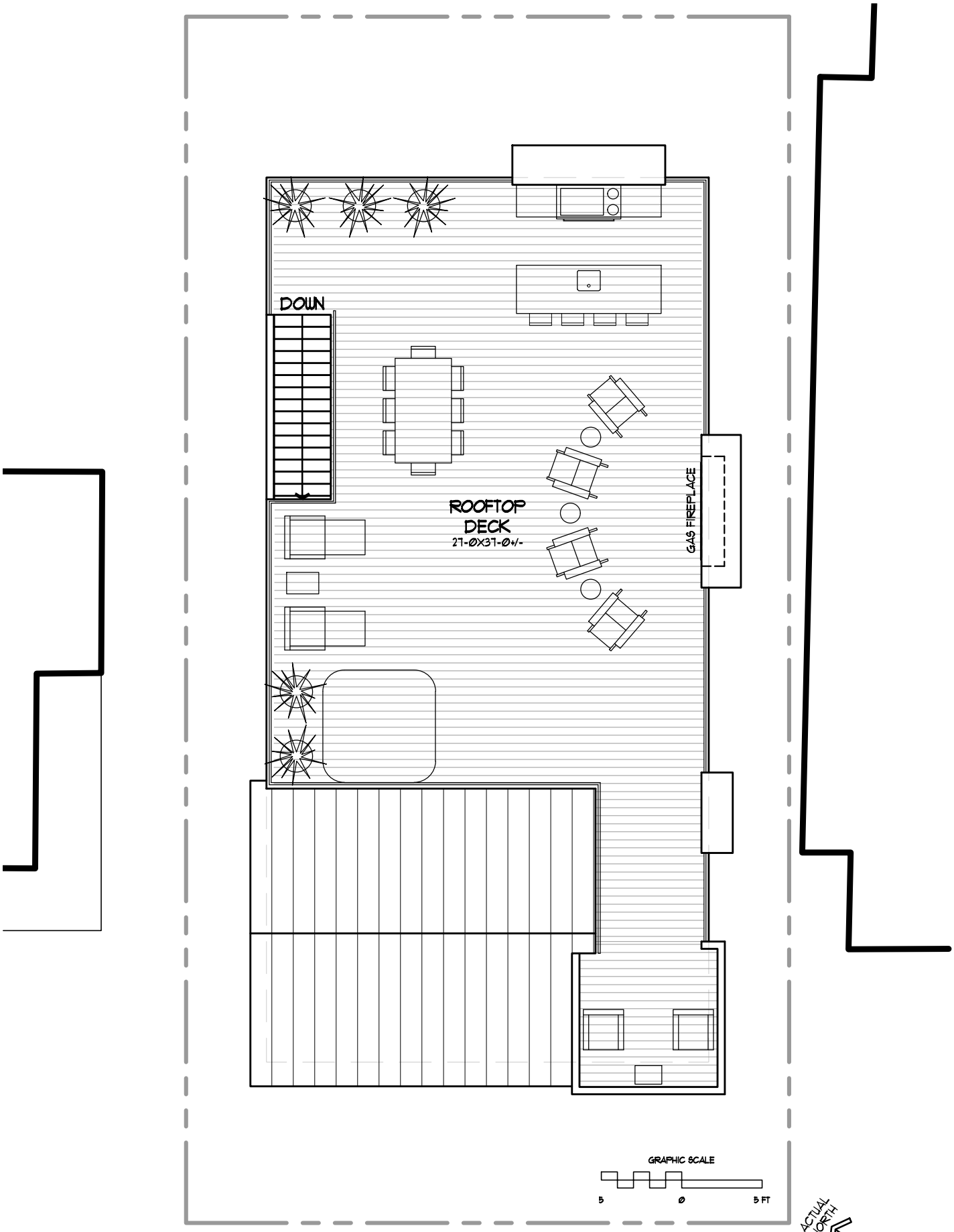
STOKER ARCHITECTURE, INC.
www.stokerarch.com

1120 PARK AVE

NORTH ELEVATION

1" = 1/8"

7/16/24 PRELIM



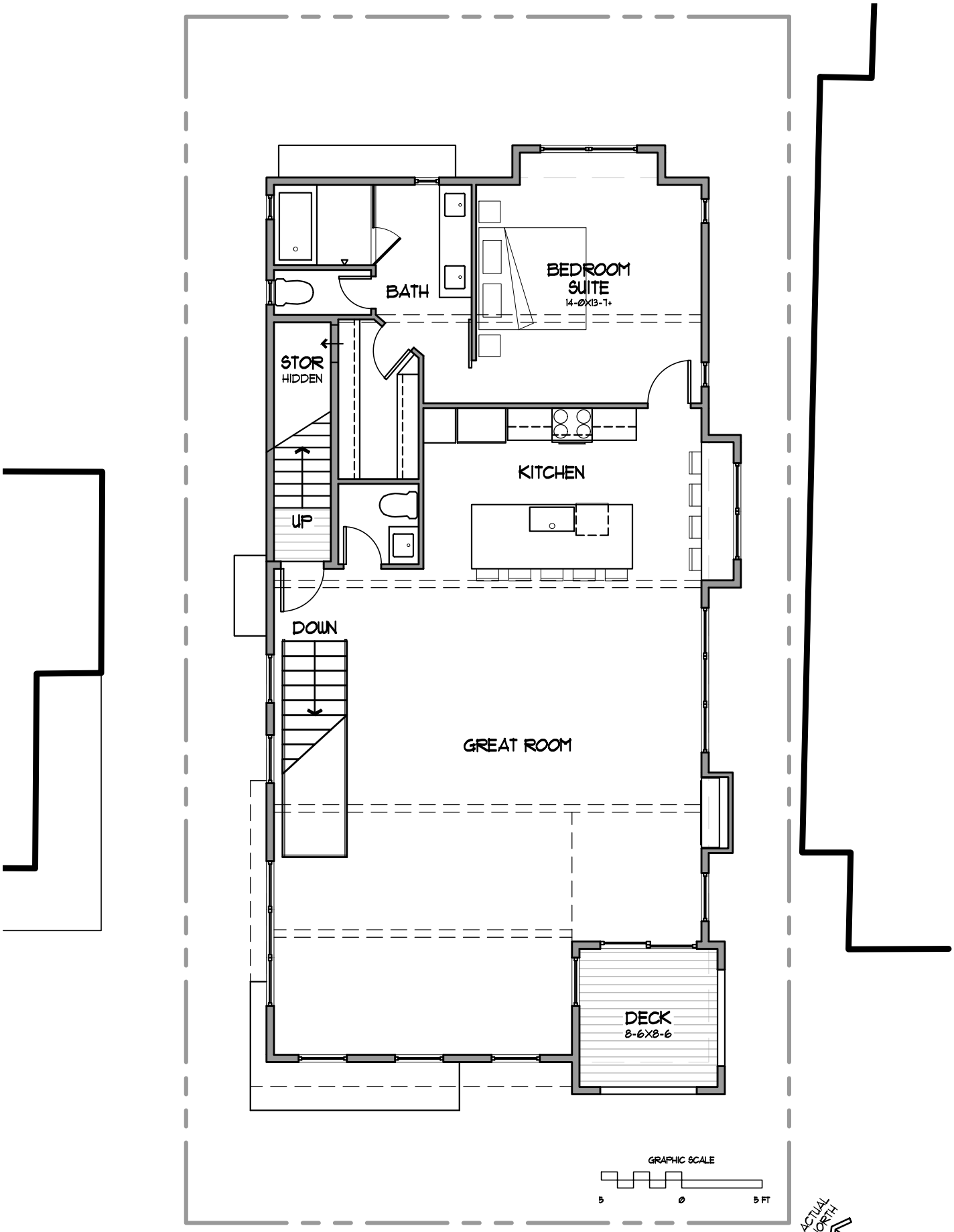
STOKER ARCHITECTURE, INC.
www.stokerarch.com

1120 PARK AVE

SCHEME L3 - ROOF LEVEL

1" = 1/8"

7/16/24 PRELIM



1120 PARK AVE

SCHEME L3 - UPPER LEVEL

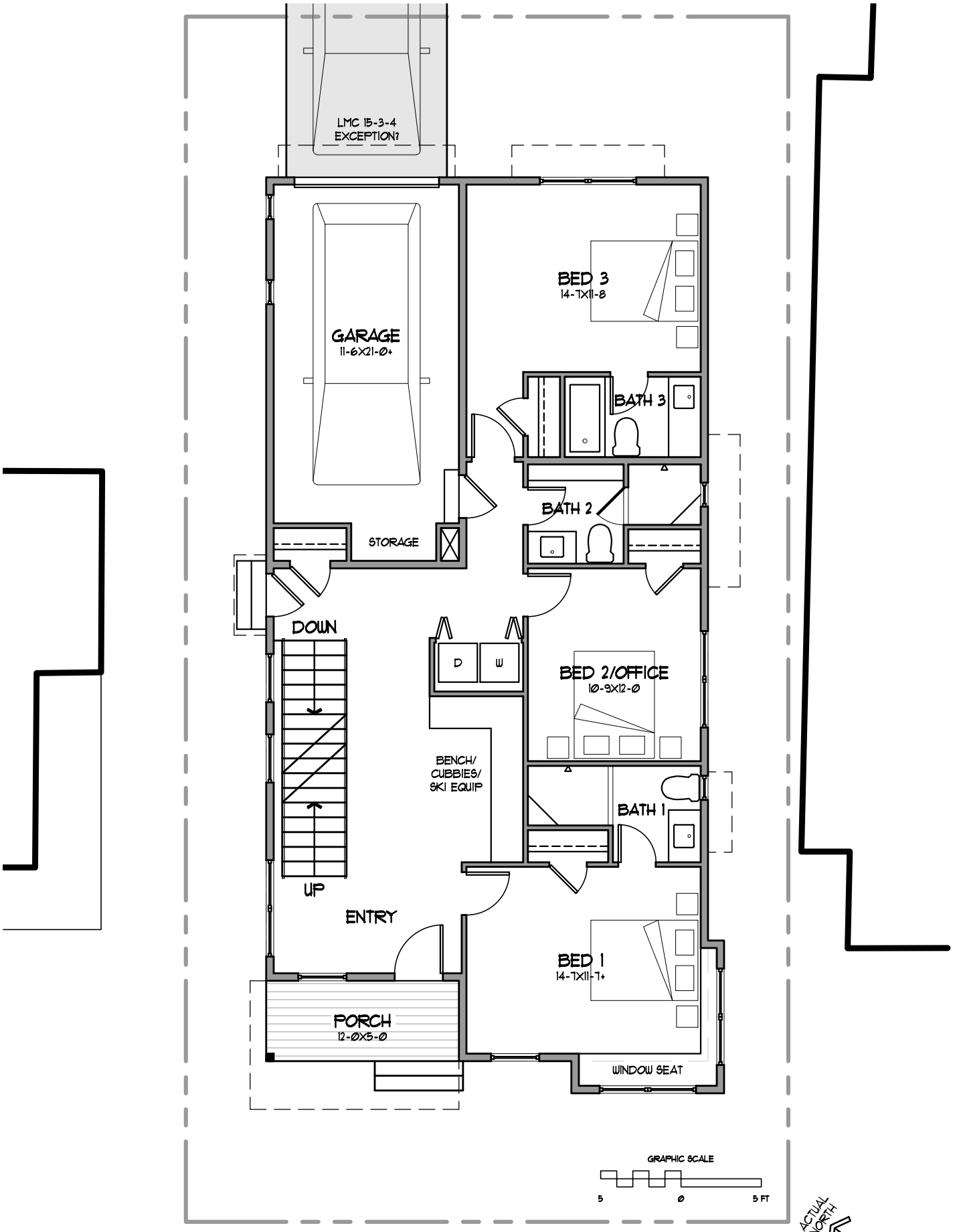
1" = 1/8"

7/16/24 PRELIM

STOKER ARCHITECTURE, INC.
www.stokerarch.com

ACTUAL NORTH

PROJECT NORTH



1120 PARK AVE

SCHEME L3 - MAIN LEVEL

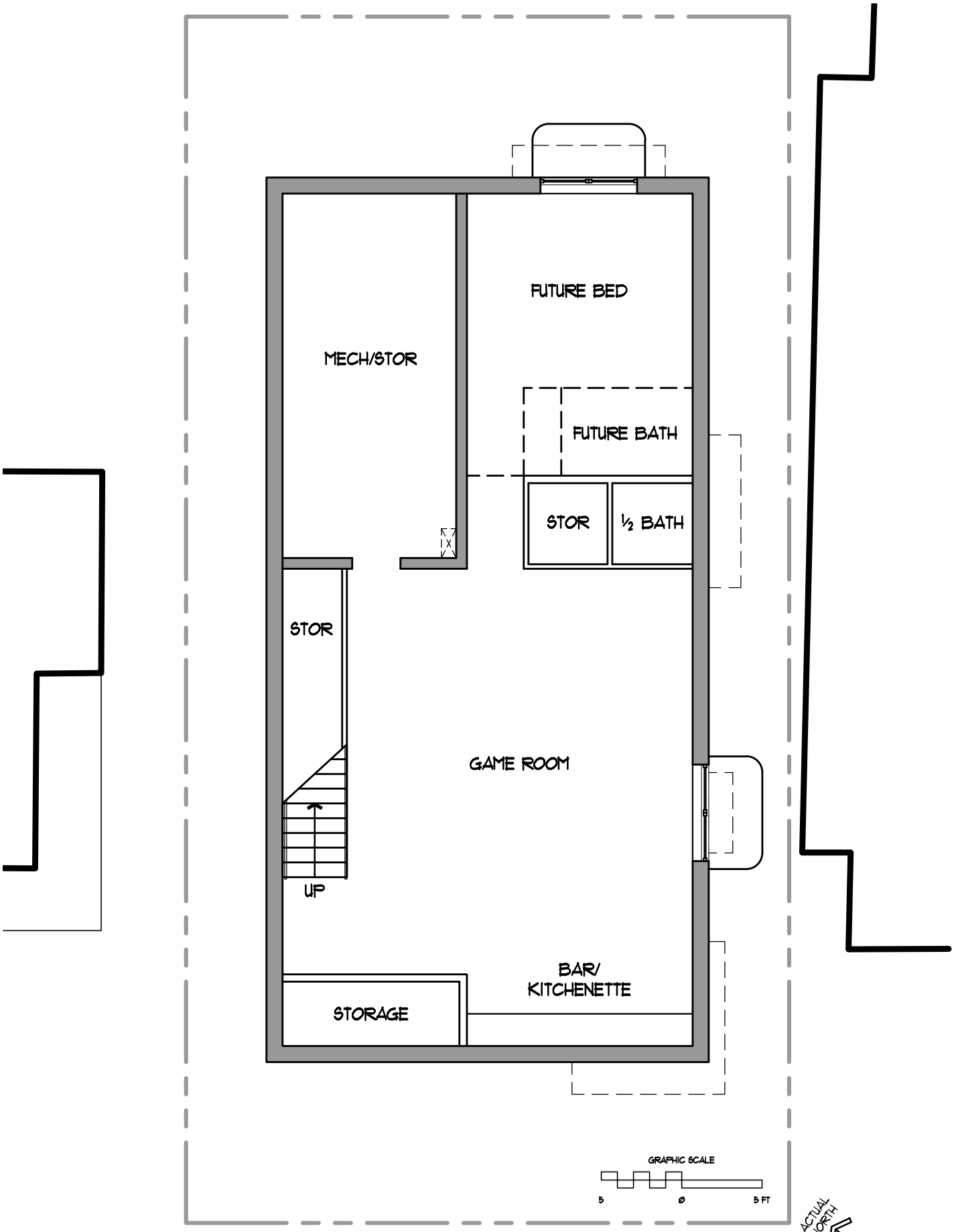
1" = 1/8"

7/16/24 PRELIM

STOKER ARCHITECTURE, INC.
www.stokerarch.com

ACTUAL NORTH

PROJECT NORTH



STOKER ARCHITECTURE, INC.
www.stokerarch.com

1120 PARK AVE

SCHEME L3 - LOWER LEVEL

1" = 1/8"

7/16/24 PRELIM

March 20, 2025

SENT ELECTRONICALLY

Park City Planning Commission
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
Attn: Sarah Hall, Chair
sarah.hall@parkcity.org

Park City Planning Department
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
Attn: Rebecca Ward & Lillian Zollinger
Rebecca.ward@parkcity.org
Lillian.zollinger@parkcity.org

Park City Engineer's Office
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
Attn: John Robertson
John.robertson@parkcity.org

Park City Attorney's Office
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
Attn: Mark Harrington
mark@parkcity.org

Re: 1120 Park Ave – Follow Up to February 12, 2025 Planning Commission Meeting ("Meeting") Discussing a CUP for Sullivan Road Access

Dear Park City Planning Commission, Planning Department, City Engineer, and City Attorney's Office,

I, Terrence McGrath ("Applicant"), in connection with Conditional Use Permit application PL-24-06309 ("Application"), filed before the Park City ("City") Planning Commission ("Commission") and impacting Applicant's property at 1120 Park Ave., Park City, UT ("Property"), and in addition to the documents McGrath sent to the City on February 28, 2025, am reaching out to

provide more information and insight to help inform you of our research and position regarding the Property and the Application.

To begin, we would like to thank you for all the time and effort that has gone into the Application as we explore the best way to access the Property. It is our understanding that this is the first time that someone has applied for a conditional use permit (CUP) under Park City Municipal Code ("PCMC") section 15-2.4-8 (Sullivan Road Access), so we appreciate your patience and assistance as we all wade together through this uncharted territory.

Specifically, as we help build the administrative record for the Application, we wanted to include in this letter a review of the procedural framework for CUP review as set forth in PCMC § 15-1-10, a review of Sullivan Road access under PCMC Section 15-2.4-8, and an analysis of Sullivan Road's legal status as a public road under Utah Code Section 72-5-104.

I. PCMC Guidelines for all CUPs

Pursuant to PCMC Section 15-1-10 and well-established Utah land use law, a Conditional Use Permit (CUP) is an allowed use within the applicable zoning district unless the proposed use creates an unmitigable detrimental impact that cannot be addressed through reasonable conditions. As previously summarized by the Supreme Court of Utah:

> Utah's Municipal Land Use Development and Management Act (MLUDMA) empowers municipalities to zone the territory within their boundaries and to regulate land uses. UTAH CODE § 10-9a-501 (2016). MLUDMA defines "conditional use" as a use that "because of its unique characteristics or potential impact on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts." Id. § 10-9a-103(5).

McElhaney v. City of Moab, 2017 UT 65, ¶ 27, 423 P.3d 1284, 1290. Additionally, the State has mandated that any "land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards." Utah Code § 10-9a-507(1)–(2)(a)(i). Such mitigation, however "does not require elimination of the detrimental effects." *Id*. § 10-9a-507(2)(a)(ii). The language used in the MLUDMA is the same language adopted into PCMC Section 15-1-10.

With respect to the Application, the global question before the Commission is: **What is the detrimental effect of Applicant's use of Sullivan Road?** Answer: there is no major and unmitigable detrimental impact. It is uncontroverted that many parties (including, without limitation, public utility providers and more pointedly, all or nearly all of the surrounding property owners) are using Sullivan Road. Indeed, many of the property owners even have permanent structures that encroach onto the City property. Consequently, it is unclear that there would by ANY determinantal impact on the code or the adjoining property owners that would necessitate any mitigation or, worse yet, the Application being denied. To the contrary, it is Applicant that would be detrimentally impacted by the City denying him the same right he has historically had (all because he has tried to follow the correct procedures) and the same right that the City has bestowed on all the other property owners.

Further, Utah courts will uphold a land use authority's decision unless it is "(A) arbitrary and capricious; or (B) illegal." Utah Code § 10-9a-801(3)(c). A decision is arbitrary and capricious when it is not supported by substantial evidence in the record. *Id*. "Substantial evidence is that quantum and quality of relevant evidence that is adequate to persuade a reasonable mind,' and on review 'we will consider all the evidence in the record, both favorable and contrary,' with the aim of determining

'whether a reasonable mind could reach the same conclusion as the land use authority.'" *Staker v. Town of Springdale*, 2020 UT App 174, ¶ 24, 481 P.3d 1044, 1050. A decision is illegal when it is based on an incorrect interpretation of land use regulations or is otherwise contrary to law. Utah Code § 10-9a-801(3)(c). It is not lost on us that someone of the Planning Commissioners believe (as publicly stated from the dais) that the actions that they take as Commissioners are arbitrary. We respectfully remind the Commission that the presumption set by the Utah legislature and courts is that the CUP should be granted, and it is the Commissions job to conclude whether there is any unmitigable detrimental impact by granting the CUP (there is not).

II. Criteria for Sullivan Road CUP

With the MLUDMA and PCMC Section 15-1-10 forming the guidepost, we next turn to the specific CUP criteria under PCMC Section 15-2.4-8 the Commission is to weigh when reviewing the Application. Turning to the "Neighborhood Mandatory Elements Criteria" under subsection (B), Mr. McGrath has committed to do the following:

1) *Utility Considerations*: Despite the other neighbors receiving utility service from Sullivan Road, Mr. McGrath agrees to prefer utility connections from Park Ave.

2) *Enhanced Site Plan Considerations*: As explained in the preliminary elevations, emphasis is being placed on the design of the Property to orient porches and windows onto Street fronts. Access to the Property from Sullivan Road would also enable the garage to be located at the rear of the Property so that from Park Ave., no vehicles or garages would be visible; to accommodate for the garage and parking at the rear of the property, the design for the Property will need to have the permitted density. The remaining considerations are not applicable to the Property.

3) *Incorporation of Pedestrian and Landscape Improvements*: At each meeting with the Commission, Mr. McGrath has committed to incorporating landscape elements into the design of the Property so that, among other things, it is visually appealing to pedestrians walking along Park Ave. We would also like to highlight that while the arborist report recommended that the large tree on the Park Ave facing side of the Property should be removed, Mr. McGrath is willing to incorporate replacement vegetation at the Property.

4) *Parking Mitigation*: The access from Sullivan Road would be in lieu of any parking access at the front of the Property along Park Ave. With regard to a comment made by a Commissioner at the Meeting, stating that approval of the Application should be conditioned upon Mr. McGrath removing the Park Ave. side parking and parking pad at Mr. McGrath's adjoining historic property located at 1124 Park Ave., Park City, UT ("1124 Park"), we are happy to discuss Mr. McGrath's willingness to agree to a joint parking area for both the Property and 1124 Park located at the back of said properties and accessed via Sullivan Road in exchange for approving an encroachment permit across City property to access Sullivan Road. This would be a preferred resolution for Mr. McGrath. But because 1124 Park does not have a pending application before the Commission, and because 1124 Park is a separate legal parcel, such a conversation would be a negotiated solution. Modification to the current parking at 1124 Park cannot be unilaterally modified as a condition of approval solely related to this Application.

Thus, it is our position, particularly in light of MLUDMA and PCMC Section 15-1-10, that all of the criteria is met for the Application to be granted and a CUP issued by the Commission.

Notwithstanding these criteria, it cannot be lost that a reasonable reading of the plain language of the code (matches the language used in Utah Code § 10-9a-507(1)–(2)(a)(i)) necessitates the Application to be approved unless there is an unmitigable detrimental impact. This makes sense because the City cannot create a higher standard for conditional use permits than what is permitted under the MLUDMA. Consequently, we respectfully caution the Commission from adopting a higher standard that what is permitted under the MLUDMA.

III. Sullivan Road is a Public Road

During each of the meetings held by the Commission on the Application, Becky Gutknecht, on behalf of the City's Public Improvements (Public Works) department, has appeared stating that the public works department does not support approval of the Application because the Public Work's department does not want expanded use of Sullivan Road because it is an unimproved private road. Such a position is untenable and unsupported. In addition, the City Engineer does not seem to endorse this position. In a conversation with the City Engineer, John Robertson, he indicated that

while Engineer prefers the driveway for the property to come from Park Avenue, Engineering does not oppose the access from Sullivan Road so long as the code requirements are met (i.e. CUP) and Council gives permission/easement to cross City land from Sullivan to the property.

First, such a position renders PCMC Section 15-2.4-8 completely meaningless and illusory—why have the provision in the municipal code if Sullivan Road cannot be used? Additionally, as set forth above, the City has allowed and continues to allow multiple parties to use Sullivan Road as a public right-of-way; at the time of the Application, there is no locked gate or other impediment inhibiting any person from traveling down Sullivan Road and the other homes on the block accesses their property from Sullivan Road. Thus, such a statement is baseless.

Second, Sullivan Road is already a public road. Specifically, Utah Code § 72-5-104(2) provides that a highway, street or road "is dedicated and abandoned to the use of the public when it has been continuously used as a public thoroughfare for a period of 10 years." Additionally, "all public highways, streets, or roads once established shall continue to be highways, streets, or roads until formally abandoned or vacated by written order, resolution, or ordinance resolution of a highway authority having jurisdiction or by court decree, and the written order, resolution, ordinance, or court decree has been duly recorded in the office of the recorder of the county or counties where the highway, street, or road is located." Utah Code § 72-5-105. There is nothing that says these provisions of the Utah Code are inapplicable to property owned by the government. For example, the court in *Utah County v. Butler*, 2008 UT 12, 179 P.3d 775, found that "[a] road is continuously used as a public thoroughfare when 'the public [makes] a continuous and uninterrupted use' of the road 'as often as they [find] it convenient or necessary.' " 2008 UT 12, ¶ 14, 179 P.3d at 782. Based upon the "plain meaning" of the Utah highway dedication statute, *Butler* instructs that "[t]he 'public' is

commonly understood to be 'the people as a whole.' " 2008 UT 12, ¶ 20, 179 P.3d at 783 (footnote omitted) (quoting Merriam–Webster's Collegiate Dictionary 1005 (11th ed.2003)).17 Continuous use as a public thoroughfare may thus be found where "the road in question had been used freely by the general public," that is, by the people as a whole. *Thurman v. Byram*, 626 P.2d at 449. Such was the case in *San Juan Cnty., Utah v. United States*, No. 2:04-CV-0552BSJ, 2011 WL 2144762, at *11 (D. Utah May 27, 2011), aff'd, 754 F.3d 787 (10th Cir. 2014), where the County of San Haun and State of Utah sought a determination that certain roads on federal land had become public rights of way.

Here, aerial and satellite images confirm the existence of Sullivan Road going back to at least the 1960's. The road appears to have been used continuously (without interruption) by members of the public, including adjoining property owners **and even prior owners of the Property**, without the express consent of the City. Thus, since Sullivan Road has been used by members of the public for more than 10 years, and the City has done nothing during that period to block public access to Sullivan Road, the road now is and will remain a public road.

Such a finding is also consistent with PCMC 15-15, which defines "**Street, Public**. A Street that has been dedicated to and accepted by the City Council; that the City has acquired and accepted by prescriptive right; or that the City owns in fee." Here, the City owns the property and Sullivan Road in fee. Thus, by the City's own definition, it is a public street.

This raises a larger question: is a CUP even necessary for Mr. McGrath (or anyone else) to use Sullivan Road. Based on the above, the answer appears to be that a CUP is not necessary. Even so, and without waiving any of Mr. McGrath's rights, we are willing to continue with the Application (assuming if it doesn't prejudice the outcome of Mr. McGrath's CUP) since it would be our preference

for both Mr. McGrath and the City to be on the same page regarding his use of Sullivan Road and eliminate any confusion going forward.

IV. Constitutional Issues

Finally, we respectfully remind the City refusing Applicant to use Sullivan Road when all or nearly all of the adjoining property owners historically and currently are using Sullivan Road for their primary and/or secondary access raises serious questions under the Constitution including under the 14th Amendment as the Applicant would be treated different from other similarly situated property owners, as well as selective enforcement of PCMC Section 15-2.4-8 to the arbitrary detriment of Applicant.

V. Conclusion

In light of the foregoing, we urge the City (including the Commission) to (i) recognize that the proposed CUP must be approved unless specific unmitigable impacts can be identified, (ii) grant the CUP allowing Mr. McGrath to access the Property from (the public street) Sullivan Road.

Thank you for your attention to these matters. Please contact me if further clarification or discussion is needed.

Sincerely,



Terrence M. McGrath

Tree Health Report: Homeowner 36” DBH Elm Tree Front Right

Date: January 9, 2025
Location: 1124 Park Ave , Park City, Utah 84060

The elm tree located in the homeowner’s yard presents significant health concerns and safety risks that suggest removal may be the best option, particularly given the proximity of high-risk targets such as a busy sidewalk, residential house, and street. While the tree shows some signs of vitality, it also has several issues that compromise its structural integrity and overall health. These concerns include evidence of borer activity, previous heading cuts leading to decay, broken branches, bacterial wet wood, and the inherent weakness of the softwood species. The combination of these factors increases the likelihood of the tree failing, making it a safety hazard for both property and people.

One of the primary concerns is the presence of borer frass, which indicates an active infestation of elm borers or other wood-boring insects. These pests weaken the tree by disrupting its vascular system, ultimately compromising its structural stability. The damage caused by the infestation may be extensive, allowing for further pathogens to enter the tree and accelerate its decline. Additionally, previous heading cuts on the tree have created large open wounds that have allowed for fungal and bacterial infections to take hold, leading to internal decay. This decay not only weakens the tree’s structure but also creates points of vulnerability, making it more susceptible to further damage from external stresses such as wind, storms, or physical impact.

The presence of numerous broken branches throughout the tree is another significant issue. Some of these branches appear to be freshly broken, while others show signs of long-term damage. Regardless of their age, these broken branches pose immediate risks of falling, particularly during severe weather events. With the ongoing decay and weakening of the tree's structure, the likelihood of additional branches breaking off increases, making the tree even more dangerous. These damaged branches represent a clear safety risk to both the property and the individuals who may be in the vicinity.

Additionally, the tree exhibits symptoms of bacterial wet wood, a condition characterized by dark, oozing liquid or a foul odor coming from the trunk. This bacterial infection further contributes to the tree’s weakening by causing internal rot and decreasing its overall stability. As the infection progresses, it may lead to even greater structural compromise, putting the tree at higher risk of failure. The combination of bacterial wet wood and ongoing decay further diminishes the tree’s resilience and ability to withstand environmental pressures.

Another contributing factor is the tree’s softwood nature. Softwoods are generally less durable and more prone to breakage and decay compared to hardwood species. This inherent weakness, when combined with the damage caused by the pests, decay, and bacterial infection, makes the tree increasingly unstable. Softwood trees are also less capable of regenerating and recovering from significant damage, which further underscores the potential for failure in the near future.

Given the tree’s deteriorating condition and the potential hazards it presents, especially in such close proximity to high-traffic areas, the risks of keeping the tree outweigh any potential benefits. The location of the tree, near a busy sidewalk, a residential house, and a street, makes it especially dangerous. In the event of tree or branch failure, there is a significant risk of injury to pedestrians, damage to property, or disruption to traffic. The damage could occur suddenly, without warning, and lead to serious consequences.

While it may be possible to attempt treatments for the pest infestation and decay, the extent of the damage and the tree's weakened state suggest that recovery is unlikely. Even with ongoing treatment, the tree’s structural integrity is compromised, and it is more likely to continue declining, potentially leading to more severe safety hazards over time. Removal of the tree would eliminate these risks and prevent further damage, providing a safer environment for both the homeowner and the community.

In conclusion, the elm tree presents several significant health and safety concerns that make it a candidate for removal. Given its declining condition, ongoing decay, and the proximity of high-risk targets, removal is the most effective and prudent solution to mitigate the hazards it poses. A certified arborist should be contacted to carry out the removal process in a safe and controlled manner to ensure the protection of both property and people in the surrounding area.

These observations are purely based on visual inspection, and Savatree will not be held liable in the event of the tree's failure.

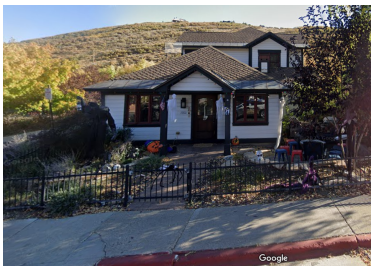
Tom McCollins

Savatree ISA Certified Arborist MN 4891A

435-200-5544



Park Ave View



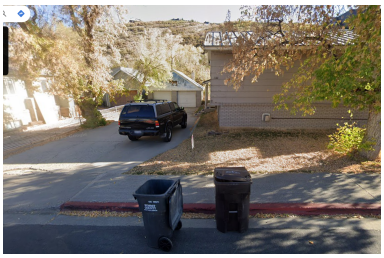
1160
Only access via 12th



1154
Only access via Sullivan Alley



1150
Only access via Park



1140
Primary access via Park.
2nd Garage access via Sullivan Alley

Sullivan Alley View









Encroachment Agreement?

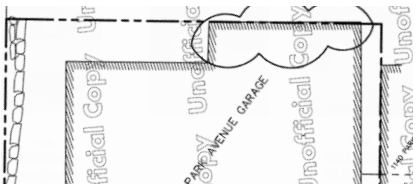
Yes
01/04/2008
#00834048
Snowmelt system in 12th St ROW.

No encroachment into City Property.

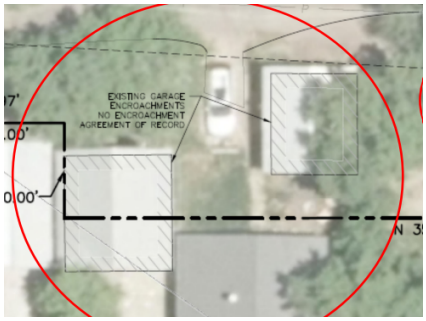
No

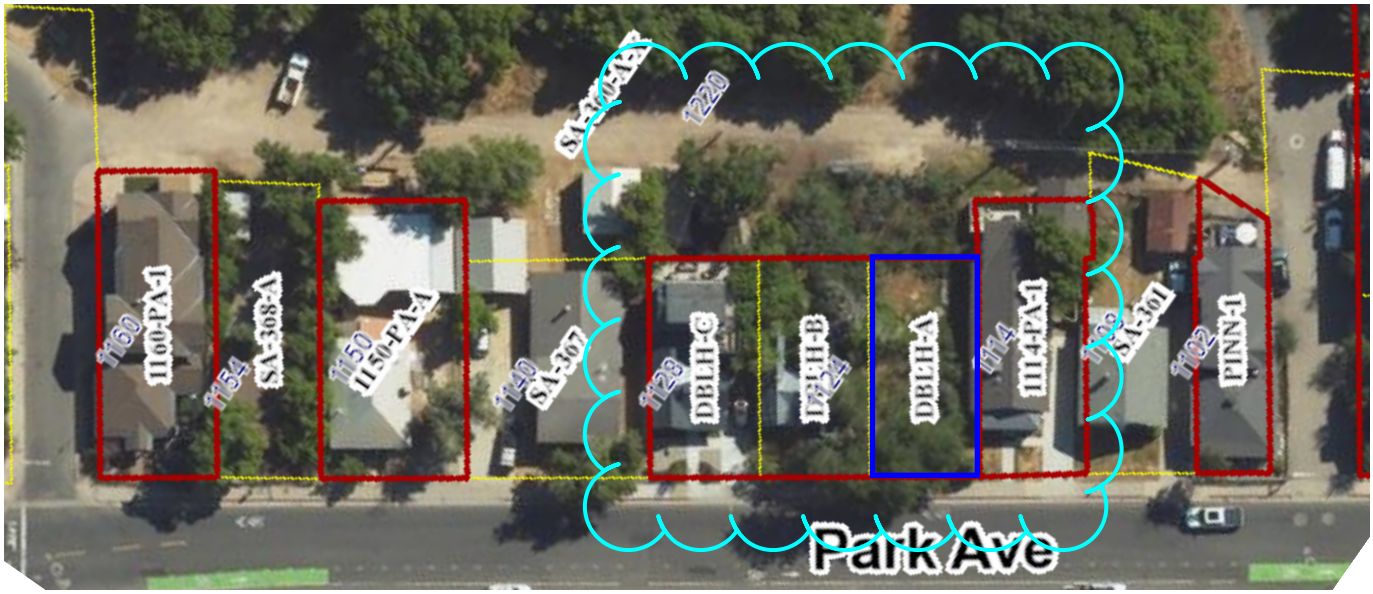
No encroachment. Shed is on private property.

Yes
09/14/2023
#01209552
Garage Encroaches. Sliver of rear of old garage encroaches.



No Record.





Park Ave View



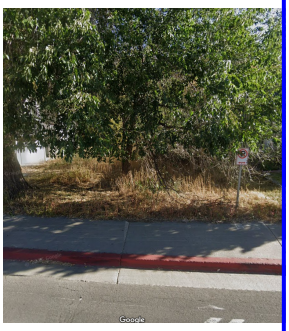
1128

Access via Park



1124

Only access via Park



1120

Applicant Property



1114

Primary access via Sullivan Alley. Access via Park.

Sullivan Alley View









Encroachment Agreement?

Yes
05/17/2024
#01220001
Snowmelt system in Park Ave. ROW.

No Encroachment for existing shed built in City Property.

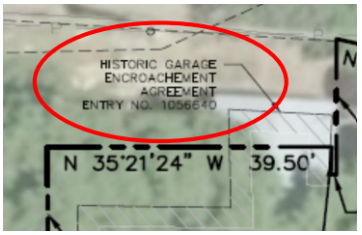
No

No encroachment

No

No encroachment

Yes
10/27/2016
#0156640
Historic Garage encroaches in City Property.





Park Ave View



1108

Only access via Park.



1102

Only access via 11th St ROW.

Sullivan Alley View





Encroachment Agreement?

No.

No Encroachment.

No

No Encroachment

Planning Commission
Staff Report

Subject: **Redus Park City, LLC**
Proposal to Modify Flagstaff/Empire Pass Development Agreement
Application: **PL-25-06421 Modification**
Author: **Alec Barton, Senior Planner**
Date: **March 26, 2025**
Type of Item: **Legislative**

Recommendation

(I) Review the requested amendments to the Flagstaff Mountain/Empire Pass Development Agreement (Exhibit A), (II) conduct a public hearing, and (III) consider forwarding a positive recommendation for the City Council's consideration on April 24, 2025.

Description

Applicant:	Redus Park City, LLC Representative: Wade Budge, Snell and Wilmer Law
Location:	Flagstaff/Empire Pass Parcels PCA-S-98-BB and PCA-S-98-SD-5 (the "R-5 Parcel") Parcels PCA-S-98-SD-1-A and a portion of PCA-S-98-II-X (the "Water Tank Parcel")
Zoning District:	Residential Development – Master Planned Development Sensitive Land Overlay
Reason for Review:	On June 24, 1999, the City Council adopted Resolution No. 20-99 authorizing the Flagstaff Mountain Development Agreement and Ordinance No. 99-30 annexing the 1,750-acre Flagstaff Mountain into Park City. Modifications to the Development Agreement require Planning Commission review, public hearing, and recommendation to the City Council for Final Action.

LMC	Land Management Code
SFD	Single-Family Dwelling
UE	Unit Equivalent
UPCM	United Park City Mines

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

Background

On June 24, 1999, the City Council adopted Resolution No. 20-99 authorizing the Flagstaff Mountain Development Agreement and Ordinance No. 99-30 annexing the 1,750-acre Flagstaff Mountain into Park City (Exhibit B). (The Flagstaff area is now known as Empire Pass.)

The Development Agreement was entered into by United Park City Mines ("UPCM"), Deer Valley Resort Company ("Deer Valley"), and Park City Municipal Corporation ("the City") and was recorded with Summit County on July 26, 1999 (Recorder Entry No. 544835; Exhibit C). Redus is successor-in-title to property previously owned by UPCM.

The Development Agreement required clustering of density and preservation of open space and established two primary development areas: Mountain Village (Pods A, B1, and B2) and Northside Neighborhood (Pod D/Red Cloud Subdivision):

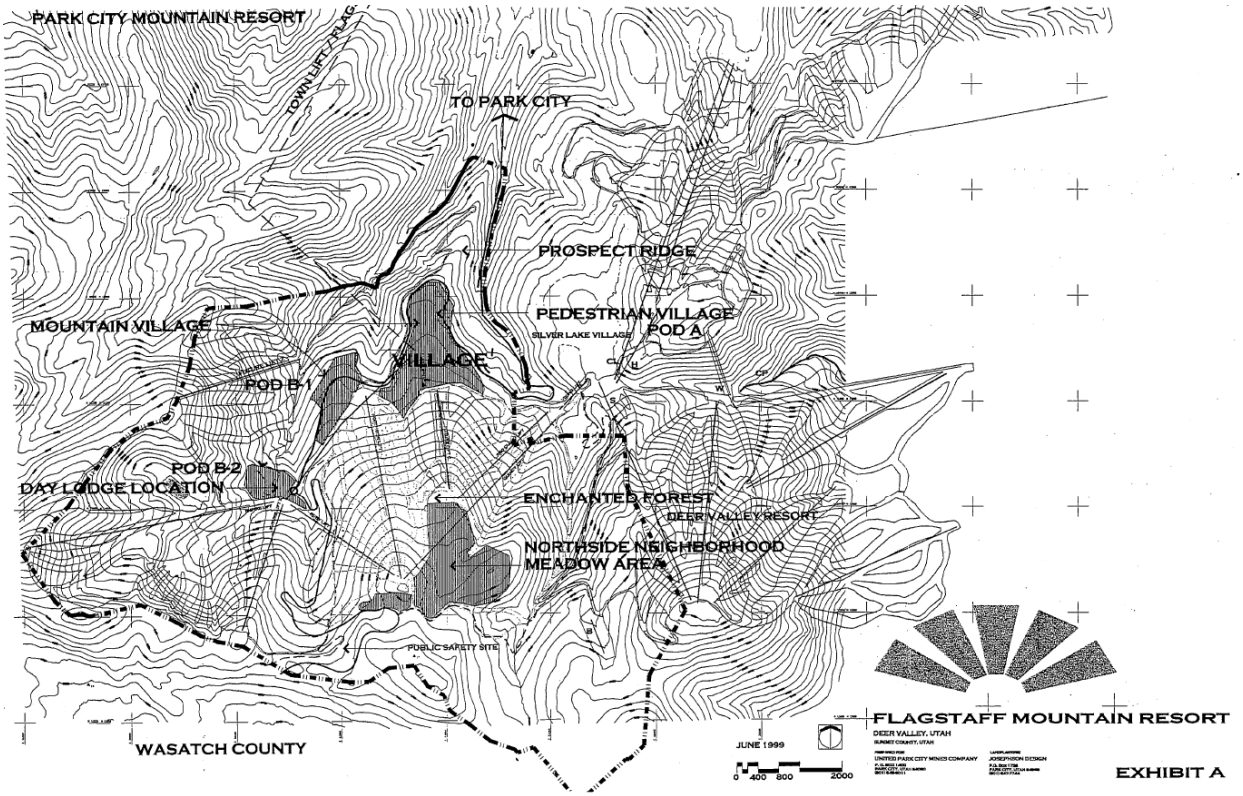


Figure 1: Exhibit A to the 1999 Flagstaff Development Agreement

The 1999 Development Agreement established the following:

Mountain Village

- 705 Unit Equivalents (UEs) configured in no more than 470 residential units
- No more than 60 Planned Unit Development (PUD) units
- Up to 16 detached Single-Family Dwellings (SFDs)
- 65% of residential units clustered within the primary development pod (Pod A)

- All development pods linked by transit
- 75,000 square feet of Resort Support Commercial uses

Northside Neighborhood

- Maximum of 38 SFDs, contingent on participation by all Northside Neighborhood property owners
- 1,000-square-foot non-denominational chapel

The City zoned the clustered development pods Residential Development – Master Planned Development (Pods A, B1, and B2) and Estate – Master Planned Development (Pod D/Red Cloud) and the surrounding acreage Recreation and Open Space:

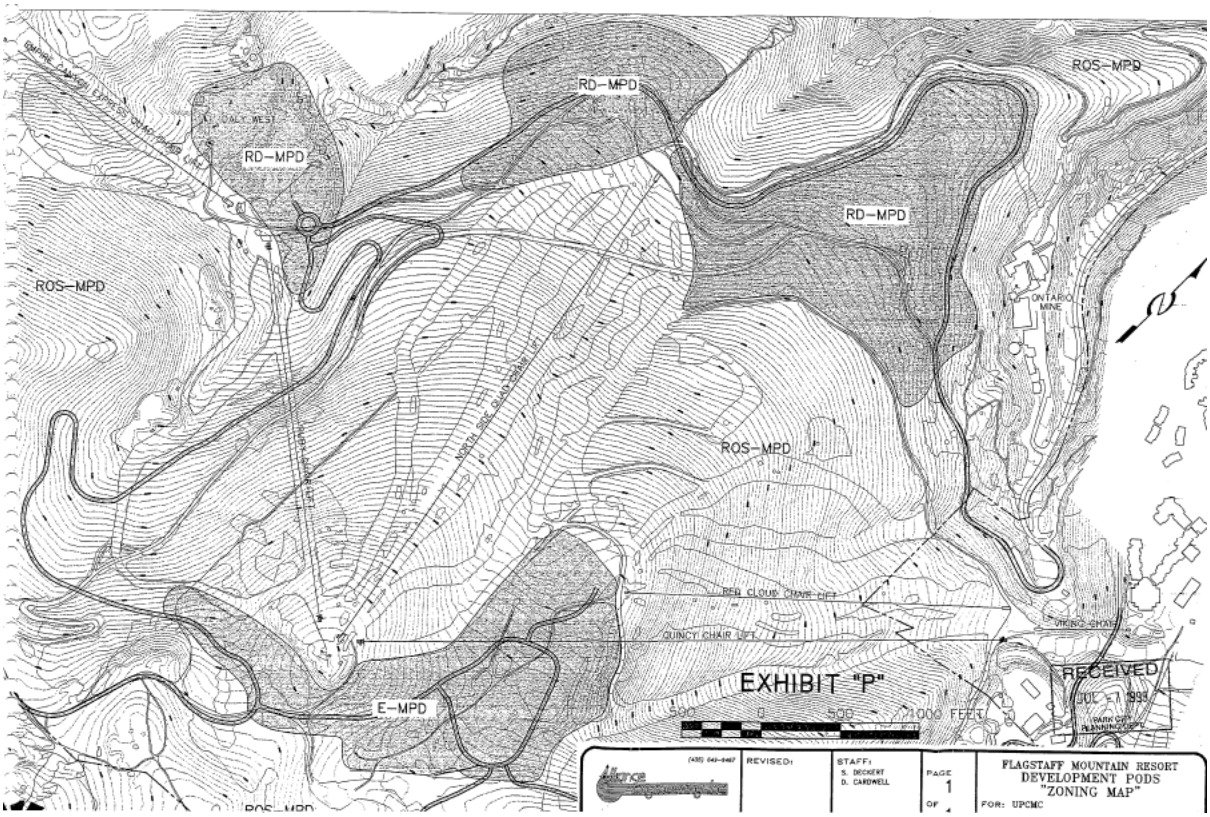


Figure 2: Exhibit P to the 1999 Development Agreement

On December 13, 2006, the Planning Commission held a public hearing on proposed Development Agreement amendments to include the Montage Resort and to modify Mountain Village development. The Planning Commission forwarded a positive recommendation to the City Council. On February 1, 2007, the City Council adopted Ordinance No. 07-10 approving the Development Agreement amendments (Exhibit D).

On March 2, 2007, the Amended and Restated Development Agreement was recorded with Summit County (Recorder Entry No. 806100; Exhibit E). The 2007 amendments allowed for the development of the Montage and increased the size of Mountain Village to 785 UEs configured in no more than 550 dwelling units.

The Flagstaff/Empire Pass area is largely built out. Most of the remaining vacant parcels at Sommet Blanc Condominiums, Moonshadow Condominiums, and Red Cloud Subdivision are under construction. The remaining developable vacant parcels—seven in total—are in the Banner Wood Subdivision (one), Belles at Empire Pass Condominiums (one), and Red Cloud Subdivision (five).

The Applicant seeks to amend the Development Agreement to construct seven residential units on two sites within the development pods zoned Residential Development – Master Planned Development. For the requested increase in density, the Applicant proposes:

- The transfer or dedication of approximately 310 acres to the City, most of which is zoned Recreation and Open Space with portions zoned for potential development:
    - **Old Town**: ~8 acres (Parcel PC-S-46-D-850-1) and acreage within Daly Canyon zoned Estate and Historic Residential – 1.
    - **Lower Deer Valley**: ~1.5 acres zoned Residential Development (PCA-S-46-A) and ~5 acres partially zoned Residential Development and Estate (PCA-S-98 on the border of Hidden Oaks Subdivision and Park City Heights Open Space).
- The transfer of the Empire Pass, Mid-Mountain, and Daly trailheads to the City.
- The transfer of water interests and rights that Redus owns or could acquire, including the Right of First Refusal for water draining from the Spiro Tunnel owned by Salt Lake Corporation.

On January 16, 2025, the City Council authorized the Mayor to enter into a non-binding Letter of Intent authorizing Redus to commence necessary applications for an Development Agreement amendment (Packet, Item VIII.1; Minutes, p. 4).

Analysis

Upper Deer Valley Neighborhood – Clustered Density Surrounded by Open Space

The Flagstaff/Empire Pass area is in the Upper Deer Valley neighborhood. The 2014 General Plan identifies this neighborhood as an area with clustered development framed with open space.[1] The General Plan acknowledges "[d]evelopment in this area will continue to occur according to the Deer Valley Master Planned Development and the Flagstaff Development Agreement"[2] and highlights the importance of the open space surrounding the Upper Deer Valley neighborhoods. "Consistent with the General Plan's goal #1 'Park City will grow inward, strengthening existing neighborhoods while protecting undeveloped land representative of the community's core values from future development.'"[3] The Applicant proposes infill on acreage zoned Residential Development – Master Planned Development, transferring acreage to the City that will be preserved as open space.

[1] General Plan, Volume II, Neighborhoods 3, p. 249
[2] General Plan, Volume II, Neighborhoods 3, p. 251
[3] General Plan, Volume II, Neighborhoods 3, p. 252

The Applicant proposes a four-unit Multi-Unit Dwelling on the R-5 Parcel and three SFDs on the Water Tank Parcel:

Property	Ownership	Zoning	Proposed Density
"R-5 Parcel" PCA-S-98-SD-5 PCA-S-98-BB	Redus	RD-MPD	A four-unit Multi-Unit Dwelling
"Water Tank Parcel" PCA-S-98-SD-1-A PCA-S-98-II-X (portion)	Redus PCMC	RD-MPD	Three SFDs

The R-5 Parcel comprises two Redus-owned parcels (~1.58 acres) on the west side of Marsac Avenue, across from the Argent at Empire Pass Condominiums and southwest of Moonshadow Condominiums.



Figure 3: "R-5 Parcel" highlighted in blue

The Water Tank Parcel comprises portions of two parcels owned by Redus and the City (~5.45 acres) on the east side of Marsac Avenue, east of the Montage and northeast of the Sommet Blanc Condominiums.

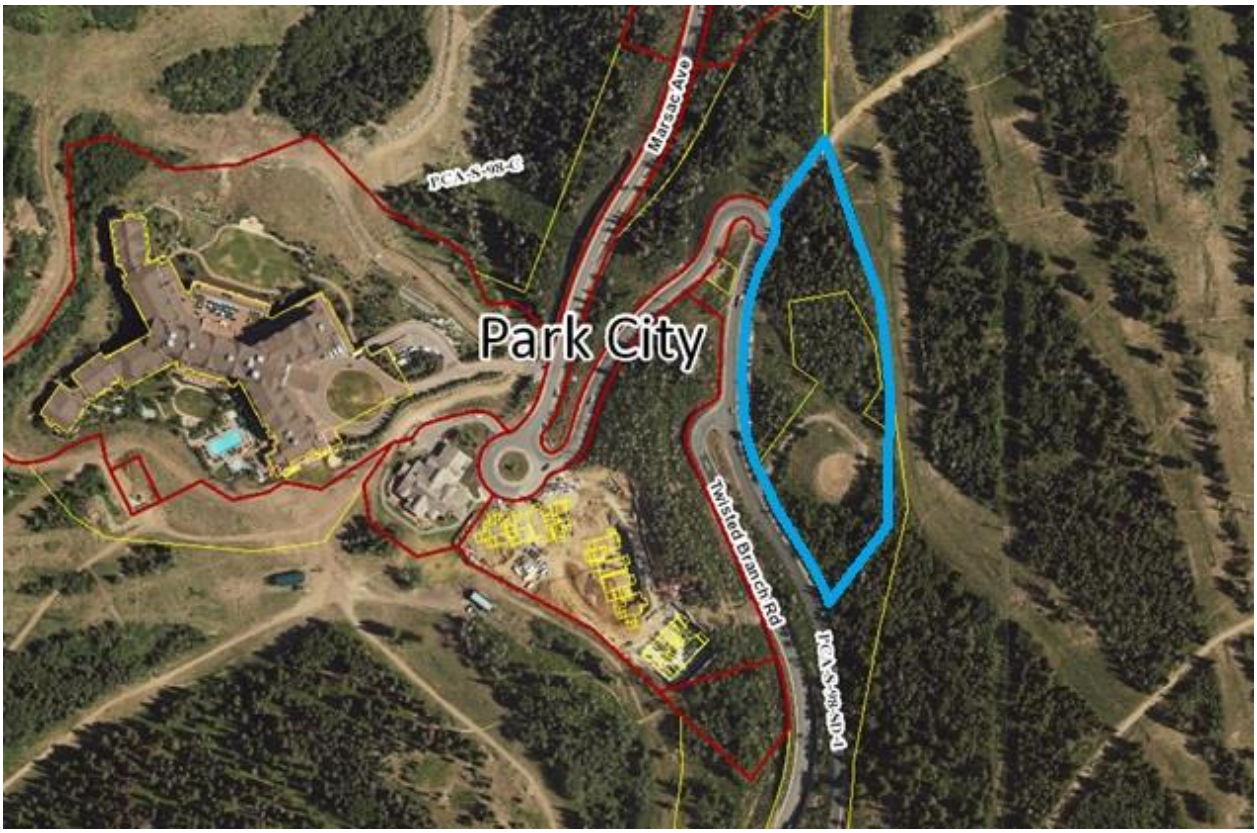


Figure 4: The Water Tank Parcel highlighted in blue. Portions of this area are proposed to be subdivided into a lot for the City Water Tank and lots for three SFDs.

Subdivision, Zoning, Conditional Use, and Sensitive Land Overlay Review
If the City Council approves the Development Agreement amendment, the Applicant will be required to apply to the Planning Commission for subdivision review and approval for the R-5 Parcel and Water Tank Parcel.

The Applicant's subdivision proposals must comply with the Land Management Code (LMC), including the Residential Development (RD) Zoning District. The purposes of the RD Zoning District include clustering of residential units to preserve natural open space, minimizing site disturbance and impacts, and varying architectural design and housing types.[4]

While SFDs are an allowed use in the RD Zoning District, the Applicant must obtain subdivision approval for the Water Tank Parcel from the Planning Commission, subject to the requirements of LMC Chapter 15-7 *Subdivision General Provisions*, including Section 15-7.3-2 *General Subdivision Requirements* with evaluation of limits of

[4] LMC Section 15-2.13-1 *Residential Development Purpose*

disturbance, vegetation protection, and clustering density on the most developable and least visually sensitive portions of the site.

Multi-Unit Dwellings in the RD Zoning District are a Conditional Use when approved as part of an MPD.[5] In addition to obtaining subdivision approval for the R-5 Parcel, the Applicant will be required to submit a Conditional Use Permit for Planning Commission review and approval of the four-unit Multi-Unit Dwelling proposed on the R-5 Parcel. The Applicant must show that the Multi-Unit Dwelling is compatible with the surrounding structures in use, scale, mass, and circulation and that any differences in use or scale are mitigated through careful planning, including the size and location of the site, building mass, bulk, and orientation, and physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing.[6]

For both the Water Tank and R-5 Parcels, the Applicant must also demonstrate compliance with the Sensitive Land Overlay regulations in Chapter 15-2.21, including slope and ridge line area protections.

Recommended Conditions of Approval
At this stage, the Planning Commission is not being asked to review or approve development on the R-5 and Water Tank Parcels. In-depth Planning Commission review will occur at the subdivision and Conditional Use Permit phase.

Staff recommends the Planning Commission consider forwarding a positive recommendation for City Council's consideration on April 24, 2025, to approve an amendment to the Development Agreement for the potential development of a four-unit Multi-Unit Dwelling on the R-5 Parcel and three SFDs on the Water Tank Parcel, subject to Conditions of Approval.

Affordable Housing
Increasing density in the Development Agreement requires compliance with Resolution No. 05-2021 *Affordable Housing Guidelines*. As a result, staff recommends a Condition of Approval:

- Upon execution of the amended Development Agreement, Redus or its successors-in-title must pay an in-lieu affordable housing fee in an amount required by Resolution No. 05-2021 *Affordable Housing Guidelines*.

Historic Preservation
Key historic mine sites, including the Judge Tunnel/Alliance Mine Complex and Silver King, are located within the Flagstaff Annexation Area. Some are located within the Recreation and Open Space acreage proposed to be conveyed to the City. Other mining structures are within the Uintah Mining District boundaries and will not be conveyed to the City but will remain on property under Redus or successor-in-title ownership.

[5] LMC Section 15-2.13-2(B)(2) *Residential Development Uses*
[6] LMC Section 15-1-10 *Conditional Use Review Process*

Fourteen Technical Reports were submitted as part of the Development Agreement and were reviewed and approved by the Planning Commission in December of 2001. Technical Report 6 relates to historic preservation within the Flagstaff/Empire Pass area and states “maintenance and ongoing protection efforts for those buildings, which are not part of an ongoing operation, will become the responsibility of the master homeowners association [Empire Pass Master Owners Association (EPMOA)]” (Technical Report 6, Executive Summary, p. 4).

Technical Report 6 includes a Historic Preservation Plan (the Plan) completed by SWCA in 2000 on behalf of UPCM. While historic sites referenced in the Plan were owned by UPCM at that time, not all were within the Flagstaff Annexation Area. Additionally, some properties with historic sites previously owned by UPCM have been transferred to other ownership.

In 2019, SWCA prepared an updated Historic Preservation Plan on behalf of EPMOA. In 2020, the City and EPMOA entered into a Historic Preservation Memorandum of Understanding regarding preservation priorities and funding for historic mine structures on EPMOA property within the Flagstaff Annexation Area. However, while the updated plan called attention to some sites outside or partially outside the Flagstaff Annexation Area or not owned by EPMOA, the updated Plan did not include a comprehensive evaluation of all sites included in the 2000 Historic Preservation Plan and there is an opportunity to address this gap. As a result, staff recommends Conditions of Approval:

- The Applicant agrees to an open space maintenance transfer fee and additional historic preservation funds through an amendment to the March 16, 2020 Historic Preservation Memorandum of Understanding where EPMOA and Redus would allow EPMOA to retain funds to spend on City-approved historic preservation projects.
- The Applicant transfers ownership of historic mining structures, including the Judge Tunnel/Alliance Mine Complex (Judge Mining & Smelting Office, Caretaker’s Cabin, Change Room/Timber Saw, Power House).

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 March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The *Park Record* published courtesy notice on March 12, 2025.[7]

Public Input

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

[7] LMC § 15-1-21

Exhibits

A: Proposed Redus Development Agreement Amendment
B: Ordinance No. 99-30 Annexing Flagstaff Mountain
C: 1999 Development Agreement
D: Ordinance No. 07-10 Approving Development Agreement Amendment
E: 2007 Amended and Restated Development Agreement

Budge
When Recorded, Return to:

Park City Municipal Corporation
Attn: City Recorder
PO Box 1480
Park City, Utah 84060

Parcel Nos. PCA-S-98-SD-5; PCA-S-98-SD-1-A; VEPWS-16; VEMP-1-5;
a portion of PCA-S-98-SD-1; and a portion of PCA-S-98-II-X

FIRST AMENDMENT
TO THE
AMENDED AND RESTATED DEVELOPMENT AGREEMENT

This FIRST AMENDMENT TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR FLAGSTAFF MOUNTAIN, BONANZA FLATS, RICHARDSON FLATS, THE 20-ACRE QUINN'S JUNCTION PARCEL AND IRON MOUNTAIN (this "**First Amendment**") is made and entered into as of this _____ day of _____, 2025 (the "**Amendment Date**"), by and among PARK CITY MUNICIPAL CORPORATION, a political subdivision in the state of Utah ("**City**"), REDUS PARK CITY LLC, a Delaware limited liability company ("**REDUS**"), and EMPIRE PASS MASTER OWNERS ASSOCIATION, INC., a Utah non-profit corporation ("**EPMOA**"). REDUS, City, and EPMOA are sometimes collectively referred to herein as the "**Parties**" or individually as a "**Party**".

RECITALS

A. United Park City Mines Company, a Delaware corporation ("**UPCM**"), Deer Valley Resort Company, a Utah limited partnership ("**Deer Valley**"), and City entered into that certain Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel and Iron Mountain, dated June 24, 1999 and recorded with the Summit County Recorder on July 26, 1999 as Entry No. 00544835, as restated by that certain Amended and Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel and Iron Mountain, dated March 2, 2007 and recorded with the Summit County Recorder on March 2, 2007 as Entry No. 806100 (the "**Development Agreement**"). The Development Agreement pertains to real property more particularly described in the Development Agreement, including real property which is or has been developed for residential, recreational, and commercial real estate uses (collectively, the "**Project**").

B. REDUS and EPMOA are successors-in-title to certain real property within the Project formerly owned by UPCM.

C. EPMOA maintains certain road improvements within the Project and desires to become the owner of a portion of real property within the Project, adjacent to Twisted Branch Road, which real property is approximately depicted on **Exhibit E** attached hereto (the "**Salt Shed Parcel**"). The Salt Shed Parcel is currently used by EPMOA as a salt shed.

D. The Parties desire to amend the Development Agreement as more particularly set forth herein below.

AGREEMENT

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Incorporation/Interpretation. All of the terms of the Development Agreement are incorporated into this First Amendment, except as revised below. In the event of a conflict between the Development Agreement and this First Amendment, this First Amendment shall control. Capitalized terms used in this First Amendment, and not otherwise defined herein, shall have the same meaning given in the Development Agreement. The terms of the Development Agreement, as amended by this First Amendment, shall apply to the Additional Property and the Salt Shed Parcel. The Parties acknowledge the truth and accuracy of the above recitals and incorporate the same herein by this reference.

2. Subject Property. This First Amendment shall apply to the following:

a. Additional Property Definition. The real property known and referred to as "R-5" is more particularly described on **Exhibit A-1** and depicted on **Exhibit A-2**, and the real property known and referred to as the "Water Tank Parcel" is more particularly described on **Exhibit B-1** and depicted on **Exhibit B-2**. R-5 and Water Tank Parcel are referred to herein collectively as the "**Additional Property**". R-5 is owned solely by REDUS, and a portion of the Water Tank Parcel is owned by REDUS and another portion of the Water Tank Parcel is owned by City, as identified on **Exhibit B-1** and **Exhibit B-2**.

b. Other Property. The parcels defined herein as the Salt Shed Parcel, depicted on **Exhibit E**, and the MOA Property described on **Exhibit D**.

3. Development Parameters – Additional Property. The Development Agreement is amended to include the following new section:

> 2.2.2 **Additional Property.** The Additional Property is located within the Residential Development (RD) zoning district. The Additional Property may develop in accordance with the requirements and restrictions set forth in Park City Land Management Code 15-2.13, the Development Agreement, other

applicable City codes, and the following additional terms approved by this First Amendment:

2.2.2.1 **Density**. The Additional Property is entitled with fifteen (15) Unit Equivalents to be configured in no more than seven (7) dwelling units as follows:

(a) R-5 may be developed as a multi-unit condominium building containing four (4) dwelling units; and

(b) Water Tank Parcel may be developed with up to three (3) detached single-family dwellings.

2.2.2.2 **Development Parameters**. In developing the units entitled in Section 2.2.2.1, the following restrictions apply:

(a) One (1) Unit Equivalent shall be required for each 2,000 square feet located within each condominium unit in the multi-unit dwelling on the R-5 parcel. The four (4) condominium units on R-5 must be built as part of a single building and the saleable square footage for all four (4) condominium units shall not exceed twenty-four thousand (24,000) square feet; and

(b) One (1) Unit Equivalent shall be required for each single-family dwelling on the Water Tank Parcel, regardless of size, provided that each single-family dwelling may not exceed eight thousand (8,000) square feet Floor Area, Gross Residential (as defined in the Park City Land Management Code ("**LMC**")) and no floor shall be allowed below the Basement (as defined in the LMC).

2.2.2.3. **Subdivision Plats and CUP applications**. Attached as **Exhibit C** is a concept plan for the subdivision plats for R-5 and the Water Tank Parcel. Within sixty (60) days of execution of this First Amendment, REDUS shall submit two subdivision applications for the Additional Property, which subdivision applications will constitute amendments to the small scale MPDs. The subdivision application for R-5 will also amend the POD A small scale MPD and the subdivision application for the Water Tank Parcel will also amend the POD B2 small scale MPD. Each subdivision plat will describe the building area and the applicable plat notes for each use. The amendment to the existing small scale MPD for POD A will describe the volumetrics for the multi-family use on R-5, which will be referenced in the subdivision plat for R-5. The amendment to the small scale MPD for B2 will confirm the

ERUs allocated to the three (3) proposed to-be-created single-family lots on the Water Tank Parcel. The subdivision plat for R-5 shall contain a plat note confirming that a subsequent Conditional Use Permit shall be submitted in advance of building the multi-family dwellings approved for R-5, but not as part of obtaining the initial R-5 subdivision plat (and associated small scale MPD amendment) contemplated herein.

2.2.2.5 **Affordable Housing**. REDUS, or its successors-in-title, shall pay an in-lieu affordable housing fee of $[_____], which fee shall satisfy any affordable housing requirements imposed upon the Additional Property by the Development Agreement or otherwise. Fifty percent (50%) of the in-lieu fee described in this subsection shall be paid at the time of issuance of a building permit for the building on R-5 and the other fifty percent (50%) shall be paid at the closing of the first lot sale of the three (3) lots sold proposed for the Water Tank Parcel, which lot sale occurs subsequent to the installation of the road improvements for access to such lots on the Water Tank Parcel. At no point will the fifty percent of the in-lieu fee to be paid under the preceding sentence will remain outstanding at the time that any building permit is obtained for a dwelling on any of the three (3) lots on the Water Tank Parcel.

4. Design of Additional Property. EPMOA finds the proposed development of the Additional Property compatible with the surrounding community and has previously accepted the annexation of these parcels to be subject to the EPMOA. REDUS shall cause the Additional Property to be subject to the "Governing Documents" of EPMOA, including, but not limited to, the "Design Guidelines" established by the EPMOA. In accordance with the Design Guidelines, the single-family development on the Water Tank Parcel shall be required to obtain approval by the EPMOA design review board ensuring compliance with such Design Guidelines. The multi-family dwelling development on R-5 must be compatible with the surrounding development, reviewed and approved by the EPMOA Design Review Board in accordance with the Design Guidelines, and established through a Conditional Use Permit to be applied for by the owner of R-5 and determined by City's Planning Commission acting as the land use authority.

5. Existing Water Requirements and Impact Fees. Section 2.10.1 of the Development Agreement sets forth various obligations relative to development of water sources, the use of water rights, and the payment of impact fees. The Parties hereby agree that water rights described therein, or any claim thereto, including the Group II Rights, have been (or will be) transferred to City by separate written agreement, and that no impact fees, as described in Section 2.10.1.6 or Section 4.1, shall be assessed for the development entitled by Section 2.2.2.1 herein. REDUS, for itself and its predecessors-in-title, releases all claims against City for repayment of any impact fees collected during development of Flagstaff Mountain as contemplated by Section 2.10.1.4 of the Development Agreement.

6. EPMOA.

a. As the Additional Property is subject to the EPMOA, the EPMOA shall receive additional fee revenue from the Additional Property with negligible increase in operating costs. Each unit on the Additional Property shall be subject to the "Open Space/Transit Management Fee" required by Section 3.2 of the Development Agreement for transfers after the first retail sale of such unit. In addition to the existing Open Space/Transit Management Fee, REDUS and/or EPMOA shall cause to be imposed against the Additional Property a reinvestment fee or other fee covenant that runs with the land, which shall assess a one-half percent (0.5%) fee on the gross sales price of the seven (7) dwelling units created from the Additional Property, for the benefit of City to further assist in funding City's open space maintenance fund. The initial sales of the Additional Property in a platted undeveloped or unimproved state shall not be subject to the Open Space/Transit Management Fee or other reinvestment fee or other fee covenant created by this First Amendment.

b. Prior to the Amendment Date, REDUS (or its predecessors) conveyed (or caused to be conveyed) to EPMOA real property within the Project, which real property is more particularly described on **Exhibit D** attached hereto (the "**MOA Property**"). EPMOA acknowledges and agrees that the MOA Property is not and shall not be developable.

c. Immediately following the recording of this First Amendment, REDUS will convey the Salt Shed Parcel to EPMOA. The Salt Shed Parcel shall only be used by EPMOA in furtherance to it maintaining roads in or near the Project. City and EPMOA acknowledge and agree that on the Salt Shed Parcel the current structure would be a legal, non-complying structure under current setback requirements. EPMOA shall be permitted to continue to utilize, maintain, and repair the legally noncomplying structure; provided, however, that any replacement thereof shall be required to meet the then-applicable zoning requirements.

7. Contributions to Historic Preservation Fund. Promptly following the Amendment Date, City and EPMOA shall, using good faith and diligent efforts, cause to be amended that certain Memorandum of Agreement, dated March 16, 2020 (the "**MOU**"), to provide for additional payments and/or contributions to that certain EPMOA "segregated Historic Preservation Fund" (as referenced and defined in the MOU, the "**Fund**") and related provisions, as follows:

a. From the closings of one (1) or more lot or unit sales from the development of the Additional Property (as applicable): (i) EPMOA shall make (or cause to be made) one (1) or more contributions in the total amount of One Hundred Fifty Thousand and 00/100 Dollars ($150,000.00) to the Fund (the "**EPMOA Contribution**"), and (ii) REDUS shall make (or cause to be made) one (1) or more contributions in the total amount of Fifty Thousand and 00/100 Dollars ($50,000.00) to the Fund (the "**Additional Developer Contribution**");

b. Contemporaneously with the remittance of each portion of the EPMOA Contribution and Additional Developer Contribution, City shall make (or cause to be made) a matching contribution in the same amount of such EPMOA Contribution and Additional Developer Contribution for a total contribution of Two Hundred Thousand and 00/100 Dollars ($200,000.00) (the "**Matching Contribution**" and with the EPMOA Contribution and Additional Developer Contribution, the "**Total Contribution**"); and

c. The Total Contribution to the Fund shall be utilized to fund the repairs, rehabilitation, and preservation of that certain Alliance Mine building complex, which complex shall be more particularly described and included as part of the "Sites" in the amended MOU, and such other "Sites" as may be agreed to by City and EPMOA.

8. Recordation. All Parties to this First Amendment understand and agree that this First Amendment shall be recorded with the Summit County Recorder's Office.

9. Successors and Assigns. The terms of this First Amendment shall be binding upon and shall inure to the benefit of the Parties hereto, and the successors-in-title to the property described herein.

10. Ratification; Effectiveness. The Development Agreement, as amended by this First Amendment, shall remain in full force and effect. On or after the effective date of this First Amendment, each reference in the Development Agreement to "this Agreement," "hereunder," "hereof," "herein," or words of like import shall mean and be a reference to the Development Agreement as amended by this First Amendment.

11. Counterpart Execution. This First Amendment may be executed in one or more counterparts, each of which, when taken together, shall constitute the original. Signature and acknowledgement pages may be detached from individual counterparts and attached to a single or multiple original(s) in order to form a single or multiple original(s) of this document. Electronic and scanned signature pages will be acceptable and shall be conclusive evidence of execution.

[Remainder of Page Intentionally Blank]

IN WITNESS WHEREFOR, the Parties have executed this First Amendment on the date first above written.

CITY:

PARK CITY MUNICIPAL CORPORATION,
a political subdivision in the state of Utah

ATTEST:

By:_____
Name: Nann Worel
Its: Mayor

_____
Michelle Kellogg, City Recorder

STATE OF UTAH)
: ss.
County of Summit)

On the ____ of _____, 2025, personally appeared before me Nann Worel and Michelle Kellogg, who being by me duly sworn, did say that they are the Mayor and City Recorder respectively of PARK CITY MUNICIPAL CORPORATION, a political subdivision in the state of Utah, and that the said instrument was signed in behalf of said corporation by authority of a resolution of the City Council, and the aforesaid officers acknowledged to me that said corporation executed the same.

_____
Notary Public

REDUS:

REDUS PARK CITY LLC,
a Delaware limited liability company

By:_____
Name:_____
Its:_____

STATE OF UTAH)
: ss.
County of Summit)

On the ____ day of _____, 2025, personally appeared before me, _____, who being by me duly sworn did acknowledge that he is the _____ of REDUS PARK CITY LLC, a Delaware limited liability company, and that he had signed the within and foregoing instrument on behalf of such corporation in such capacity.

_____
Notary Public

EPMOA:

EMPIRE PASS MASTER OWNERS ASSOCIATION, INC.,
a Utah non-profit corporation,

By:_____
Name:_____
Its:_____

STATE OF UTAH)
: ss.
County of Summit)

On the ____ day of _____, 2025, personally appeared before me, _____, who being by me duly sworn did acknowledge that he is the _____ of EMPIRE PASS MASTER OWNERS ASSOCIATION, INC., a Utah non-profit corporation, and that he had signed the within and foregoing instrument on behalf of such corporation in such capacity.

_____
Notary Public

EXHIBIT A-1

LEGAL DESCRIPTION OF R-5 PARCEL

The R-5 parcel is two (2) parcels located in Summit County, State of Utah and are more particularly described as follows:

Tax Parcel No. PCA-S-98-SD-5:

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21 AND THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN. BEGINNING AT A POINT THAT IS SOUTH 88°09'24" WEST 349.26 FEET COINCIDENT WITH THE SECTION LINE AND NORTH 386.45 FEET FROM THE NORTH QUARTER CORNER OF SECTION 28, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDLAN, SAID POINT ALSO BEING ON THE WESTERLY BOUNDARY OF MARSAC AVENUE RIGHT OF WAY, RECORDED JUNE 28, 2002, AS ENTRY NO. 623451 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER AND ON A CURVE TO THE LEFT HAVING A RADIUS OF 168.63 FEET, OF WHICH THE RADIUS POINT BEARS SOUTH 52°36'24" EAST; AND RUNNING THENCE COINCIDENT WITH THE WESTERLY BOUNDARY OF SAID MARSAC AVENUE THE FOLLOWING FOUR (4) COURSES: 1) SOUTHERLY ALONG THE ARC OF SAID CURVE 101.89 FEET THROUGH A CENTRAL ANGLE OF 34°37'05" TO A POINT OF COMPOUND CURVE TO THE LEFT HAVING A RADIUS OF 325.00 FEET, OF WHICH THE RADIUS POINT BEARS SOUTH 87°13'28" EAST; THENCE 2) SOUTHERLY ALONG THE ARC OF SAID CURVE 76.37 FEET THROUGH A CENTRAL ANGLE OF 13°27'50" TO A POINT OF REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 575.58 FEET, OF WHICH THE RADIUS POINT BEARS SOUTH 79°18'42" WEST; THENCE 3) SOUTHERLY ALONG THE ARC OF SAID CURVE 119.80 FEET THROUGH A CENTRAL ANGLE OF 11°52'33" TO A POINT OF COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 725.00 FEET, OF WHICH THE RADIUS POINT BEARS NORTH 88°48'45" WEST; THENCE 4) SOUTHERLY ALONG THE ARC OF SAID CURVE 160.59 FEET THROUGH A CENTRAL ANGLE OF 12°41'28"; THENCE NORTH 80°09'00" WEST 28.03 FEET TO A POINT ON THE BOUNDAY OF THE CONSERVATION EASEMENT WEST PARCEL, RECORDED JANUARY 7, 2003, AS ENTRY NO 643790; THENCE COINCIDENT WITH SAID CONSERVATION EASEMENT WEST PARCEL THE FOLLOWING THREE (3) COURSES: 1) NORTH 25°28'58" EAST 11.06 FEET; THENCE 2) NORTH 16°53'53" WEST 594.40 FEET; THENCE 3) NORTH 56°34'49" EAST 90.31 FEET TO THE SOUTH BOUNDARY OF LOT 61, MARSAC MINING CLAIM, RECORDED SURVEY NUMBER S-8414: THENCE COINCIDENT WITH SAID SOUTH BOUNDARY THE FOLLOWING TWO (2) COURSES: 1) SOUTH 02°10'00" WEST 40.70 FEET THENCE 2) SOUTH 55°00'00" EAST 71.40 FEET TO A POINT ON THE NORTH BOUNDARY OF SAID TRACT E OF THAT CERTAIN SHERIFF'S DEED, RECORDED DECEMBER 30, 2015, AS ENTRY NO. 1035997; THENCE COINCIDENT WITH THE BOUNDARY OF SAID TRACT E THE FOLLOWING TWO (2) COURSES: 1) SOUTH 42°52'33" WEST 9.49 FEET; THENCE 2) SOUTH 48°39'41" EAST 146.66 FEET TO THE POINT OF BEGINNING. CONT. 1.52 AC (2400-1152 PARCEL R-5) (LESS ANY PORTION LYING IN MARSAC MC LOT 61)

Tax Parcel No. PCA-S-98-BB:

A PARCEL OF LAND LOCATED IN THE SOUTH HALF OF SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

BEGINNING AT A POINT THAT IS NORTH 88'O9'24" EAST 2255.50 FEET ALONG SECTION LINE AND NORTH 385.45 FEET FROM THE NORTHWEST CORNER OF SECTION 28, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT ALSO BEING ON THE NORTHERLY LINE OF THE MARSAC AVENUE RIGHT OF WAY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; AND RUNNING THENCE NORTH 48039'41" WEST 146.66 FEET; THENCE NORTH 42'52'33" EAST 226.98 FEET; THENCE NORTH 77020'25" EAST 168.54 FEET; THENCE NORTH 67'04'29"EAST 217.09 FEET; THENCE SOUTH 80'27'35" EAST 106.33 FEET; THENCE SOUTH 36022'10" EAST 230.71 FEET; THENCE SOUTH 27'16'00" EAST 272.20 FEET; THENCE SOUTH 70023'37" WEST 169.25 FEET TO A POINT ON THE NORTHERLY LINE OF MARSAC AVENUE RIGHT OF WAY AND ON A 725.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG THE NORTHERLY LINE OF THE MARSAC AVENUE RIGHT OF WAY THE FOLLOWING SIX (6)COURSES: 1)NORTHERLY ALONG THE ARC OF SAID CURVE 141.56 FEET (CHORD BEARS NORTH 13013'54"WEST 141.33 FEET) TO A POINT ON A 175.00 FOOT RADIUS REVERSE CURVE TO THE LEFT OF WHICH THE RADIUS POINT BEARS SOUTH 82'21'42" WEST; THENCE 2) NORTHWESTERLY ALONG THE ARCOF SAID CURVE 290.23 FEET THROUGH A CENTRAL ANGLE OF 95001'25"; THENCE 3) SOUTH 77020'18"WEST 65.40 FEET TO A POINT ON A 625.00 FOOT RADIUS CURVE TO THE LEFT OF WHICH THE RADIUS POINT BEARS SOUTH 12'39'42"EAST; THENCE 4) WESTERLY ALONG THE ARC OF SAID CURVE 155.41 FEET THROUGH A CENTRAL ANGLE OF 14014'48"; THENCE 5) SOUTH 63005'30"WEST 116.81 FEET TO A POINT ON A 168.63 FOOT RADIUS CURVE TO THE LEFT OF WHICH THE RADIUS POINT BEARS SOUTH 26054'30" EAST; THENCE 6) SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 75.63 FEET THROUGH A CENTRAL ANGLE OF 25'41'54" TO THE POINT OF BEGINNING.

LESS AND EXCEPTING ANY PORTION LYING WITHIN THE MARSAC LODE MINING CLAIM, LOT 61.

EXHIBIT A-2

DEPICTION OF R-5 PARCEL

The R-5 parcel are those two (2) parcels identified as PCA-S-98-SD-5 and PCA-S-98-BB and are approximately outlined in white below:

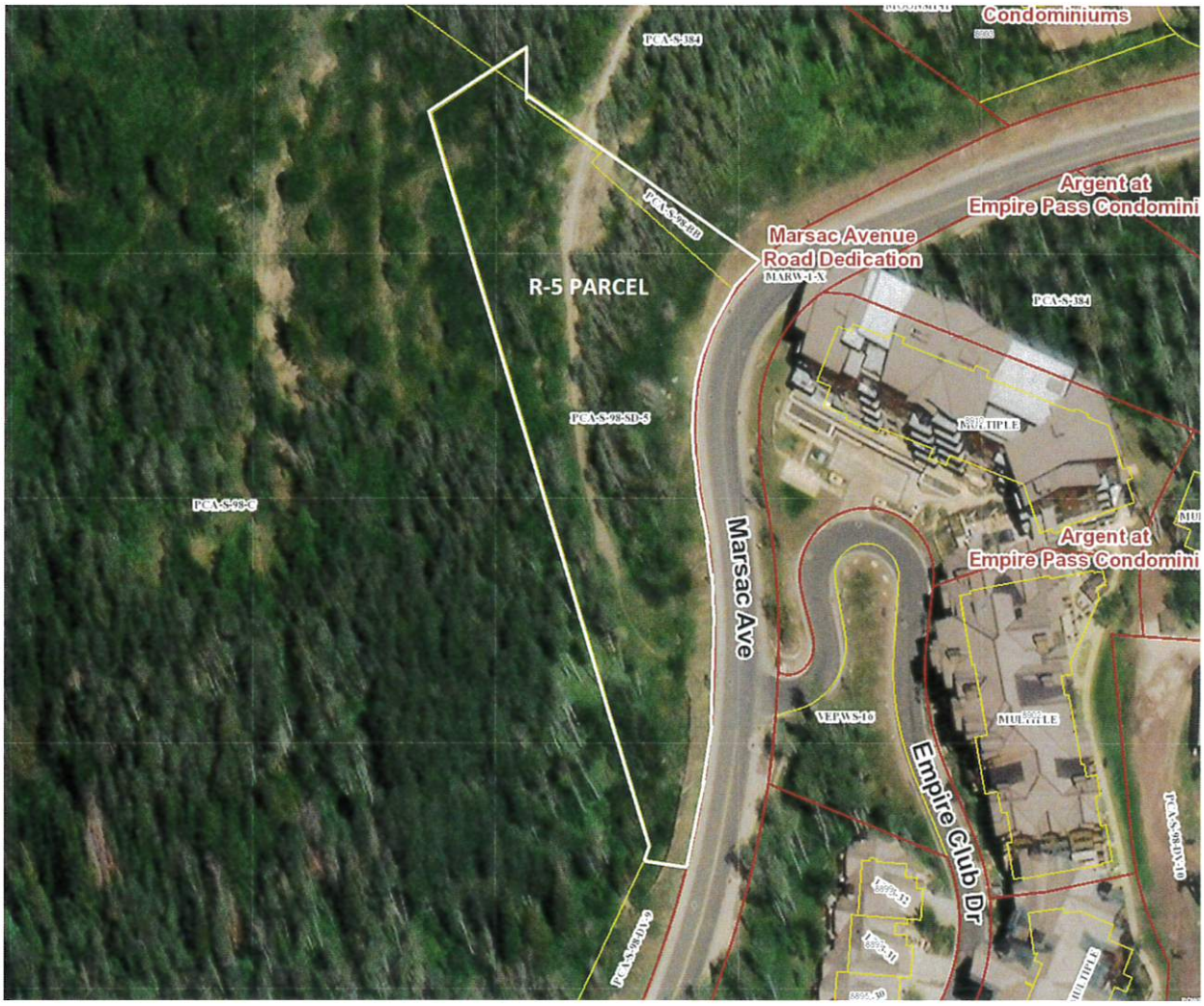


EXHIBIT B-1

LEGAL DESCRIPTION OF WATER TANK PARCEL

The Water Tank Parcel is two (2) parcels located in Summit County, State of Utah and are more particularly described as follows:

Tax Parcel No. PCA-S-98-SD-1-A (owned by REDUS):

A PARCEL OF LAND LOCATED IN THE WEST HALF OF SECTION 28, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID PARCEL BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT IS NORTH 00°30'49" WEST 135.16 FEET COINCIDENT WITH THE SECTION LINE AND EAST 687.84 FEET FROM THE WEST QUARTER CORNER OF SECTION 28, TOWNSHIP 2 SOUTH. RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING ON THE BOUNDARY OF MARSAC AVENUE RIGHT OF WAY, RECORDED JUNE 28, 2002, AS ENTRY NO. 623451 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH, SAID POINT ALSO BEING ON A CURVE TO THE LEFT HAVING A RADIUS OF 75 00 FEET, OF WHICH THE RADIUS POINT BEARS NORTH 64°06'13" WEST; AND RUNNING THENCE COINCIDENT WITH SAID MARSAC AVENUE RIGHT OF WAY NORTHERLY ALONG THE ARC OF SAID CURVE 74.99 FEET THROUGH A CENTRAL ANGLE OF 57°17'28" TO THE BOUNDARY OF THAT CERTAIN BOUNDARY LINE AGREEMENT AND RESERVATION OF EASEMENT, RECORDED SEPTEMBER 30, 2022, AS ENTRY NO. 1195892 IN BOOK 2759 AT PAGE 666 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; THENCE COINCIDENT WITH SAID BOUNDARY LINE AGREEMENT AND RESERVATION OF EASEMENT THE FOLLOWING TWO (2) COURSES: 1) NORTH 37°14'34" EAST 155.18 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 1020 00 FEET, OF WHICH THE RADIUS POINT BEARS SOUTH 52°45'26" EAST; THENCE 2) ALONG THE ARC OF SAID CURVE 46.83 FEET THROUGH A CENTRAL ANGLE OF 02°37' 49" TO THE WESTERLY BOUNDARY OF THAT CERTAIN GRANT OF CONSERVATION EASEMENT EAST PARCEL, RECORDED JANUARY 7, 2003, AS ENTRY NO 643790 IN BOOK 1502 AT PAGE 732 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; THENCE COINCIDENT WITH SAID GRANT OF CONSERVATION EASEMENT EAST PARCEL THE FOLLOWING TWO (2) COURSES: 1) SOUTH 18°16'11" EAST 379.66 FEET; THENCE 2) SOUTH 08°13'38" EAST 198.54 FEET; THENCE SOUTH 02°17'19" WEST 99.94 FEET TO THE NON EASTERLY CORNER OF THAT CERTAIN SPECIAL WARRANTY DEED, RECORDED MARCH 19, 2004, AS ENTRY NO. 692322 IN BOOK1606 AT PAGE 185 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; THENCE COINCIDENT WITH SAID SPECIAL WARRANTY DEED NORTH 56°00'00" WEST 69.06 FEET TO THE SOUTHERNMOST CORNER OF THAT CERTAIN SPECIAL WARRANTY DEED, RECORDED MARCH 22, 2004, AS ENTRY NO. 692419 IN BOOK 1606 AT PAGE 820 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; THENCE COINCIDENT WITH SAID SPECIAL WARRANTY DEED THE FOLLOWING SIX (6) COURSES: 1) NORTH 34°00'00" EAST 70.49 FEET; THENCE 2) NORTH 08°13'38" WEST 107. 00 FEET;

THENCE 3) NORTH 29°30'38" WEST 125.94 FEET; THENCE 4) SOUTH 8 0°16'21" WEST 134.00 FEET; THENCE 5) SOUTH 4*37' 47" EAST 145.00 FEET; THENCE 6) SOUTH 56°00' 00" EAST 65.64 FEET TO THE NORTHERNMOST CORNER OF THAT CERTAIN SPECIAL WARRANTY DEED, RECORDED MARCH 19, 2004, AS ENTRY NO. 692322 IN BOOK 1606 AT PAGE 185 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH; THENCE COINCIDENT WITH SAID SPECIAL WARRANTY DEED SOUTH 36°12'33" WEST 233.06 FEET TO A POINT ON A NON TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 375.00 FEET, OF WHICH THE RADIUS POINT BEARS NORTH 66°41'49" EAST; THENCE ALONG THE ARC OF SAID CURVE 107.92 FEET THROUGH A CENTRAL ANGLE OF 16°29' 22" TO A CORNER ON THE EASTERLY BOUNDARY OF THAT CERTAIN AMENDED AND RESTATED DECLARATION OF ACCESS EASEMENT, RECORDED JUNE 13, 2017, AS ENTRY NO. 1071473 IN BOOK 2414 AT PAGE 36 IN THE OFFICE OF THE RECORDER, SUMMIT COUNTY, UTAH, THENCE COINCIDENT WITH SAID ACCESS EASEMENT THE FOLLOWING FOUR (4) COURSES: 1) NORTHERLY ALONG THE ARC OF SAID CURVE 59.05 FEET THROUGH A CENTRAL ANGLE OF 09°01'18"; THENCE 2) NORTH 02°12'30" EAST 123.76 FEET TO A POINT ON A CURVE TO THE RIGHT HAVING A RADIUS OF 475.00 FEET, OF WHICH THE RADIUS POINT BEARS SOUTH 87°47'30" EAST; THENCE 3) ALONG THE ARC OF SAID CURVE 196.38 FEET THROUGH A CENTRAL ANGLE OF 23°41'17"; THENCE 4) NORTH 25°53' 47" EAST 31.85 FEET TO THE POINT OF BEGINNING.

Description Contains 2.42 Acres

Portion of Tax Parcel No. PCA-S-98-II-X (owned by City):

[*LEGAL TO BE ADDED LATER*]

EXHIBIT B-2

DEPICTION OF WATER TANK PARCEL

The Water Tank Parcel are those two (2) parcels identified as PCA-S-98-SD-1-A (owned by REDUS) and a portion of PCA-S-98-II-X (owned by City), as approximately outlined in white below:

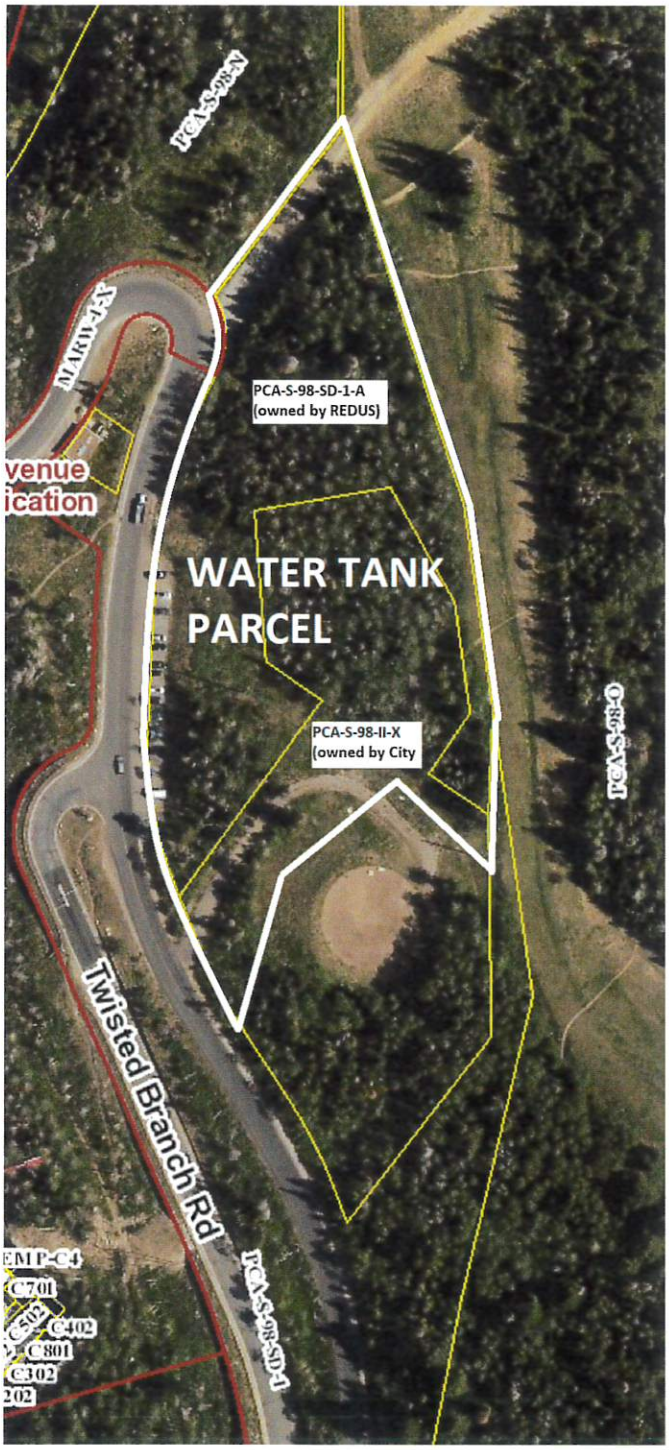


Exhibit B-2

EXHIBIT C

CONCEPT PLAN FOR WATER TANK PARCEL



Exhibit C

CONCEPT PLAN FOR R-5 PARCEL

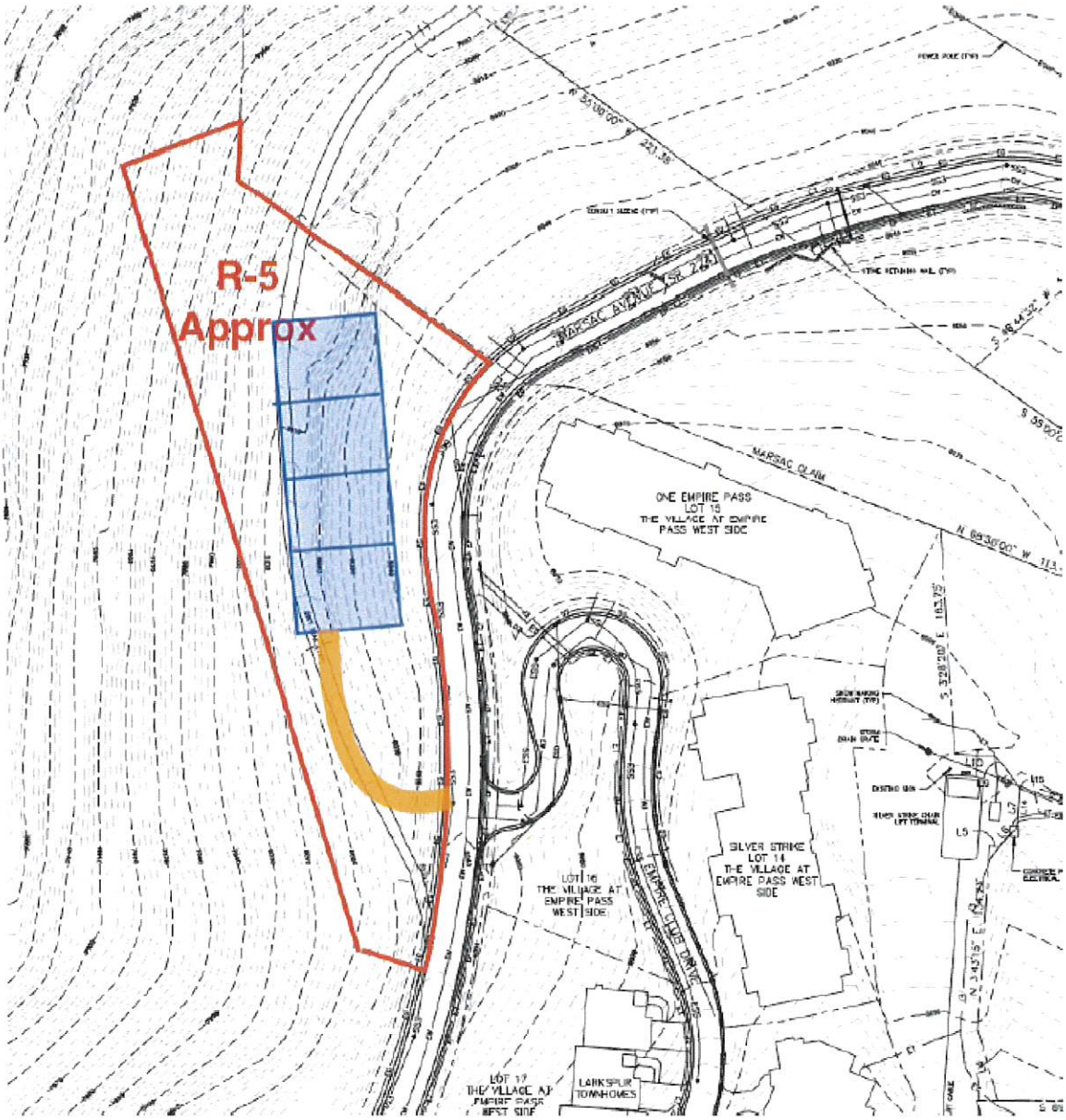


Exhibit C

EXHIBIT D

LEGAL DESCRIPTION OF THE MOA PROPERTY

The MOA Property located in Summit County, State of Utah is more particularly described as follows:

ALL OF LOT 16, THE VILLAGE AT EMPIRE PASS, WEST SIDE, SUBDIVISION PLAT, ACCORDING TO THE OFFICIAL PLAT FILED OF RECORD AUGUST 12, 2005 AS ENTRY NO. 746744 IN THE RECORDS OF THE SUMMIT COUNTY RECORDER.

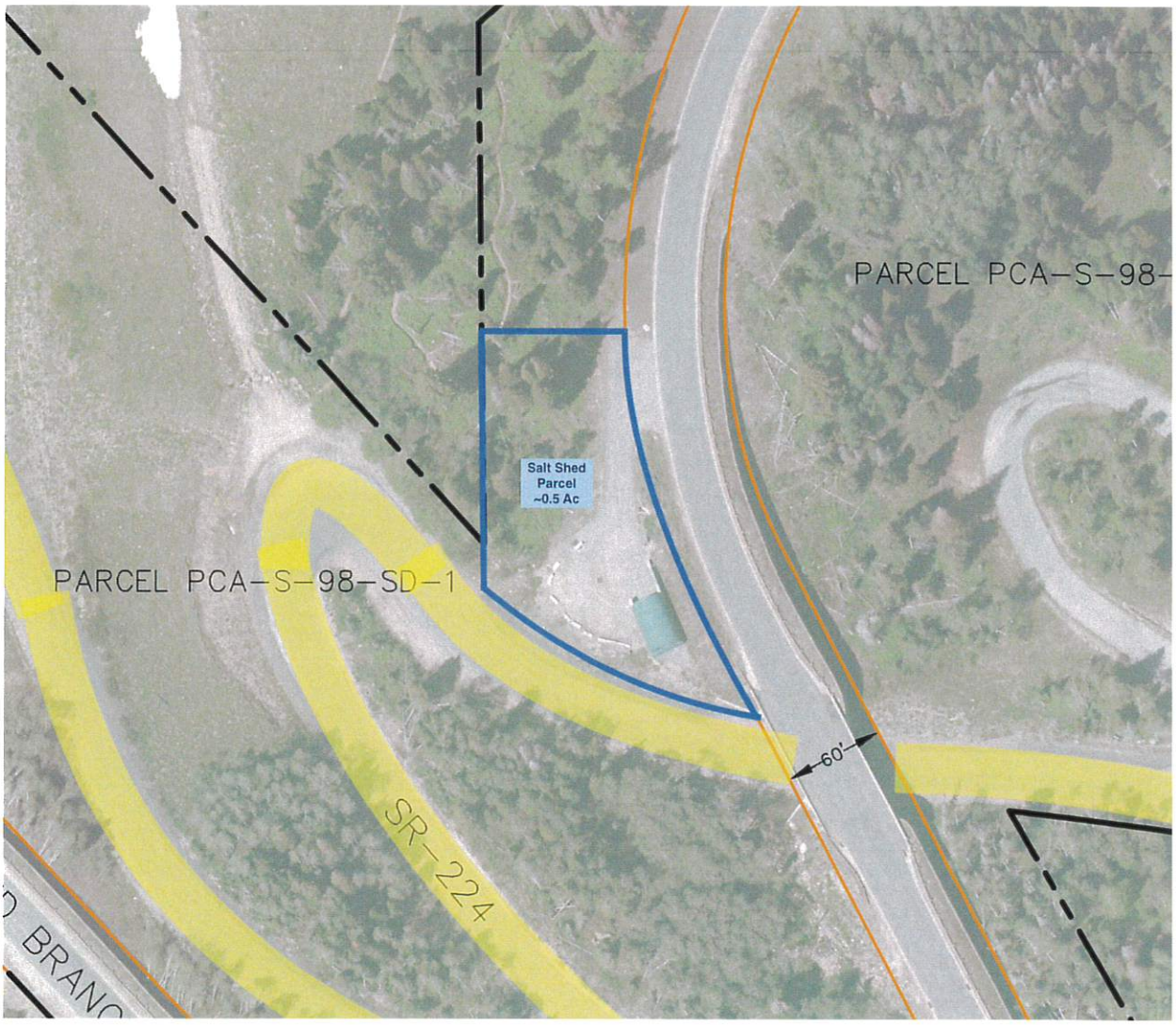
(For reference purposes only: Tax Serial No. VEPWS-16)

ALL OF LOT 5, THE VILLAGE AT EMPIRE PASS PHASE I, ACCORDING TO THE OFFICIAL PLAT THEREOF RECORDED IN THE OFFICE OF THE SUMMIT COUNTY RECORDED ON NOVEMBER 24, 2004, AS ENTRY NO. 718034.

(For reference purposes only: Tax Serial No. VEMP-1-5)

EXHIBIT E

DEPICTION OF SALT SHED PARCEL



Recorded at the request of and return to: Park City Municipal Corp. Attn: City Recorder P. O. Box 1480, Park City, UT 84060

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

PARK CITY 1884

00545109 Bk01277 Pg00553-00555

ALAN SPRIGGS, SUMMIT CO RECORDER
1999 JUL 28 13:11 PM FEE $.00 BY MAT
REQUEST: PARK CITY MUNICIPAL CORP

Ordinance No. 99-30

AN ORDINANCE ANNEXING APPROXIMATELY 1750 ACRES KNOWN AS FLAGSTAFF MOUNTAIN INTO THE CORPORATE LIMITS OF PARK CITY, UTAH AND AMENDING THE OFFICIAL ZONING MAP OF PARK CITY TO INCLUDE THE ANNEXED AREA

WHEREAS, on May 17, 1994, United Park City Mines Company (UPCM) filed an application for annexation to Park City of certain UPCM holdings within the Ontario and Daly Canyons, along with property held by several other mining companies and/or families; and

WHEREAS, the Planning Commission reviewed the proposal several times throughout 1994 and 1995, provided feedback, an d based on Planning Commission feedback, the applicant submitted a revised annexation plan on June 14, 1995; and

WHEREAS, the Planning Commission and a special Flagstaff Task Force held several meetings on the revised plan throughout the remainder of 1995 and the balance of 1996 and held public hearings on the revised plan on October 25, 1995 and November 13, 1996; and

WHEREAS, on March 26, 1997, the Planning Commission recommended annexation of the Flagstaff area, with certain development parameters; and

WHEREAS, the Council began its consideration of the Planning Commission recommendations on April 17, 1997 and continued to take staff, applicant, and public input on April 24, 25, 28 and 29 and May 1, 6, and 8, 1997; and

WHEREAS, on April 24, 1997, the Council opened a public hearing for over 350 attendees, and took testimony from 46 participants. The public sentiment revealed support for annexation, but concerns regarding the development parameters; and

WHEREAS, the City mailed and published notice of the proposed annexation and annexation policy declaration to all affected entities and received no protest to the annexation; and

WHEREAS, on May 10, 1997, the Council concluded in Resolution No. 10-97 that annexation was appropriate and that many, but not all, of the proposed development parameters could be accommodated in the Flagstaff area; and

WHEREAS, without withdrawing its annexation petition, the applicant rejected the Council's 1997 development parameters, and began to pursue development in unincorporated Summit and Wasatch Counties; and

WHEREAS, on July 8, 1998, the applicant approached the Council with a renewed desire to annex and with additional offers of on and off-site transportation facilities, utilities, enhancements, and recreation amenities; and

WHEREAS, the Council convened several work sessions, an additional public meeting, and facilitated interest group meetings to consider new development parameters; and

WHEREAS, on August 27, 1998, approximately 100 people attended, and over 20 individuals commented on new draft development parameters; and

WHEREAS, based on public input, Council further negotiated improved development parameters; and

WHEREAS, on September 10, 1998, the Council unanimously adopted a resolution to rescind Resolution No. 10-97 and to adopt new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and the Iron Mountain Parcels; and

WHEREAS, a Development Agreement has been negotiated between the City and the Developer setting forth the terms of the September 10, 1998 resolution and further terms and conditions; and

WHEREAS, the City Council has held several public meetings on the proposed Development Agreement and has taken public input at those meetings; and

WHEREAS, the Property is not included within any other municipal jurisdiction and there have been no protests filed by any other jurisdictions;

00545109 Bk01277 Pg00554

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

SECTION 1. ANNEXATION. The property is hereby annexed to the corporate limits of Park City, UT according to the annexation plat executed in substantially the same form as it is attached hereto as Exhibit A. The property so annexed shall enjoy the privileges of Park City and shall be subject to all City levies and assessments including those described in the Development Agreement, attached hereto as Exhibit B. The property shall be subject to all City laws, rules, and regulations.

SECTION 2. COMPLIANCE WITH STATE LAW AND THE PARK CITY GENERAL PLAN. The annexation meets the standards for annexation set forth in Title 10, Chapter 2, of the Utah Code and the Park City General Plan.

SECTION 3. ZONING MAP AMENDMENT. The Official Zoning Map of Park City, as adopted by Section 1.9 of the Park City Land Management Code, is hereby amended to include the Flagstaff Annexation as depicted in Exhibit A.

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect upon recordation of the annexation plat.

PASSED AND ADOPTED this 24th day of June, 1999.

PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

Attest:

Janet M. Scott, City Recorder

Approved as to form:

Jodi Hoffman, City Attorney

00545109 Bk01277 Pg00555

FLAGSTAFF MOUNTAIN AT DEER VALLEY

Boundary Description

Beginning at a point identified as County Line Monument Number 2343, said point on the line common to Summit and Wasatch counties and also on the demarcation line between the Park City Ski Area and the Deer Valley Resort, said point lying on the ridge and hilltop above the Anchor Mine Shaft and also being North 04°39'13" East 1303.92 feet, more or less, from the Southwest corner of Section 29, Township 2 South Range, 4 East, Salt Lake Base and Meridian and running Northeasterly along said demarcation and ridge line :

North 44°09'00" East 1236.63 feet; thence North 35°07'44" East 548.54 feet; thence North 37°33'27" East 779.84 feet; thence North 49°33'13" East 616.72 feet; thence North 71°34'40" East 644.26 feet; thence North 30°09'00" East 354.14 feet; thence North 20°48'44" East 698.015 feet; thence North 10°48'36" East 569.75 feet; thence North 23°55'00" East 604.00 feet; thence North 87°35'00" East 778.00 feet; thence North 77°17'18" East 735.40 feet; thence North 82°14' East 672.44 feet more or less to a point on the Westerly boundary line of the "Anchor Tunnel Portal Mining Reservation", said point being North 39°17'38" East 942.39 feet more or less from the Southwest corner of Section 21 Township 2 South, Range 4.East, Salt Lake Base and Meridian, said point also lying along the ridge line between Empire Canyon and Walker and Webster Gulch; thence along said ridgeline the following eight courses: thence North 64°44'13" East 136.79 feet; thence North 67°45'58" East 149.28 feet; thence North 81°11'10" East 122.88 feet; thence North 77°19'44" East 85.84 feet; thence North 77°48'30" East 79.25 feet; thence North 86°11'16" East 94.42 feet; thence South 72°54'27" East 85.42 feet; thence South 71°42'35" East 163.49 feet more or less to a point on the westerly right -of-way line of the Judge Tunnel/Empire Canyon Water Tank Supply Line Easement, said point lying North 79°18'06" West 5.00 feet more or less, from Map Point A-1 as described in that certain Reservoir Easement dated April 19, 1978 and Recorded as Entry No. 147912 in the Records of the of the Recorder for Summit County, Utah; thence along said westerly right-of-way the following fifteen (15) courses: North 10°41'54" East 76.70 feet; thence North 15°21'41" East 116.20 feet; thence North 56°44'38" East 142.80 feet; thence North 46°47'25" East 123.00 feet; thence North 35°09'16" East 88.70 feet; thence North 32°14'53" East 101.60 feet; thence North 32°00'03" East 159.20 feet; thence North 33°26'55" East 136.00 feet; thence North 38° 27'54" East 138.00 feet; thence North 27°54'51" East 126.00 feet; thence North 31°30'07" East 96.20 feet; thence North 40°35'50" East 110.80 feet; thence North 50°15'25" East 92.50 feet; thence North 56°00'00" East 94.90 feet; thence North 50°23'25" East 105.09 feet; thence North 47°29'30" East 405.07 feet more or less to a point on the westerly edge of Daly Avenue; thence along said Daly Avenue the following three courses: North 32°04'00" East 296.25 feet; thence North 29°09'57" East 315.97 feet; thence North 28°18'45" East 186.56 feet, more or less, to the East-West center line of Section 21 Township 2 South, Range 4 East, Salt Lake Base and Meridian, said Section Line also being the southerly

boundary line for the corporate limits of Park City, Utah; thence South 89°59'59" East 940.12 feet, more or less, along said Section line 940.12 feet to a point on the easterly right-of-way line for Utah State Highway 224 as located in Ontario Canyon; thence along said highway the following 12 courses; South 00°15'34" West 115.59 feet to a point on a 1,482.39 foot radius curve to the left; thence Southwesterly along the arc of said curve through a central angle of 15°23'33"398.24 feet more or less; thence South 15°39'07" West 559.69 feet to a point on a 5,679.58 foot radius curve to the left; thence Southwesterly along the arc of said curve, through a central angle of 06°11'23", a distance of 613.57 feet; thence South 09°27'44" West 368.77 feet to a point on a 1,382.39 foot radius curve to the left; thence southerly along the arc of said curve, through a central angle of 16°06'55", a distance of 388.82 feet; thence South 6°39'11" East 217.32 feet to a point on a 586.62 foot radius curve to the left; thence southeasterly along the arc of said curve, through a central angle of 48°51'38", a distance of 500.26 feet; thence South 55°30'59" East 87.30 feet to a point on a 686.62 foot radius curve to the right; thence along the arc of said curve, through a central angle of 30°23'53", a distance of 364.28 feet; fhence South 25°06'53" East 397.14 feet to a point on a 508.37 foot radius curve to the right; fhence along the arc of said curve, through a central angle of 21°36'53", a distance of 191.78 feet; thence South 3°30'00" East 63.08 feet to a point on a 220.00 foot radius curve to the left; thence along the arc of said curve, through a central angle of 55°51'14", a distance of 214.46 feet; thence South 31°30'00" West 68.20 feet; thence South 79°38'18"West 45.49 feet to a point on the southeasterly boundary of the Ontario Number 3 Shaft Mining Reservation; thence South 79°59'46" West 300.78 feet more or less along the southeastern edge of said Mining Reservation; thence South 17°09'45" East 88.76 feet more or less to a point on a piece of property that is the subject of Entry Number 158551 of the Summit County Records; thence along said parcel the following five courses: South 955.96 feet; thence North 69° East 360.00 Feet; thence South 29°20' West 117.60 feet; thence North 78°10' East 714.30 feet; thence East 1,106.71 feet more or less to a point the Wasatch-Summit County line: thence along said Wasatch – Summit County line. The following thirty courses: South 04°15'00" East 1,028.07 feet; thence South 25°30'30" East 2,521.90 feet to County Line Point 51;thence South 29°50'00" West 1,398.30 Feet to County Line Point 55; thence South 4°19'00" West 1,320.70 feet to County Line Point 58; thence South 47°05'00" West 369.50 feet to a County Line Point; thence South 83°34'00" West 69.10 feet to County Line Point 59; thence South 47°42'00" West 1,207.40 feet to County Line Point 62A; thence North 39°53'30" West 1,352.50 feet to County Line Point 64; thence North 72°50'00" West 317.30 feet to County Line Point 65; thence North 46°45'00" West 87.90 feet to County Line Point 66; thence North 70°57'00" West 502.00 feet to County Line Point 67; thence North 51°56'00" West 481.90 feet to County Line Point 68; thence North 55°53'00" West 466.80 feet to County Line Point 69 feet; thence North 21°49'00" West 317.40 feet to County Line Point 70; thence North 59°57'00" West 360.50 feet to County Line Point and Triangulation Point; thence North 33°22'30" West 467.10 feet to County Line Point 71; thence South 85°10'30" West 492.30 feet to County Line Point 72; thence South 54°42'30" West 453.20 feet to County Line Point 73; thence South 88°55'30" West 344.00 feet to County Line Point 74; thence North 82°52'30" West 1,132.30 feet to

County Line Point 77; thence North 59°43'30" West 1,074.55 feet to County Line Point 2338; thence North 79°07'30" West 494.73 feet to County Line Point 80; thence North 70°28'30" West 339.90 feet to County Line Point 81; thence North 60°14'30" West 550.10 feet to County Line Point 82 and Triangulation Point 2339; thence North 64°07'00" West 727.60 feet to County Line Point 83; thence South 77°44'00" West 966.80 feet to County Line Point 85; thence North 77°28'00" West 161.00 feet to a County Line Point and Triangulation Point 2340 which is also Judge Triangulation Point Q; thence South 85°36'00" West 219.10 feet to County Line Point 86; thence North 46°44'00" West 384.70 feet to County Line Point 87; thence North 34°37'00" West 1,077.30 feet, more or less to county Line Point 2343 the point of beginning. Said Parcel contains 1,655.4 acres more or less.

EXHIBIT B

Refer to Recorder File 99-

Recorded this ___ day of

_____, 1999

at Book #___ Page #_____.

ORIGINAL

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

Recorded at the request of and return to: Park City Municipal Corp. Attn: City Recorder P. O. Box 1480, Park City, UT 84060

DEVELOPMENT AGREEMENT FOR FLAGSTAFF MOUNTAIN, BONANZA FLATS, RICHARDSON FLATS, THE 20-Acre QUINN'S JUNCTION PARCEL AND IRON MOUNTAIN

00544835 Bk01276 Pg00485-00575
ALAN SPRIGGS, SUMMIT CO RECORDER
1999 JUL 26 10:36 AM FEE $.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

THIS DEVELOPMENT AGREEMENT ("Agreement") is entered into as of the 24th day of June, 1999, by and between UNITED PARK CITY MINES COMPANY, ("UPCM" or "DEVELOPER"), DEER VALLEY RESORT COMPANY, ("DEER VALLEY"), and PARK CITY MUNICIPAL CORPORATION, a third class city of the State of Utah ("City") (collectively, the "Parties").

RECITALS

A. WHEREAS, DEVELOPER and DEER VALLEY own approximately: 1,600 of 1,750 acres of patented mining claims located in the unincorporated Flagstaff Mountain area of Summit County, more particularly described and depicted in Exhibit A attached hereto (hereafter, "Flagstaff Mountain"); approximately 106 acres of patented mining claims located on Iron Mountain within an unincorporated area of Summit County more particularly described and depicted in Exhibit B attached hereto (hereafter, "the Iron Mountain Parcels"); approximately 1,500 acres of patented mining claims, constituting all of UPCM's land located in the unincorporated Bonanza Flats area of Wasatch County more particularly described and depicted in Exhibit C attached hereto (hereafter, "Bonanza Flats"); all of UPCM's land east of U.S. 40 and south of S.R. 248 constituting approximately 650 acres of real property owned in fee simple located immediately east of U.S. 40 and south of S.R. 248 within an unincorporated area of Summit County more particularly described and depicted in Exhibit D attached

hereto (hereafter, "Richardson Flats"); and approximately 20-Acres of real property owned in fee simple located west of U.S. 40 and south of S.R. 248 within an unincorporated area of Summit County more particularly described and depicted in Exhibit E attached hereto (hereafter, "the 20-Acre Quinn's Junction Parcel");

B. WHEREAS, on May 17, 1994 DEVELOPER filed an application for annexation to Park City of Flagstaff Mountain, consisting of DEVELOPER's, DEER VALLEY's and Northside Neighborhood Property Owners' land, together totaling an area of approximately 1,750 acres;

C. WHEREAS, on May 10, 1997 the Park City Council unanimously resolved by Resolution 10-97 to annex Flagstaff Mountain under certain Development Parameters;

D. WHEREAS, on July 8, 1998 DEVELOPER requested reconsideration by the City of Resolution 10-97 and offered certain incentives for limiting development of the Bonanza Flats, Richardson Flats and the Iron Mountain Parcels;

E. WHEREAS, on September 10, 1998 the Park City Council unanimously adopted a resolution to rescind Resolution No. 10-97 and to adopt new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats and the Iron Mountain Parcels, as set forth in this Agreement; and

F. WHEREAS, in the intervening months since the City Council adopted the September 10, 1998 development parameters, the DEVELOPER has further refined its proposal by offering to move 16 single family homes from the sensitive Prospect Ridge area to the Mountain Village and to constrain development in the Northside Neighborhood to reduce site disturbance and to facilitate sale to a conservation buyer for a time certain; and

G. WHEREAS, the Parties intend to enter into this Agreement to establish new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and the Iron Mountain Parcels and to establish a time certain for annexation of Flagstaff Mountain into the City.

NOW, THEREFORE, in consideration of the foregoing recitals and the covenants hereafter set forth, the sufficiency of which the Parties hereby acknowledge, the Parties agree as follows:

SECTION I. DEFINITIONS

Unless the context requires a different meaning, any term or phrase used in this Agreement that has its first letter capitalized shall have that meaning given to it by the Park City Land Management Code (LMC) in effect on the date of a complete application or, if different, by this Agreement. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement.

1.1 **"Annexation Property"** means that approximately 1,750 acres of property known as Flagstaff Mountain, described and depicted on Exhibit A.

1.2 **"Bonanza Flats"** means that approximately 1,500 acres of UPCM property commonly referred to as Bonanza Flats, consituting all of UPCM's holdings in Bonanza Flats and described and depicted on Exhibit C.

1.3 **"DEER VALLEY"** means the Deer Valley Resort Company, a Utah limited Partnership and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEER VALLEY shall cause its employees and agents to act in accordance with the terms of this Agreement.

1.4 **"DEVELOPER"** means United Park City Mines Company, a publicly traded Delaware corporation, and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEVELOPER shall cause its employees and agents to act in accordance with the terms of this Agreement.

1.5 **"Inaction"** provisionally[1] means (a) DEVELOPER's failure to pursue a sequential permit (i.e. Small Scale MPD permit, conditional use permit, subdivision application, or building permit) by failing to submit a complete application for such a permit or by failing to respond to the

[1] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

City's written requests for information which the City deems is necessary to process the application; or (b) DEVELOPER's failure to sustain permitted construction such that the permit under which construction is allowed, expires or is otherwise suspended or revoked.

1.6 **"Meeting Accessory Uses"** provisionally[2] means uses normally associated and necessary to serve meeting and banquet space. Meeting Accessory Uses do not require the use of Unit Equivalents and include:

1.6.1 Administrative and Banquet Offices

1.6.2 Banquet Storage Areas

1.6.3 Banquet Prep Areas Storage Areas

1.6.4 Common A/V Storage Areas

1.6.5 Coat Check Areas

1.6.6 Public Restrooms

1.6.7 Public Telephone Areas

1.6.8 Public Hallways

1.6.9 Public Circulation Areas.

1.7 **"Mountain Village"** means that mixed-use portion of Flagstaff Mountain described and depicted as the Mountain Village in Exhibit A attached hereto and limited to a total of 84 acres, within three development Pods (A, B_1, and B_2) and maximum densities, unit equivalencies and configuration more fully described herein.

1.8 **"Northside Neighborhood"** means that 63-acre portion of Flagstaff Mountain described and depicted as the Northside Neighborhood in Exhibit A attached hereto and limited to the maximum density, unit equivalency, and configuration more fully described herein.

1.9 **"Northside Neighborhood Property Owners"** means, in addition to UPCM and DEER VALLEY, Park City Star Mining Company, Inc., a Utah corporation, Bransford Land Company, representing the interests of

00544835 Bk01276 Pg00488

[2] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

Anne Bransford Newhall, Mary Bransford Leader and Carolyn Bransford MacDonald, and Stichting Beheer Mayflower Project, a legal entity representing the interests of Stichting Mayflower Recreational Fonds and of Stichting Mayflower Mountain Fonds.

1.10 **"Pedestrian Village"** means an area configured within Pod A of the Mountain Village for the mixed use of residential, Residential Accessory, Resort Support Commercial, Resort Accessory, meeting and Meeting Accessory Uses within which at least sixty-five percent (65%) of the residential properties are clustered within walking distance (5 minutes) of a Transportation Hub for such residential properties, which can be directly accessed by pathways or sidewalks.

1.11 **"Planned Unit Development"** or **"PUD"** means a master planned development consisting of clustered, detached, single family or duplex units with common open space and coordinated architecture.

1.12 **"Pod Z"** means that area, depicted on Exhibit F that is limited for ski-related uses as further defined herein.

1.13 **"Project"** means the residential, recreational and commercial real estate development to be constructed within Flagstaff Mountain.

1.14 **"Residential Accessory Uses"** provisionally[3] means uses that are for the benefit of the residents of a commercial residential use, such as a hotel or nightly rental condominium project. Residential Accessory Uses do not require the use of Unit Equivalents. Residential Accessory Uses include:

1.14.1 Common Ski Lockers

1.14.2 Common Lobbies

1.14.3 Registration

1.14.4 Concierge

1.14.5 Bell Stand/Luggage Storage

1.14.6 Common Maintenance Areas

1.14.7 Mechanical Rooms

00544835 Bk01276 Pg00489

[3] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.14.8 Common Laundry Facilities and Common Storage Areas

1.14.9 Employee Facilities

1.14.10 Common Pools, Saunas and Hot Tubs

1.14.11 Public Telephone Areas

1.14.12 Public Restrooms

1.14.13 Administrative Offices

1.14.14 Public Hallways and Circulation Areas

1.15 **"Resort Accessory Uses"** provisionally[4] means uses that are clearly incidental to and customarily found in connection with the principal resort building or use and are operated for the convenience of the owners, occupants, employees, customers or visitors to the principal resort use. Resort Accessory Uses do not require the use of Unit Equivalents. They include such uses as:

1.15.1 Information

1.15.2 Lost and Found

1.15.3 Mountain Patrol

1.15.4 Mountain Administration

1.15.5 Mountain Maintenance and Storage Facilities

1.15.6 Mountain Patrol and Emergency Medical Facilities

1.15.7 Public Lockers

1.15.8 Public Restrooms

1.15.9 Employee Lockers

1.15.10 Ski School/Day Care

1.15.11 Ticket Sales Areas

1.15.12 Ski Check Areas

1.15.13 Public Circulation Areas and Hallways

1.16 **"Richardson Flats"** means all of UPCM's property at the southeast corner of U.S. 40 and S.R. 248, more fully described and depicted on Exhibit D.

00544835 Bk01276 Pg00490

[4] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.17 **"Transportation Hub"** means the terminus of a public and/or private transportation system that is located at a convenient location within the Mountain Village.

1.18 **"Unit Equivalent,"** with respect to commercial structures and multifamily and PUD structures, has the meaning set forth in the LMC.[5] Each single family residential structure (excluding PUDs) approved by the City pursuant to this Agreement for construction within the Project shall have a Unit Equivalent of 1.00, regardless of the size or the location of the single family residential structure. Each commercial structure or portion thereof shall consume 1 Unit Equivalent for each 1000 square feet. Each multifamily and PUD residential structure shall consume 1 Unit Equivalent for each 2000 square feet.

SECTION II. LARGE SCALE MPD—FLAGSTAFF MOUNTAIN

2.1. DEVELOPER is hereby granted the equivalent of a Large Scale Master Planned Development (Large Scale MPD) for Flagstaff Mountain. This Large Scale MPD sets forth maximum densities, location of densities and DEVELOPER-offered amenities and is subject to all normally-applicable City processes, and in addition thereto, such processes defined below, including DEVELOPER's responsibility, prior to or concurrent with the Small Scale MPD process, to submit and ultimately to obtain (upon modification, if necessary) City approval, of satisfactory plans detailed below:

2.1.1. Mine/Soil Hazard Mitigation Plan--which plan shall include an inventory of all mine sites, potential sources of release of hazardous materials into the environment, and a plan and schedule for their remediation;

2.1.2. Detailed Design Guidelines, with strong architectural themes, for the entire Flagstaff Mountain Project;

2.1.3. Specific Transit Plan;

2.1.4. Parking Management Plan;

00544835 Bk01276 Pg00491

[5] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent.

2.1.5. Detailed Open Space Management Plan;

2.1.6. Historic Preservation Plan;

2.1.7. Emergency Response Plan, including DEVELOPER's commitments to provide infrastructure necessary to serve the Project and Bonanza Flats and phasing therefor;

2.1.8. Trails Master Plan setting forth trail locations, specifications, phasing and timing of public easements;

2.1.9. Private Road Access Limitation Procedures;

2.1.10. Construction Phasing Plan—including construction milestones for project amenities, including Richardson Flats development;

2.1.11. General Infrastructure and Public Improvements Design and Phasing Plan, which calls for the efficient extension of services, concentrating initial infrastructure development in the Mountain Village, and secondarily in the Northside Neighborhood. Such plan shall allow for the construction of a variety of housing types in each phase;

2.1.12. Utilities Master Plan—including the timing, alignment and service strategy for water and sewer service, as well as storm water management throughout the Project and Bonanza Flats;

2.1.13. Wildlife Management Plan; and

2.1.14. Affordable Housing Plan, including phasing.

2.2. **Maximum Development Parameters--Flagstaff Mountain.** Flagstaff Mountain is composed of the Mountain Village, the Northside Neighborhood; various ski related improvements, and the Silver Mine Adventure. Upon annexation, Flagstaff Mountain will be zoned as shown on the zoning map attached hereto as Exhibit P. The following maximum development parameters apply to Flagstaff Mountain:

2.2.1 **Mountain Village:** The Mountain Village is constrained as follows:

2.2.1.1 **Small Scale MPD.** Site specific volumetrics and configuration will be established in the Small Scale MPD process.

2.2.1.2. **Maximum Development Area.** In the Small Scale MPD process, the entire Mountain Village development shall be constrained within a total of 84 acres.

2.2.1.3. **Maximum Density**. The maximum density within the Mountain Village is 705 Unit Equivalents configured in no more than 470 residential units.[6] Such density shall be configured as multi-family, hotel, or PUD units, provided the PUD units do not exceed 60. PUD units consume Unit Equivalents in the same respect as multifamily units. Additionally, the Mountain Village may contain up to 16 detached single family home sites.

2.2.1.4. **Pedestrian Village**. At least 65% of the residential units within the Mountain Village must be clustered within the primary development pod (Pod A), and must be located within a five-minute walk of the Transportation Hub. All three development pods (Pods A, B_1, and B_2) within the Mountain Village must be linked by transit.

2.2.1.5. **Commercial.** The Mountain Village may additionally include up to 75,000-sq. ft. of Resort Support Commercial uses, which shall include Neighborhood Convenience Commercial uses for residents and visitors such as groceries and sundries.

2.2.1.6. **Mine Site Reclamation**. To the greatest extent possible, DEVELOPER shall locate density in disturbed areas. This provision applies primarily to potential density at the Daly West site. Additionally, DEVELOPER shall

[6] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent.

reclaim[7] all mining and mining overburden sites within Flagstaff Mountain, in accordance with state and federal regulatory agency review.

2.2.1.7. **Public Trails.** DEVELOPER shall construct and dedicate public trails designated on an accepted Trails Master Plan. Many trails will be constructed on land ultimately owned by DEER VALLEY. In those areas, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for public trail use. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.2.1.8. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER and/or DEER VALLEY shall execute for the benefit of the City perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which, at a minimum, shall prevent the construction thereon of residential, commercial and retail structures but shall provide for ski-related uses consistent with paragraph 2.5 herein.

2.2.1.9. **Parking.** Each Small Scale MPD submittal shall include a parking management plan with respect to the portion of the property covered by such Small Scale MPD submittal. The goal of the plan is to design the Mountain Village in such a way as to reduce parking demand by 25%. DEVELOPER shall plan and encourage within the Mountain Village portion of the Project programs such as parking management, paid parking for commercial uses, shuttles and other programs designed to reduce the

[7] Reclamation shall include, at a minimum, revegetation of exposed areas.

demand for private vehicles and parking. DEVELOPER shall provide for shared parking in all commercial, short-term residential and mixed-use buildings. Assigned or reserved spaces within commercial, short-term residential and mixed-use buildings are prohibited. The majority of the required parking areas will be fully enclosed and/or constructed underground.

2.3 **Prospect Ridge.** DEVELOPER considers the Prospect Ridge area depicted in Exhibit K to be a critical viewshed area for Old Town.

2.3.1 **Public Trails.** Consistent with the Trails Mater Plan, DEVELOPER shall construct and dedicate to the City public trails designated within the Prospect Ridge area.

2.3.2 **Deed Restricted Open Space.** Within 30 days of issuance of the first Small Scale MPD, DEVELOPER shall cause to be recorded a document, approved by the City, which shall impose perpetual covenants and use restrictions for that portion of Prospect Ridge depicted as "Recreation Open Space Dedication" on Exhibit K which shall prevent the construction thereon of residential, commercial and/or retail structures, ski lifts, and developed alpine ski runs.

2.4. **Northside Neighborhood.** The Northside Neighborhood is composed of property owned by five separate Northside Neighborhood Property Owners and, upon their written acceptance of the terms of this Agreement, may contain a maximum of 38 homes, the size and location of which shall be determined at Small Scale MPD/subdivision review. The Northside Neighborhood may also contain a 1000 sq. ft. non-denominational Chapel, that will remain open and reasonably available to the public.[8]

2.4.1 **Small Scale MPD.** The Small Scale MPD must include all Northside Neighborhood Property Owners to achieve the

00544835 Bk01276 Pg00495

[8] No utility extension will be allowed for the Chapel. Power may be allowed if it is readily accessible. Location of the Chapel cannot cause the extension of an improved road. Siting and construction must comply with all Code provisions.

maximum density of 38 detached single-family homes. Absent participation by all Northside Neighborhood Property Owners, DEVELOPER and DEER VALLEY may apply for a Small Scale MPD for a maximum of 30 single-family homes on the portion of the Northside Neighborhood owned by DEVELOPER and DEER VALLEY.[9] In all circumstances, DEVELOPER and DEER VALLEY shall limit development in the Northside Neighborhood as follows:

2.4.1.1. **Meadow Restriction.** Homes shall not be in the meadow area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.2. **Ski Run Separation.** Limits of disturbance for each site shall be a minimum of 50 feet from any ski run.

2.4.1.3. **Viewpoint Restrictions**. Structures and roads must be configured to minimize road and utility impacts and to minimize wintertime visual impacts[10] from ski runs and designated viewpoints, including but not limited to the knoll behind the terminus of what is presently known as the Northside chairlift.

2.4.1.4. **Public Trails**. Consistent with the Trails Master Plan, DEVELOPER, DEER VALLEY, and Northside Neighborhood Property Owners shall dedicate to the City improved public trails and trail easements that connect to the surrounding trail system. Where trails pass through the Deer Valley Ski Area, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations. Such rules

00544835 Bk01276 Pg00496

[9] If Park City Star, Bransford or Mayflower do not reach an agreement with DEVELOPER and DEER VALLEY with respect to the joint development of the detached single family homes within the Northside Neighborhood, then DEVELOPER and DEER VALLEY shall grant to the City the right to connect to the utility lines and to grant limited access to roads within the Northside Neighborhood without cost to serve the remaining property owners.

[10] As well as summertime visual impacts.

may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.4.1.5. **Enchanted Forest**. No development shall occur in the "Enchanted Forest" area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.6. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall record perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which shall prevent the construction thereon of residential, commercial and retail structures but shall allow ski-related uses.

2.4.2. **Northside Neighborhood Conservation Plan.** DEVELOPER and DEER VALLEY agree to refrain from transferring, improving or developing the Northside Neighborhood for 3 years, from the date of this Agreement to facilitate the potential of (a) the fee simple sale of the Northside Neighborhood, or (b) the sale and transfer of the development rights from the Northside Neighborhood. In either case, the sale would be completed within said time period and would be to a conservation buyer or buyers at fair market value at the date of purchase. Fair market value in this context shall reflect the entitlement for single family detached units set forth in the Large Scale Master Plan and this Agreement or, if the Small Scale Master Plan has been issued, as reflected in the Small Scale Master Plan for the Northside Neighborhood. The three-year period noted above shall not limit the Planning Commission's authority in connection with approval of the phasing plans required in sections 2.1.10 and 2.1.11.

2.5. **Ski-Related Development.** Subject to conditional use review, DEER VALLEY may construct a skier day lodge of a maximum of 35,000 square feet, in the approximate location depicted on Exhibit A. The day lodge

shall have no public road access and no day skier parking, must have adequate emergency vehicle access, and shall have only limited parking to meet service and administrative requirements. DEER VALLEY shall provide deed-restricted employee/affordable housing units as defined by the City's affordable housing policy in an amount equal to 20% of the commercial Unit Equivalents approved by the City for the day lodge prior to issuance of a Certificate of Occupancy for the day lodge.

2.5.1 **Conditional Use (Administrative).** Ski terrain and ski-related development is an administrative conditional use within the Project, consistent with the Deer Valley Ski Area Master Plan depicted in Exhibit F attached hereto, provided that only two graded runs shall be allowed in ski Pod Z, with thinning and other limited vegetation removal in the balance of Pod Z for skier safety and glade skiing. Review of ski terrain and ski-related development shall include, but shall not be limited to consideration of the following:

2.5.1.1 Openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible.

2.5.1.2 Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.

2.5.1.3 Lift towers shall be painted or otherwise treated to blend with the natural surroundings.

2.5.1.4 Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the "Deer Valley Resort Company Ski Run Construction and Revegetation Standards" attached hereto as Exhibit G. The objective shall be to achieve a vegetative condition that enhances the skier experience and long

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

2.6 Beano's Style Private Club. DEVELOPER may construct a private restaurant (Beano's Cabin at Beaver Creek-style[11]), at a location to be determined at the Small Scale MPD phase, with emergency access only, and no private vehicular access or parking. The size of the private restaurant shall be determined at Small Scale MPD review and shall not exceed 7000 square feet.

2.7 Silver Mine Adventure. DEVELOPER may continue to operate the Silver Mine Adventure on the Ontario Mine Site as a valid, non-conforming use. Any change or expansion of use shall be processed in accordance with the LMC in effect at the time of the DEVELOPER's submission of a complete application for the proposed expansion.

2.8 Access and Alignment of S.R. 224. DEVELOPER shall access Flagstaff Mountain by means of S.R. 224, and a private road system. DEVELOPER shall realign a portion of S.R. 224 in the approximate location set forth on Exhibit H attached hereto, and shall construct a private road system for Flagstaff Mountain in the approximate location depicted on Exhibit H. The Parties agree to the following access and alignment of the road systems within Flagstaff Mountain:

2.8.1 **Alignment.** Upon Planning Commission approval of the first Small Scale MPD for Flagstaff Mountain, DEVELOPER shall petition to vacate the existing S.R. 224 alignment and, if granted, shall realign and dedicate the relocated S.R. 224 right of way to a standard similar to the existing S.R. 224 (with an asphalt surface for dust control). Such alignment shall be as generally depicted on Exhibit H. DEVELOPER shall block and prohibit vehicular access over the discontinued historic alignment of S.R. 224.

00544835 Bk01276 Pg00499

[11] Beano's is a 7000 square foot private restaurant. This reference to a Beano's-style restaurant is not intended to predetermine the Planning Commission's decision regarding the maximum allowable size of such a restaurant.

Access over the realigned S.R. 224 shall remain seasonal (warm weather only). Upon completion of construction thereof, to the reasonable satisfaction of the City Engineer, the City shall accept the dedication of public roads under its jurisdiction identified on Exhibit H, or as determined by the Council, upon recommendation of the Planning Commission through the Small Scale MPD and subdivision processes.

2.8.2 **Private Road.** Upon Small Scale MPD approval, and only to the extent of the Small Scale MPD approval, DEVELOPER shall construct a private road system within Flagstaff Mountain, as depicted in Exhibit H, over which DEVELOPER shall maintain all-season access throughout the year.

2.8.3 **Seasonal, Controlled Automobile Access.** DEVELOPER shall support and shall not undermine seasonal closure of realigned S.R. 224 and shall control motorized vehicular access from S.R. 224 to the private road system to prevent vehicular through traffic.

2.8.4 **Emergency Deer Valley Access.** The Project's seasonal emergency secondary access is through the Deer Valley Ski Area generally as depicted on Exhibit I and crash-gated in the approximate locations shown on Exhibit I. DEER VALLEY shall provide the City and the Park City Fire Service District with keys and/or combinations to the gates. The emergency access is necessary as a controlled evacuation route and as an emergency access for fire and safety personnel and equipment only. The secondary access route is an important ski run to the Deer Valley Ski Area that, in all but the most exceptional circumstances, will be used by skiers and over-the-snow vehicles. The Park City Fire Marshall may cause the access to be plowed and placed into winter service for emergency and evacuation purposes in that

exceptional emergency situation when normal road access to Flagstaff Mountain is interrupted for an extended period.[12]

2.8.5 **Controlled Snowmobile Access.** Winter snowmobile access to Brighton Estates and to Bonanza Flats is presently available over portions of S.R. 224. DEVELOPER and DEER VALLEY shall allow seasonal snowmobile access to property owners and renters in Brighton Estates over those portions of S.R. 224 within the Project that are presently used or alternatively over similar portions of S.R. 224 as may be relocated. DEVELOPER and DEER VALLEY shall otherwise prevent wintertime motorized vehicular access to the extent such action is consistent with the policy of the public entity that owns S.R. 224. The current recreational snowmobile concession in Flagstaff Mountain shall be eliminated with the relocation of S.R. 224.

2.8.6 **DEVELOPER's Consent to Transfer**. DEVELOPER consents to cooperate with the City in any state transfer of any portion of S.R 224.

2.9 **Flagstaff Mountain Mitigation/Amenities.** At the City's request, the DEVELOPER shall deliver the following mitigation and amenities as an inducement to execute this Development Agreement:

2.9.1 **Trails.** DEVELOPER shall construct, maintain and commit to free public use, an improved public trail system as set forth in an approved Trails Master Plan. The construction of the trails shall be phased with the progress of the development of the Project. Existing trails shall remain open to the public until provisional or final trails have been constructed. Final trail locations may vary due to field conditions and season. Relocation of any trails shall be identified in the Trails Master Plan. Where the trails pass through the Deer Valley Ski Area, or are located on non-development lands owned or controlled by Deer Valley, Deer

00544835 Bk01276 Pg00501

[12] The Park City Fire Marshall may not cause the access to be plowed simply for pubic convenience.

Valley shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for trail use, including reasonable rules and regulations intended to prevent or minimize conflict between potential trail uses. Pedestrian and bicycle uses of the trail system shall not be prohibited or restricted without being so identified in the Trails Master Plan.

2.9.2 **Gondola.** If approved by the City, DEVELOPER shall construct a gondola from a location in or near Old Town to a terminus in the Mountain Village. DEVELOPER shall submit to the City a complete written description comparing the development scenarios for Flagstaff Mountain with the construction of a gondola and without the construction of a gondola. The City agrees to work expeditiously through the public process with respect to making a final decision regarding the construction of a gondola as set forth in this Section.

2.9.3 **No Gondola Alternative.** If the City determines that the construction of a gondola is not feasible or in the public interest, then: a) DEVELOPER shall contribute $1,000,000 in cash to the City to be used specifically for other traffic mitigation projects in the City related to the Project, and b) pursuant to an approved Specific Transit Plan or a Parking Management Plan, and in addition to all other commitments herein, DEVELOPER shall expend an additional $1,000,000 ($2,000,000 total) for traffic mitigation beneficial to the Project. If DEVELOPER is required to expend $1,000,000 for traffic mitigation directly related to the Project, then such traffic mitigation expenses and the timing thereof shall be set forth in the Specific Transit Plan.

2.9.4 **Historic Preservation.** The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to

dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at the Daly West site is historically significant.

2.9.5 **Enhanced Environmental Protection.** DEVELOPER shall limit the construction or installation of wood-burning devices to one wood-burning device in each of the 54 single-family homes in the Project. DEVELOPER shall not request approval from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within the Project, DEVELOPER shall have the right to construct one wood-burning device in each such lodge or hotel.

2.9.6 **Lady Morgan Springs Open Space (Passive Use).** The Lady Morgan Springs Area[13], shall be restricted, by conservation easements acceptable to the City, and signs and monitoring, if necessary, to limit use of the area to skiing (without cutting runs, glading, or thinning trees) and daytime recreational hiking. Neither construction activity nor motorized vehicular use of any kind shall be allowed in the Lady Morgan Springs Area, except as allowed, with City staff approval, for forestry and wetlands management.

2.9.7 **Open Space (Active).** All land outside of the development areas (ski terrain and open space designated on Exhibit A) will be zoned as Recreation Open Space (ROS-MPD). Upon issuance of the first Small Scale MPD for any portion of the Project, DEVELOPER and DEER VALLEY shall execute a conservation easement, for the benefit of the City and a third party conservation trust (or similar entity), to limit their use of the Flagstaff Mountain ski terrain to construction, development and operation of ski and mountain bike lifts, ski and mountain bike

00544835 Bk01276 Pg00503

[13] Described and depicted on Exhibit J, and as further defined in the Small Scale MPD process.

runs, one skier day lodge, and other similar winter and summer recreational uses and services. Such conservation easements shall prohibit any hotel, lodging, residential or commercial construction or use on ROS-zoned land in Flagstaff Mountain. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.8 **Open Space (Prospect Ridge).** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall grant to the City a conservation easement, with free public trail access, without encumbrances, over acreage located on Prospect Ridge, contiguous with City-owned open space. The conservation easement area on Prospect Ridge is identified on Exhibit K attached hereto. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.9 **Open Space (Iron Mountain).** Upon the issuance of any Small Scale MPD, for any portion of the Project, DEVELOPER shall deed restrict or transfer to Park City, the Iron Mountain Parcels with City-approved encumbrances. In connection with such dedication, DEVELOPER shall reserve to DEVELOPER the right to lease to third parties the Iron Mountain Parcels for ski and other environmentally sensitive recreational uses. Such reservation shall not include the right to cut runs, glade, or thin trees, or construct or install ski lifts or developed alpine ski runs. DEVELOPER shall also reserve the right to retain all rent, proceeds and other consideration resulting from or generated by DEVELOPER leasing the Iron Mountain Parcels to third parties for ski and recreation-related uses. DEVELOPER shall indemnify, defend and hold the City harmless from any claim arising from DEVELOPER's or a third party lessee's use of the Iron Mountain Parcels. Nothing herein should be construed to

limit or waive governmental immunity with respect to claims made against the City.

2.9.10 **Neighborhood-Specific Design Guidelines.** DEVELOPER shall incorporate a Master Resort Association for Flagstaff Mountain and a Project-specific Property Owners' Association for the Mountain Village and Northside Neighborhood areas to cooperatively manage certain aspects of the Project. The Design Guidelines for both the Project and Bonanza Flats must emphasize a strong, common architectural theme, and shall be enforceable by one or more of the above-mentioned Associations.

2.9.11 **Public Safety.** A comprehensive emergency response plan will be required. The proposal includes a public safety site, at a minimum. The final public safety and emergency access plan must be determined prior to any permit issuance and only after coordination with the affected entities, such as the Park City Fire Service District.

2.9.12 **Sandridge Parking Lots**. Prior to the issuance of a Small Scale MPD for any portion of Flagstaff Mountain, DEVELOPER shall irrevocably offer to dedicate to the City a conversation easement, or deed, satisfactory to the City to preserve the Sandridge Parking Lots, described in Exhibit L as a public parking facility. Such interest shall be offered with no outstanding monetary encumbrances.

2.9.13 **Sandridge Heights Property**. Developer further agrees to limit its use of its Sandridge Heights property, described in Exhibit L, to either affordable housing or open space.

2.10 FLAGSTAFF MOUNTAIN MITIGATION MEASURES:

2.10.1 **Water System.** DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery

system within Flagstaff Mountain to serve the Project, including all fire flow and irrigation needs.

2.10.1.1 **Withdrawal of Water Protests.** DEVELOPER shall immediately withdraw its protests to the City's pending water change application(s) before the State Engineer and agrees not to protest future City applications before the State Engineer.

2.10.1.2 **Water Source.** DEVELOPER shall design and construct a water source and delivery system to transport water from the water source to Flagstaff Mountain and to dedicate that system to the City. DEVELOPER and the City anticipate that such delivery system will include the development of a well of sufficient capacity to serve the Project.

2.10.1.3 **Group II Rights.** The City and DEVELOPER agree to file a joint application with the State Engineer to convert to municipal use within the boundaries of the Park City Water Service District all "Group II" water rights owned by both parties. The joint application will list all mutual points of diversion, all of the City's municipal sources, and all of DEVELOPER's sources including the proposed Ontario and Empire Canyon Wells. DEVELOPER and the City shall divide the Group II rights approved for municipal use evenly, with DEVELOPER and the City each taking ownership of one-half of the total approved rights. DEVELOPER agrees to sell exclusively to the City its portion of the approved Group II water rights and DEVELOPER's interest in its Theriot Springs and Haueter Springs water rights (Weber Decree Award #456, #467 and #468)

collectively referred to herein as the "Committed Water".

2.10.1.4 **Committed Water.** Once approved for municipal use, all Committed Water shall be leased to the City at a nominal cost and will therefore be unavailable for sale to others. DEVELOPER shall dedicate the Committed Water to the City, and the City shall pay to DEVELOPER from time to time an amount equal to the water development impact fees actually collected by the Park City Water Service District from the development of Flagstaff Mountain. Each such payment from the City to DEVELOPER shall be paid within 30 days following the receipt by the Park City Water Service District of each such water development impact fee.

2.10.1.5 **Excess Water Rights.** If after ten (10) years or 90% buildout of Flagstaff Mountain and Bonanza Flats, whichever last occurs, DEVELOPER retains water rights in excess of the water demand for both projects, the City may purchase the excess water rights from DEVELOPER at fair market value based on an appraisal from a mutually agreed upon appraiser or the City may relinquish its interest in the excess water rights. The City shall elect to either purchase (some or all of the excess water rights) or relinquish its interest in the excess water rights within 180 days of written notice of the expiration of 10 years or 90% buildout of both projects, whichever last occurs. If the City takes no action within the 180 days, City will be deemed to have relinquished its interest in the excess water rights.

2.10.1.6 **Impact Fees and Water Rates.** The City will charge water development and connection impact fees

and water rates within the Project in an amount equal to the water development and connection impact fees and water rates charged to other water users within the Park City Water Service District, unless extraordinary costs can be identified by the City and fairly assigned to the water users within the Project.

2.10.2 Transportation and Traffic Mitigation. DEVELOPER has agreed to provide the following transportation and traffic mitigation measures.[14] Prior to the issuance of a Certificate of Occupancy within the Mountain Village,[15] the DEVELOPER shall provide the following to reduce the traffic anticipated by the Project:

2.10.2.1 **Van and Shuttle Service.** DEVELOPER shall provide for its owners, employees and guests, van and shuttle service alternatives consisting of regular circulator service within the Mountain Village and service from the Mountain Village to key destinations such as the Salt Lake International Airport, Main Street, Silver Lake, golf courses, and recreational trail heads.

2.10.2.2 **Road and Intersection Improvements.** Attached hereto as Exhibit M is a map and a more detailed list of improvements, which shall be constructed by DEVELOPER in satisfaction of this obligation. Prior to the construction of any of the improvements described below, the City shall review and approve or reject with suggested changes all plans, drawings and specifications with respect to the alignment and construction of such road and intersection

00544835 Bk01276 Pg00508

[14] However, within the Small Scale MPD process, the City may conclude that these transportation and traffic measures should be reduced, and will modify DEVELOPER's obligations accordingly.
[15] Except for DEER VALLEY's day lodge pursuant to paragraph 2.5 herein.

improvements. Following DEVELOPER's completion of the construction of such improvements, DEVELOPER shall offer to dedicate such improvements to the appropriate governmental entity.

2.10.2.3 **Contribution to Marsac Roundabout.** DEVELOPER shall financially participate in the reconstruction of the intersection of Marsac Avenue and Deer Valley Drive. DEVELOPER is responsible for paying its proportionate share (determined by projected traffic generation) of the City's cost of such reconstruction to mitigate the impact of the Flagstaff Mountain and Bonanza Flats projects on the intersection.

2.10.2.4 **Runaway Truck Lane**. DEVELOPER, or an affiliate of DEVELOPER, shall construct a run-away truck lane on the Mine Road section of S.R. 224, as described on Exhibit N attached hereto. DEVELOPER expects to dedicate the Runaway Truck Lane to UDOT.

2.10.2.5 **Mine Road Widening**. Upon Planning Commission recommendation, DEVELOPER shall widen the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.2.6 **Mine Road Passing Lane**. Upon Planning Commission recommendation, DEVELOPER shall create and dedicate a passing lane on the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.2.7 **Drainage Improvements.** DEVELOPER shall improve drainage to S.R. 224 as described on

Exhibit M attached hereto.

2.10.2.8 **Landscaping.** Upon Planning Commission approval, DEVELOPER may construct and create, at DEVELOPER'S sole cost and expense, landscape improvements in the area depicted on Exhibit M, uphill from the intersection of S.R. 224 with Hillside to act as a Project entry statement.

2.10.3 **Construction Mitigation.** DEVELOPER shall provide the following measures, all to the reasonable satisfaction of the City's Chief Building Official, to mitigate the impact of construction within Flagstaff Mountain. DEVELOPER shall also adhere to the usual construction impact mitigation measures required by the City. Additional reasonable site-specific mitigation measures may be required at the Small Scale MPD phase. These measures will be permanently reflected in Covenants, Conditions and Restrictions of each development parcel. The Detailed Construction Phasing Plan to be submitted by DEVELOPER to the City shall include, without limitation, provisions pertaining to:

2.10.3.1 Limits of Disturbance and Vegetation Protection for all construction, including construction of public improvements.

2.10.3.2 Construction staging, on-site batch plants, and materials stockpiling[16] and recycling in the Daly West area to keep all excavated materials on site during the Project infrastructure and construction phases.

2.10.3.3 Construction traffic routing plan to minimize traffic impacts on Old Town and residential areas, by only allowing construction traffic to use current state roads, unless otherwise directed by the City.

2.10.3.4 Dust and soils monitoring and containment, along with

[16] Developer shall stockpile all earthen material on site.

remediation of contaminated mining waste within the areas that are disturbed during the construction of the improvements within the Project and erosion and runoff controls for the entire Project

2.10.3.5 Temporary public access trails throughout construction.

2.10.3.6 Tools and equipment storage on-site adequate to serve all construction.

2.10.4 **Employee/Affordable Housing.** DEVELOPER shall provide deed-restricted employee/affordable housing units as defined by the City's affordable housing policy in an amount equal to 10% of the residential and 20% of the commercial Unit Equivalents approved by the City for the Project. A minimum of 25% of the affordable housing obligation shall be located on-site within the Project, unless otherwise directed by the Housing Authority. DEVELOPER and the City shall consult with Mountainlands Housing Trust, or its equivalent (if any), to determine the type and location of employee/affordable housing which would be most effective in offsetting the demand generated from the Project. DEVELOPER shall provide the remaining 75% of the units as directed by the Housing Authority. The employee/affordable housing will be phased with the Project. Upon Planning Commission recommendation, the Housing Authority may direct DEVELOPER to:

2.10.4.1 Develop, subject to deed restrictions some of the remaining units on the 20-Acre Quinn's Junction Parcel; or

2.10.4.2 Donate in a form satisfactory to the City, without restrictions or encumbrances, the 20-Acre Quinn's Junction Parcel to the City in lieu of some or all of the remaining portion of DEVELOPER's affordable housing obligation; or

2.10.4.3 Build the units on an alternate parcel provided to DEVELOPER by the City. DEVELOPER must donate the 20-Acre Quinn's Junction Parcel to the City if the City offers to donate otherwise suitable land to DEVELOPER. If the City and DEVELOPER exchange parcels with respect to the new employee/affordable housing units, then DEVELOPER shall construct on such alternate parcel such number of new employee/affordable housing units, up to the required number of units, for which DEVELOPER is able to obtain approval. In no event shall the cost incurred by DEVELOPER to construct the new employee/affordable housing units on an alternate parcel provided by the City exceed the cost which DEVELOPER would have incurred to construct such new employee/affordable housing units on the 20-Acre Quinn's Junction Parcel; or

2.10.4.4 If mutually acceptable to DEVELOPER and the City, pay to the City a fee in lieu of constructing employee/affordable housing, consistent with the City's affordable housing policy, if such payment in lieu of constructing employee/affordable housing results in the construction or dedication of actual units for affordable /employee housing; or

2.10.4.5 Satisfy its obligation in a manner otherwise consistent with the City's affordable housing policy.

2.10.5 **5-Year Irrevocable Offer to Annex the 20-Acre Quinn's Junction Parcel**. For the next five years, DEVELOPER hereby irrevocably offers to annex the 20-Acre Quinn's Junction Parcel to the City.

00544835 Bk01276 Pg00512

SECTION III. ADDITIONAL PUBLIC BENEFITS

In addition to the foregoing, DEVELOPER offers the following inducements to contract:

3.1 **Richardson Flats**. DEVELOPER unconditionally offers to annex Richardson Flats to the City and, regardless of the annexation of Richardson Flats, to restrict development of Richardson Flats to one of the following options to be selected by DEVELOPER, at DEVELOPER'S sole discretion:

Option 1. Under Option one DEVELOPER must limit the use of Richardson Flats to golf (with the requisite clubhouse, maintenance buildings and other related improvements), equestrian uses (including the construction of an arena or indoor equestrian center), and/or such other public recreational opportunities or special events as the City may deem proper. In the event DEVELOPER is able to obtain necessary approvals from EPA and/or DEQ, then DEVELOPER must construct on Richardson Flats a golf course, clubhouse, and driving range with adequate[17] provisions for defined public access.

Option 2. Under Option two, DEVELOPER must limit the use of Richardson Flats to an 18-hole golf course (with the requisite clubhouse, maintenance buildings and other related improvements)[18] and would make available to the City a site for a second 18-hole golf course. The site to be donated to the City would not include land in need of environmental remediation. If a second golf course is constructed under Option two, then the City and DEVELOPER shall work cooperatively to develop shared facilities such as a driving range and golf maintenance shops.

Option 3. If, after diligent efforts, DEVELOPER cannot receive EPA or DEQ approval of the aforementioned recreational

00544835 Bk01276 Pg00513

[17] The course must be operated to maximize play.

[18] Under Option 2 DEVELOPER may in the City's sole discretion be afforded the right to use Richardson Flats for such other public recreational opportunities or special events as the City may deem proper.

improvements, DEVELOPER will perpetually deed restrict Richardson Flats to prevent further development.[19]

3.2 **Open Space/Transit Management Fund.** DEVELOPER shall pay on each transfer of DEVELOPER's land, and shall separately covenant with all successors in interest in a manner which runs with the land, to assess a 1% Open Space/Transit Management Fee on the gross sales price of all real property within the Project. 50% of the Open Space/Transit Management Fee shall belong to the Flagstaff Mountain Master Resort Association to reduce Master Resort Association dues associated with obligations assumed herein or to enhance the Master Resort Association's service to its members. 50% of the Open Space/Transit Management Fee shall be paid to the City to assist in funding the costs and expenses for enhanced transportation to the Project, recreation improvements and/or open space acquisition, maintenance or preservation. This Open Space/Transit Management Fee shall not apply to the transfer of real property within the Project either solely as security for financing (e.g. mortgage) or for nominal consideration solely to initially capitalize the development entity. DEVELOPER acknowledges that the Project requires an open space management fee to mitigate the adverse effects of the Project. As such, DEVELOPER covenants that it will pay this fee as a contractual obligation, and not as a regulated entity. DEVELOPER shall vigorously defend the imposition of such fees. DEVELOPER shall not take any action (contractually, judicially, or legislatively) to challenge or otherwise adversely affect the enforceability of the Open Space/Transit Management Fee as a valid and enforceable real covenant.

SECTION IV. IMPACT FEES/PLAN CHECK FEES

4.1 **Conditions of Approval and Impact Fees.** With respect to the development of Flagstaff Mountain, DEVELOPER accepts and agrees to comply with the impact, connection and building fees of the City currently

[19] The timing of Richardson Flats development shall be addressed in the Construction Phasing and General Infrastructure Phasing Plans required in Sections 2.1.10 and 2.1.11 with development commencing as early as possible.

in effect, or as amended, to the extent the amended fees are applied uniformly within an impact fee district. DEVELOPER acknowledges that the Project requires infrastructure supported by impact fees and finds the fees currently imposed to be a reasonable monetary expression of exactions that would otherwise be required at this time. As such, DEVELOPER covenants that it will pay impact fees as a contractual obligation, and not exclusively as a regulated entity. If the state legislature disallows the imposition of a regulatory impact fee, DEVELOPER will pay those impact fees in effect at the time of such change in state law throughout the remaining buildout of the Project. Further DEVELOPER agrees to pay plan check fees in the amount of 65% of the building permit fee.

SECTION V. BONANZA FLATS DEVELOPMENT PARAMETERS

5.1 **Restrictions on Bonanza Flats Development**. DEVELOPER covenants that it will never apply, nor assist in any application, to the City or to Wasatch County for the development of Bonanza Flats in excess of the following maximum densities. Further, DEVELOPER shall amend its development application with Wasatch County, and shall restrict development in Bonanza Flats to the following maximum densities:

5.1.1 A maximum of 260 residential units (280 Unit Equivalents), of which no more than 160 units shall be Bonanza Flats single family home sites.

5.1.2 An 18-hole golf course, including the construction of no larger than a 20,000 sq. ft club house and other golf-related facilities, with Nordic skiing thereon during the winter, all as generally depicted on Exhibit O.

5.1.3 75,000 square feet of resort-related commercial uses.

5.1.4 Alpine and Nordic ski terrain, ski runs, ski lifts and other ski-related improvements, all as depicted on Exhibit O.

5.2 **Wasatch County Approval of Bonanza Flats Development Proposal**. DEVELOPER has a pending application in Wasatch County, with respect

to Bonanza Flats, requesting density far in excess of that which the City regards as appropriate. As an inducement for the City to enter into this Agreement, DEVELOPER agrees to amend its development application with Wasatch County in order to reflect the terms and conditions of this Agreement regarding the development of Bonanza Flats. City's contractual restrictions on Bonanza Flats development are in no respect an endorsement of development on Bonanza Flats. DEVELOPER agrees that the portions of Bonanza Flats, as described on Exhibit C attached hereto, which are not to be developed shall be subjected to restrictive covenants or conservation easements, dedicated to a third party conservation trust (or similar entity), in a form acceptable to the City, so that the real property which is not to be developed shall be limited in perpetuity to recreational and open-space uses. DEVELOPER and the City acknowledge that the annexation of Bonanza Flats to the City is not being considered at this time by either the City or by DEVELOPER.

5.3 **Snyderville Basin Sewer Improvement District Annexation**. Snyderville Basin Sewer Improvement District ("SBSID") must agree to annex Bonanza Flats and agree to provide sewer service within Bonanza Flats if Park City is to provide water service to the area. SBSID capacity shall be restricted in size to accommodate no more than the restricted densities agreed to herein. If Wasatch County approves the use of Park City water for culinary use in Bonanza Flats, then DEVELOPER must apply for and pursue annexation to SBSID.

5.4 **Annexation**. If Wasatch County recommends that DEVELOPER seek annexation to the City of Bonanza Flats, then DEVELOPER shall request that the City annex Bonanza Flats. In the event that DEVELOPER requests that the City annex Bonanza Flats, the City anticipates the execution of an interlocal agreement with Wasatch County to address fiscal issues in connection with the City's annexation of Bonanza Flats.

5.5 **Request for Transfer of Bonanza Flats Density to Flagstaff Mountain**. DEVELOPER may seek approval from the City of additional density

within Flagstaff Mountain in exchange for DEVELOPER transferring approved density from Bonanza Flats and deed restricting such land as open space. City's contractual restrictions on development in Bonanza Flats in no way shall be construed as an endorsement of such densities either in Bonanza Flats nor transferred to the Mountain Village. Upon DEVELOPER's request, the City would consider such transfer. If favorably inclined to entertain such density transfer, the City would attempt in good faith to negotiate an interlocal agreement with Wasatch County to address fiscal issues associated with such action. In connection with any such request by DEVELOPER, the City may give higher priority to the transfer of multifamily or lodging units and may consider many factors, including but not limited to the following:

5.5.1 The location and quality of open space within the Bonanza Flats property that would occur as a result of the transfer;

5.5.2 The suitability of increased density in the Mountain Village;

5.5.3 The potential reduction of traffic;

5.5.4 The potential positive impacts on the transportation system;

5.5.5 The visual and other impacts to the Mountain Village; and

5.5.6 The positive and negative impacts to the Bonanza Flats Property.

5.6 **Private Road**. Consistent with an approved phasing plan for Flagstaff Mountain, DEVELOPER may construct a private controlled access road between the Flagstaff Mountain and the Bonanza Flats development areas, provided that such private road is properly controlled to prevent through access to adjacent properties and deed restricted to prevent its extension beyond the terminus depicted in Exhibit C.

5.7 **Water Service.** DEVELOPER and the City acknowledge and agree that water service and sewer service to Bonanza Flats should be provided from the same basin in order to avoid any trans-basin transfer issues. Inasmuch as the City shall be providing water service to the Project, the City and DEVELOPER desire that the City provide water service to Bonanza Flats as well. If Wasatch County: 1) approves DEVELOPER's amended

proposal for the limited development of Bonanza Flats detailed herein, and 2) approves DEVELOPER's proposal that the City provide water service to Bonanza Flats, then, subject to a City-approved infrastructure phasing plan, DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system, to service Bonanza Flats, including all fire flow and irrigation needs. DEVELOPER shall work cooperatively with the City to develop a water source or sources, including, but not limited to, making well sites, water rights and easements available to the City. The City shall provide culinary water to Bonanza Flats according to the terms of this Agreement. DEVELOPER will construct all infrastructure, including a source of water necessary to provide water service to Bonanza Flats. City water development and connection fees, as well as water rates, shall be the same as those imposed in the Project, unless the City can identify and fairly assign extraordinary costs to end users within Bonanza Flats. No water from a Weber Drainage Basin source shall be used for outdoor uses in Bonanza Flats.

5.8 **No Annexation Alternative.** If Bonanza Flats is not annexed into the City, and if the requirements described in Sections 5.3, 5.6 and 5.7 are satisfied, then DEVELOPER shall not build within Bonanza Flats more than the units described in Section 5.1 above.

5.9 **Conditions of Development of Bonanza Flats**. Regardless of the annexation of Bonanza Flats to the City, DEVELOPER agrees to the following:

5.9.1 The residential and commercial units constructed within Bonanza Flats shall not be located adjacent to the lakes within the Bonanza Flats property.

5.9.2 If Bonanza Flats is developed, but is not annexed DEVELOPER agrees to provide employee/affordable housing units consistent with its obligations in the Flagstaff Mountain annexation.

5.9.3 Within Bonanza Flats, DEVELOPER shall limit the construction of wood-burning devices to one wood-burning device per single

family unit. DEVELOPER shall not request approval from Wasatch County or from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within Bonanza Flats, DEVELOPER may construct one wood-burning device in each such lodge or hotel.

5.9.4 DEVELOPER shall pursue an interlocal agreement with Wasatch County whereby the Park City Fire Protection District will provide fire protection services within Bonanza Flats.

5.9.5 Upon reallignment of S.R. 224, DEVELOPER shall prohibit commercial snowmobile use within Bonanza Flats.

SECTION VI. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

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

SECTION VII. IMPLEMENTATION OF THIS AGREEMENT

7.1 **Processing and Approvals.** Site specific plans shall be deemed proposed Small Scale Master Plans and shall be subject to the process and limitations set forth in the Park City Municipal Corporation Land Management Code that is in effect when the DEVELOPER submits a complete application for a Small Scale MPD.

7.2 **Cooperation in the Event of Legal Challenge.** If any third party challenges the validity, or any provision, of this Agreement, (1) the Parties shall cooperate in defending such action or proceeding, and (2) DEVELOPER shall hold harmless, and shall indemnify the City for all costs (including attorneys' fees) associated with defending this Agreement. Nothing herein shall be construed as a waiver of governmental immunity, as applicable.

7.3 **Impossibility of Performance.** If this Agreement is delayed in its effect by actions beyond the control of City or DEVELOPER, this Agreement shall remain in full force and effect during such delay. If such delay in the effect of this Agreement extends for a period of more than one year, this

00544835 Bk01276 Pg00519

Agreement shall be terminable by DEVELOPER or the City upon written notice to the other at any time after such initial one-year period. In the event of termination, all rights and obligations hereunder shall be deemed terminated, provided, however, that the parties shall cooperate to return to the status quo ante.

Section VIII. GENERAL PROVISIONS

8.1 **Covenants Running with the Land.** The provisions of this Agreement shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with all of the land subject to this Agreement. The burdens and benefits hereof shall bind and inure to the benefit of each of the Parties hereto and all successors in interest to the Parties hereto. All successors in interest shall succeed only to those benefits and burdens of this Agreement which pertain to the portion of the Project to which the successor holds title. Such titleholder is not a third party beneficiary of the remainder of this Agreement or to zoning classifications and benefits relating to other portions of the Project.

8.2 **Transfer of Property.** DEVELOPER and DEER VALLEY shall have the right, without obtaining the City's consent or approval, to assign or transfer all or any portion of its rights, but not its obligations, under this Agreement to any party acquiring an interest or estate in the Project, or any portion thereof. Third party assumption of DEVELOPER's or DEER VALLEY's obligations under this Agreement shall not relieve DEVELOPER or DEER VALLEY of any responsibility or liability with respect to the expressly assumed obligation, unless the City expressly agrees in writing to the reduction or elimination of DEVELOPER's or DEER VALLEY's responsibility or liability. DEVELOPER and DEER VALLEY shall provide notice of any proposed or completed assignment or transfer. If DEVELOPER or DEER VALLEY transfers all or any portion of the property comprising Flagstaff Mountain, Richardson Flats, Sandridge or Bonanza Flats, the transferee shall succeed to all of DEVELOPER's or DEER VALLEY's rights under this Agreement. To

the extent the City believes (in its sole discretion, considering the totality of the DEVELOPER's and/or DEER VALLEY's obligations) that the successor in interest has ample resources to secure the City's rights under this Agreement, the City may release DEVELOPER and/or DEER VALLEY from its proportionate liability under this Agreement.

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

SECTION IX. MISCELLANEOUS

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

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

9.3 **Severability.** If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

9.4 **Construction.** This Agreement has been reviewed and revised by legal counsel for DEVELOPER, DEER VALLEY and the City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement.

9.5 **Notices.** Any notice or communication required hereunder between the Parties must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered

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

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

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

If to DEVELOPER to:
United Park City Mines Company
P.O. Box 1450
Park City, UT 84060

Copy to:
Craig B. Terry
Parsons Behle and Latimer
P.O. Box 45898
Salt Lake City, Utah 84145-0898

If to DEER VALLEY:
Deer Valley Resort Company
Attn: Bob Wheaton, President
2250 Deer Valley Drive South
P.O. Box 889
Park City, Utah 84060

00544835 Bk01276 Pg00522

Copy to:
Wendy A. Faber
General Counsel
Royal Street Corporation
7620 Royal Street East, Suite 205
P.O. Box 3179
Park City, Utah 84060

9.6 **No Third Party Beneficiary.** This Agreement is made and entered into for the sole protection and benefit of the Parties and their assigns. No other party shall have any right of action based upon any provision of this Agreement whether as third party beneficiary or otherwise.

9.7 **Counterparts and Exhibits.** This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of forty-two (42) pages, including notary acknowledgment forms, and in addition, sixteen (16) exhibits, which constitute the entire understanding and agreement of the Parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

Exhibit A	Map and Legal description of Flagstaff Mountain
Exhibit B	Map and Legal description of the Iron Mountain Parcels
Exhibit C	Map of Bonanza Flats
Exhibit D	Map and Legal description of Richardson Flats
Exhibit E	Map and Legal description of 20-Acre Quinn's Junction Parcel
Exhibit F	Deer Valley Ski Area Master Plan
Exhibit G	Deer Valley Resort Company Ski Run Construction and Revegetation Standards
Exhibit H	Guardsman Realignment
Exhibit I	Emergency Access
Exhibit J	Lady Morgan Springs Open Space Area
Exhibit K	Approximate Location of Prospect Ridge Open Space

00544835 Bk01276 Pg00523

Exhibit L	Map of Sandridge Parking Lots and Sandridge Heights parcels
Exhibit M	Road and Intersection Improvements Detail
Exhibit N	Runaway Truck Lane
Exhibit O	Bonanza Flats golf course and ski improvements
Exhibit P	Zoning Map for Flagstaff Mountain

9.8 **Attorneys' Fees.** In the event of a dispute between any of the Parties arising under this Agreement, the prevailing Party shall be awarded its attorneys' fees and costs to enforce the terms of this Agreement.

9.9 **Duration.** This Agreement shall continue in force and effect until all obligations hereto have been satisfied. DEVELOPER shall record the approved annexation plat for Flagstaff Mountain within 30 days of the City's adoption of an annexation ordinance to annex Flagstaff Mountain. The Large Scale Master Plan for Flagstaff Mountain granted herein shall continue in force and effect for a minimum of four years from its issuance and shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Upon expiration of the minimum four-year period, approval will lapse after two additional years of Inaction following the expiration of such four-year period, unless extended for up to two years by the Planning Commission.

IN WITNESS WHEREOF, this Agreement has been executed by UPCM and by DEER VALLEY by persons duly authorized to execute the same and by the City of Park City, acting by and through its City Council as of the 24th day of June, 1999.

PARK CITY MUNICIPAL CORPORATION

By: _____
Bradley A. Olch, Mayor

ATTEST: City Clerk

By: _____
Janet Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

00544835 Bk01276 Pg00524

APPROVED AS TO FORM:

Jodi Hoffman, City Attorney

DEVELOPER:
United Park City Mines Company,
a Delaware corporation

By: Hank Rothwell
Title: President

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 2nd day of July 1999, before me, **Thomas L. O'Finnegan**, the undersigned Notary Public, personally appeared **Hank Rothwell**, personally known to me to be the President of United Park City Mines Co., on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

T. L. O'FINNEGAN
NOTARY PUBLIC • STATE of UTAH
445 MARSAC AVENUE
PARK CITY, UT 84060
COMM. EXP. 2-16-2000

Notary Public, State of Utah
Residing in Park City, Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By:
Robert Wells, Vice President

00544835 Bk01276 Pg00525

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

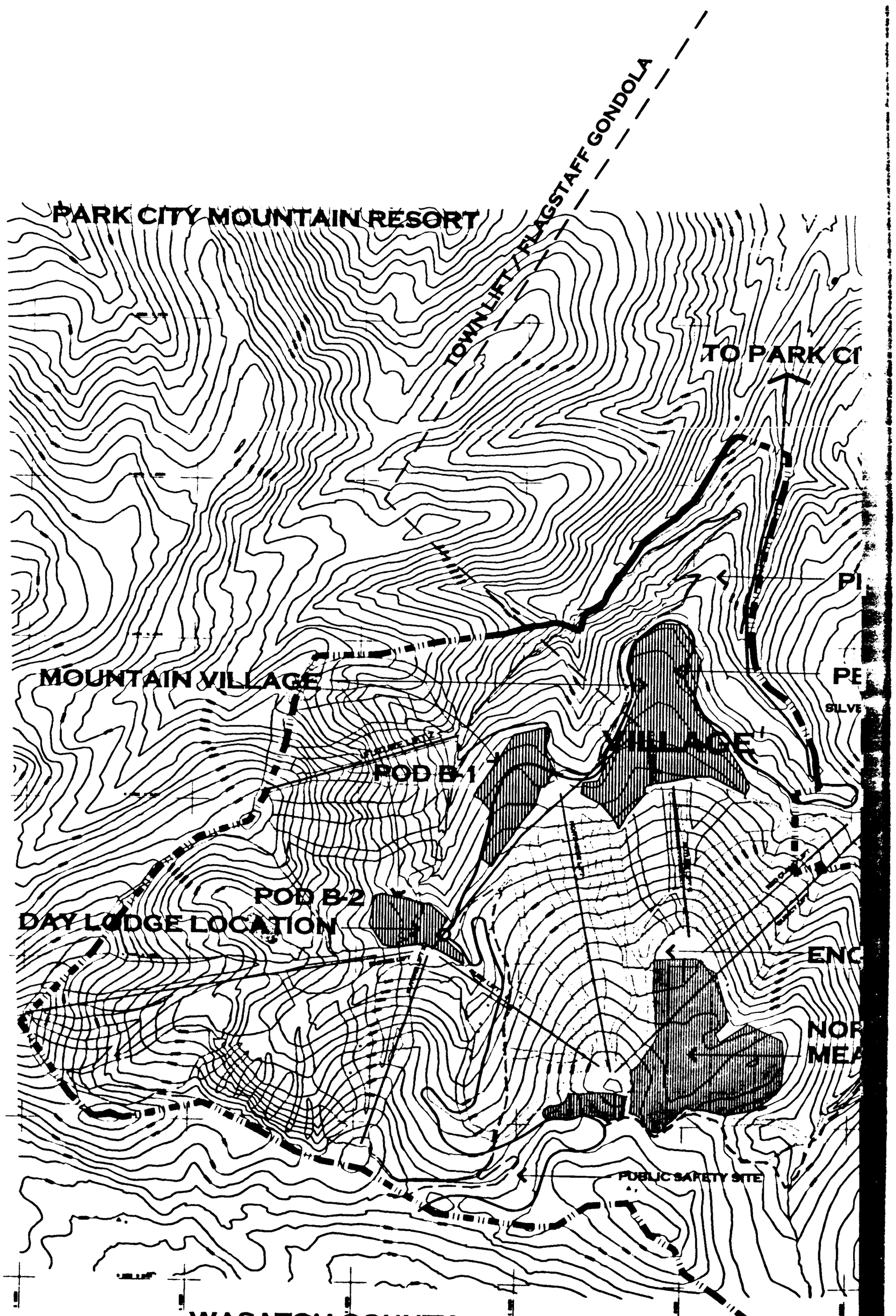
On this 2nd day of July 1999, before me, **Thomas L. O'Finnegan**, the undersigned Notary Public, personally appeared **Robert Wells**, personally known to me to be the Vice President of Royal Street of Utah, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

T. L. O'FINNEGAN
NOTARY PUBLIC • STATE of UTAH
446 MARSAC AVENUE
PARK CITY, UT 84060
COMM. EXP. 2-16-2000

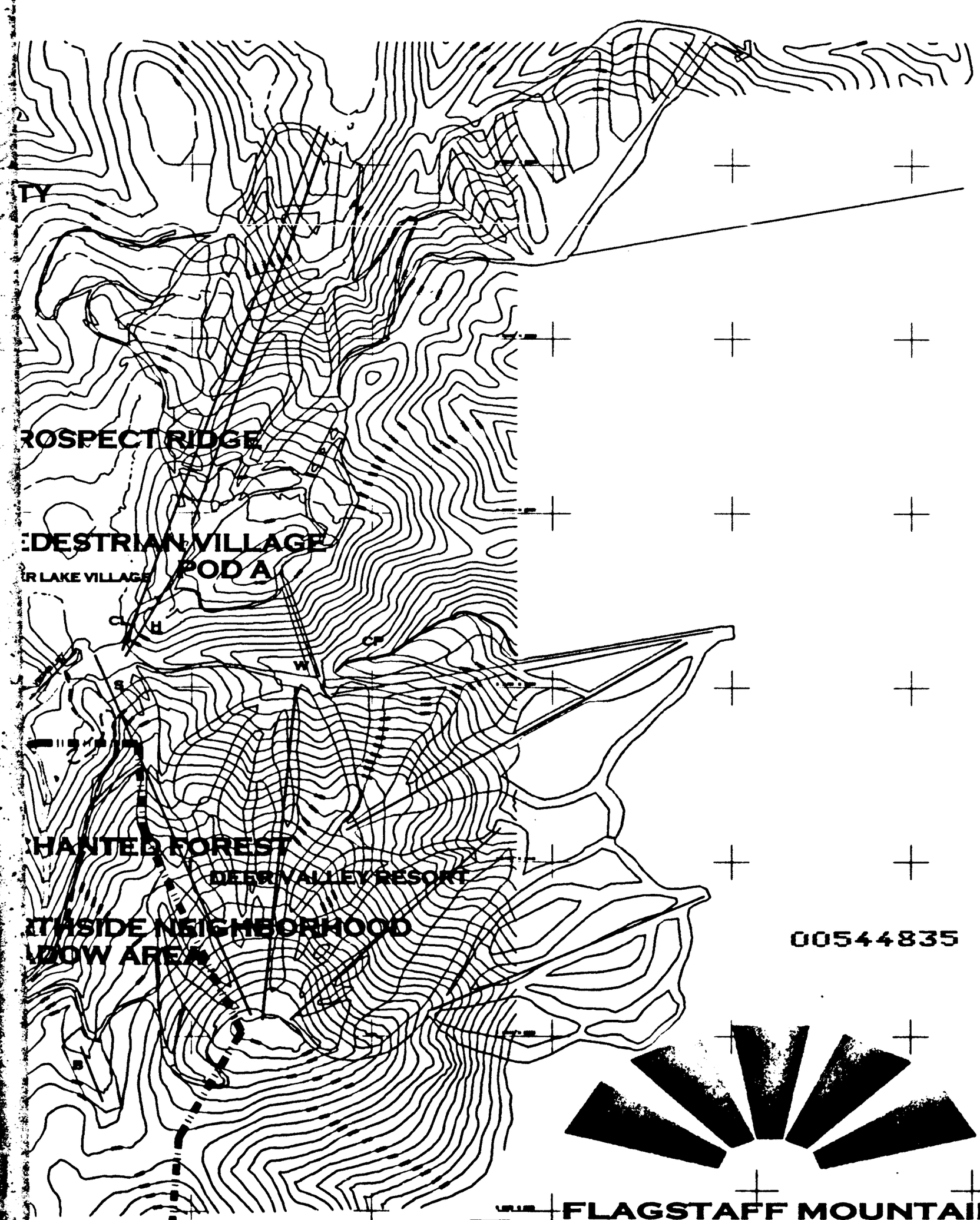
T. L. O'Finnegan
Notary Public, State of Utah
Residing in Park City, Utah

)

00544835 Bk01276 Pg00526



00544835 Bk01276 Pg00527



00544835 Bk01276 Pg00528

FLAGSTAFF MOUNTAIN RESORT

DEER VALLEY, UTAH

SUMMIT COUNTY, UTAH

UNITED PARK CITY MINES COMPANY

JOSEPHSON DENNIS

EXHIBIT A

Exhibit A

FLAGSTAFF MOUNTAIN AT DEER VALLEY

Boundary Description

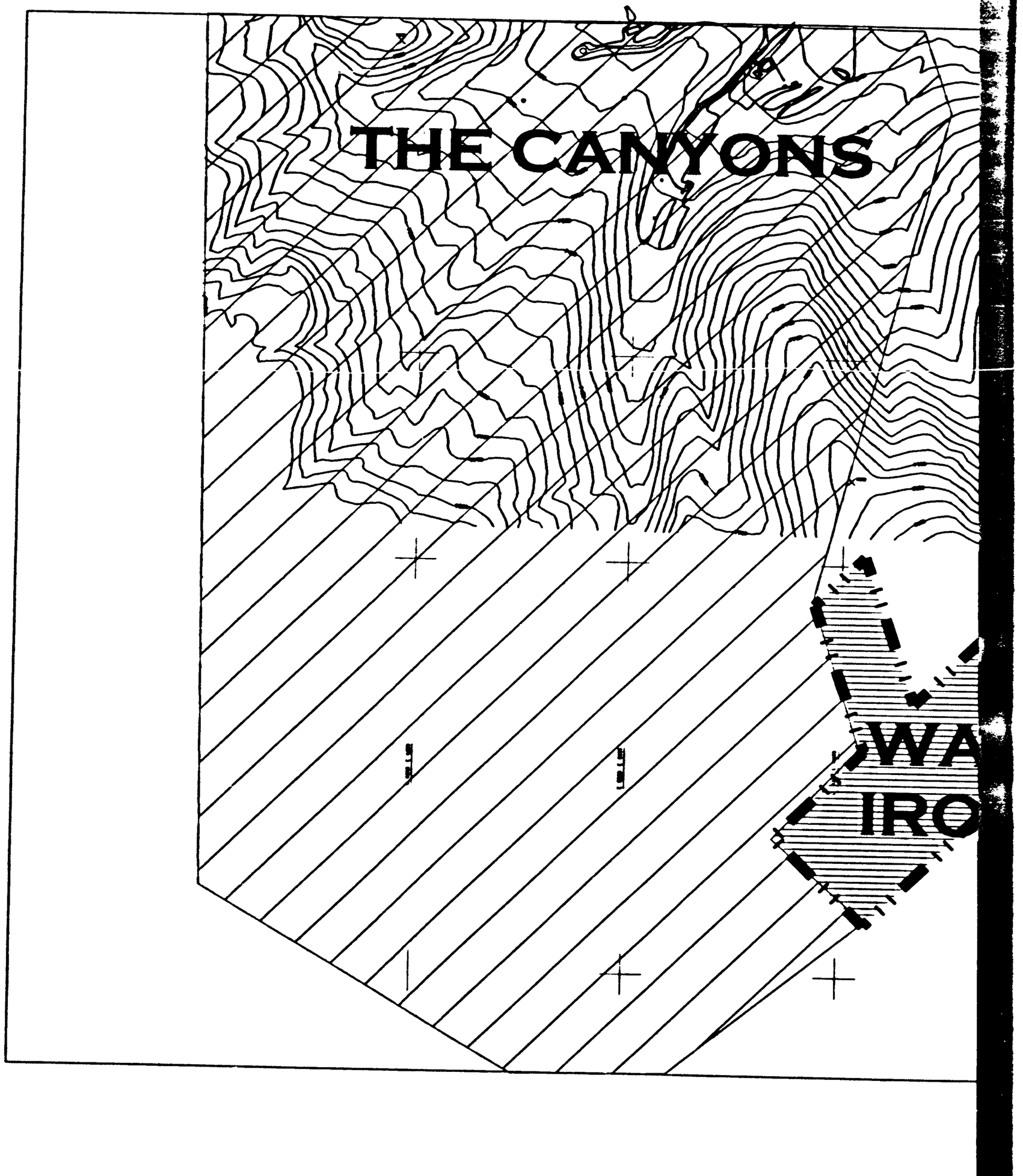
Beginning at a point identified as County Line Monument Number 2343, said point on the line common to Summit and Wasatch counties and also on the demarcation line between the Park City Ski Area and the Deer Valley Resort, said point lying on the ridge and hilltop above the Anchor Mine Shaft and also being North 04°39'13" East 1303.92 feet, more or less, from the Southwest corner of Section 29, Township 2 South Range, 4 East, Salt Lake Base and Meridian and running Northeasterly along said demarcation and ridge line :

North 44°09'00" East 1236.63 feet; thence North 35°07'44" East 548.54 feet; thence North 37°33'27" East 779.84 feet; thence North 49°33'13" East 616.72 feet; thence North 71°34'40" East 644.26 feet; thence North 30°09'00" East 354.14 feet; thence North 20°48'44" East 698.015 feet; thence North 10°48'36" East 569.75 feet; thence North 23°55'00" East 604.00 feet; thence North 87°35'00" East 778.00 feet; thence North 77°17'18" East 735.40 feet; thence North 82°14' East 672.44 feet more or less to a point on the Westerly boundary line of the "Anchor Tunnel Portal Mining Reservation", said point being North 39°17'38" East 942.39 feet more or less from the Southwest corner of Section 21 Township 2 South, Range 4.East, Salt Lake Base and Meridian, said point also lying along the ridge line between Empire Canyon and Walker and Webster Gulch; thence along said ridgeline the following eight courses: thence North 64°44'13" East 136.79 feet; thence North 67°45'58" East 149.28 feet; thence North 81°11'10" East 122.88 feet; thence North 77°19'44" East 85.84 feet; thence North 77°48'30" East 79.25 feet; thence North 86°11'16" East 94.42 feet; thence South 72°54'27" East 85.42 feet; thence South 71°42'35" East 163.49 feet more or less to a point on the westerly right -of-way line of the Judge Tunnel/Empire Canyon Water Tank Supply Line Easement, said point lying North 79°18'06" West 5.00 feet more or less, from Map Point A-1 as described in that certain Reservoir Easement dated April 19, 1978 and Recorded as Entry No. 147912 in the Records of the of the Recorder for Summit County, Utah; thence along said westerly right-of-way the following fifteen (15) courses: North 10°41'54" East 76.70 feet; thence North 15°21'41" East 116.20 feet; thence North 56°44'38" East 142.80 feet; thence North 46°47'25" East 123.00 feet; thence North 35°09'16" East 88.70 feet; thence North 32°14'53" East 101.60 feet; thence North 32°00'03" East 159.20 feet; thence North 33°26'55" East 136.00 feet; thence North 38° 27'54" East 138.00 feet; thence North 27°54'51" East 126.00 feet; thence North 31°30'07" East 96.20 feet; thence North 40°35'50" East 110.80 feet; thence North 50°15'25" East 92.50 feet; thence North 56°00'00" East 94.90 feet; thence North 50°23'25" East 105.09 feet; thence North 47°29'30" East 405.07 feet more or less to a point on the westerly edge of Daly Avenue; thence along said Daly Avenue the following three courses: North 32°04'00" East 296.25 feet; thence North 29°09'57" East 315.97 feet; thence North 28°18'45" East 186.56 feet, more or less, to the East-West center line of Section 21 Township 2 South, Range 4 East, Salt Lake Base and Meridian, said Section Line also being the southerly

boundary line for the corporate limits of Park City, Utah; thence South 89°59'59" East 940.12 feet, more or less, along said Section line 940.12 feet to a point on the easterly right-of-way line for Utah State Highway 224 as located in Ontario Canyon; thence along said highway the following 12 courses; South 00°15'34" West 115.59 feet to a point on a 1,482.39 foot radius curve to the left; thence Southwesterly along the arc of said curve through a central angle of 15°23'33"398.24 feet more or less; thence South 15°39'07" West 559.69 feet to a point on a 5,679.58 foot radius curve to the left; thence Southwesterly along the arc of said curve, through a central angle of 06°11'23", a distance of 613.57 feet; thence South 09°27'44" West 368.77 feet to a point on a 1,382.39 foot radius curve to the left; thence southerly along the arc of said curve, through a central angle of 16°06'55", a distance of 388.82 feet; thence South 6°39'11" East 217.32 feet to a point on a 586.62 foot radius curve to the left; thence southeasterly along the arc of said curve, through a central angle of 48°51'38", a distance of 500.26 feet; thence South 55°30'59" East 87.30 feet to a point on a 686.62 foot radius curve to the right; thence along the arc of said curve, through a central angle of 30°23'53", a distance of 364.28 feet; fhence South 25°06'53" East 397.14 feet to a point on a 508.37 foot radius curve to the right; fhence along the arc of said curve, through a central angle of 21°36'53", a distance of 191.78 feet; thence South 3°30'00" East 63.08 feet to a point on a 220.00 foot radius curve to the left; thence along the arc of said curve, through a central angle of 55°51'14", a distance of 214.46 feet; thence South 31°30'00" West 68.20 feet; thence South 79°38'18"West 45.49 feet to a point on the southeasterly boundary of the Ontario Number 3 Shaft Mining Reservation; thence South 79°59'46" West 300.78 feet more or less along the southeastern edge of said Mining Reservation; thence South 17°09'45" East 88.76 feet more or less to a point on a piece of property that is the subject of Entry Number 158551 of the Summit County Records; thence along said parcel the following five courses: South 955.96 feet; thence North 69° East 360.00 Feet; thence South 29°20' West 117.60 feet; thence North 78°10' East 714.30 feet; thence East 1,106.71 feet more or less to a point the Wasatch-Summit County line: thence along said Wasatch – Summit County line. The following thirty courses: South 04°15'00" East 1,028.07 feet; thence South 25°30'30" East 2,521.90 feet to County Line Point 51;thence South 29°50'00" West 1,398.30 Feet to County Line Point 55; thence South 4°19'00" West 1,320.70 feet to County Line Point 58; thence South 47°05'00" West 369.50 feet to a County Line Point; thence South 83°34'00" West 69.10 feet to County Line Point 59; thence South 47°42'00" West 1,207.40 feet to County Line Point 62A; thence North 39°53'30" West 1,352.50 feet to County Line Point 64; thence North 72°50'00" West 317.30 feet to County Line Point 65; thence North 46°45'00" West 87.90 feet to County Line Point 66; thence North 70°57'00" West 502.00 feet to County Line Point 67; thence North 51°56'00" West 481.90 feet to County Line Point 68; thence North 55°53'00" West 466.80 feet to County Line Point 69 feet; thence North 21°49'00" West 317.40 feet to County Line Point 70; thence North 59°57'00" West 360.50 feet to County Line Point and Triangulation Point; thence North 33°22'30" West 467.10 feet to County Line Point 71; thence South 85°10'30" West 492.30 feet to County Line Point 72; thence South 54°42'30" West 453.20 feet to County Line Point 73; thence South 88°55'30" West 344.00 feet to County Line Point 74; thence North 82°52'30" West 1,132.30 feet to

County Line Point 77; thence North 59°43'30" West 1,074.55 feet to County Line Point 2338; thence North 79°07'30" West 494.73 feet to County Line Point 80; thence North 70°28'30" West 339.90 feet to County Line Point 81; thence North 60°14'30" West 550.10 feet to County Line Point 82 and Triangulation Point 2339; thence North 64°07'00" West 727.60 feet to County Line Point 83; thence South 77°44'00" West 966.80 feet to County Line Point 85; thence North 77°28'00" West 161.00 feet to a County Line Point and Triangulation Point 2340 which is also Judge Triangulation Point Q; thence South 85°36'00" West 219.10 feet to County Line Point 86; thence North 46°44'00" West 384.70 feet to County Line Point 87; thence North 34°37'00" West 1,077.30 feet, more or less to county Line Point 2343 the point of beginning. Said Parcel contains 1,655.4 acres more or less.

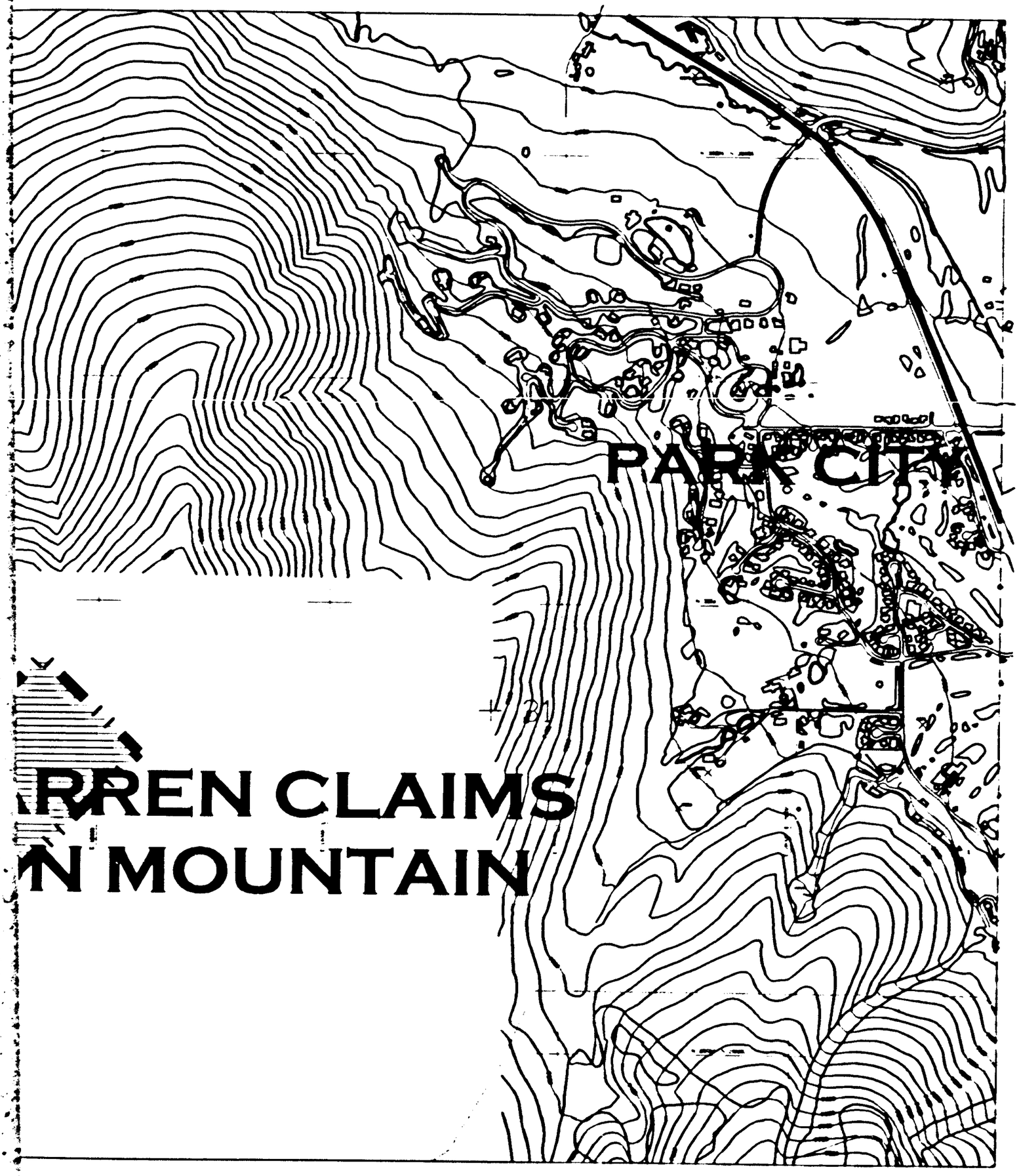
00544835 Bk01276 Pg00531



00544835 Bk01276 Pg00532

APRI

0 40



00544835 Bk01276 Pg00533

IRON MOUNTAIN PARCEL

1999

0 800 2000

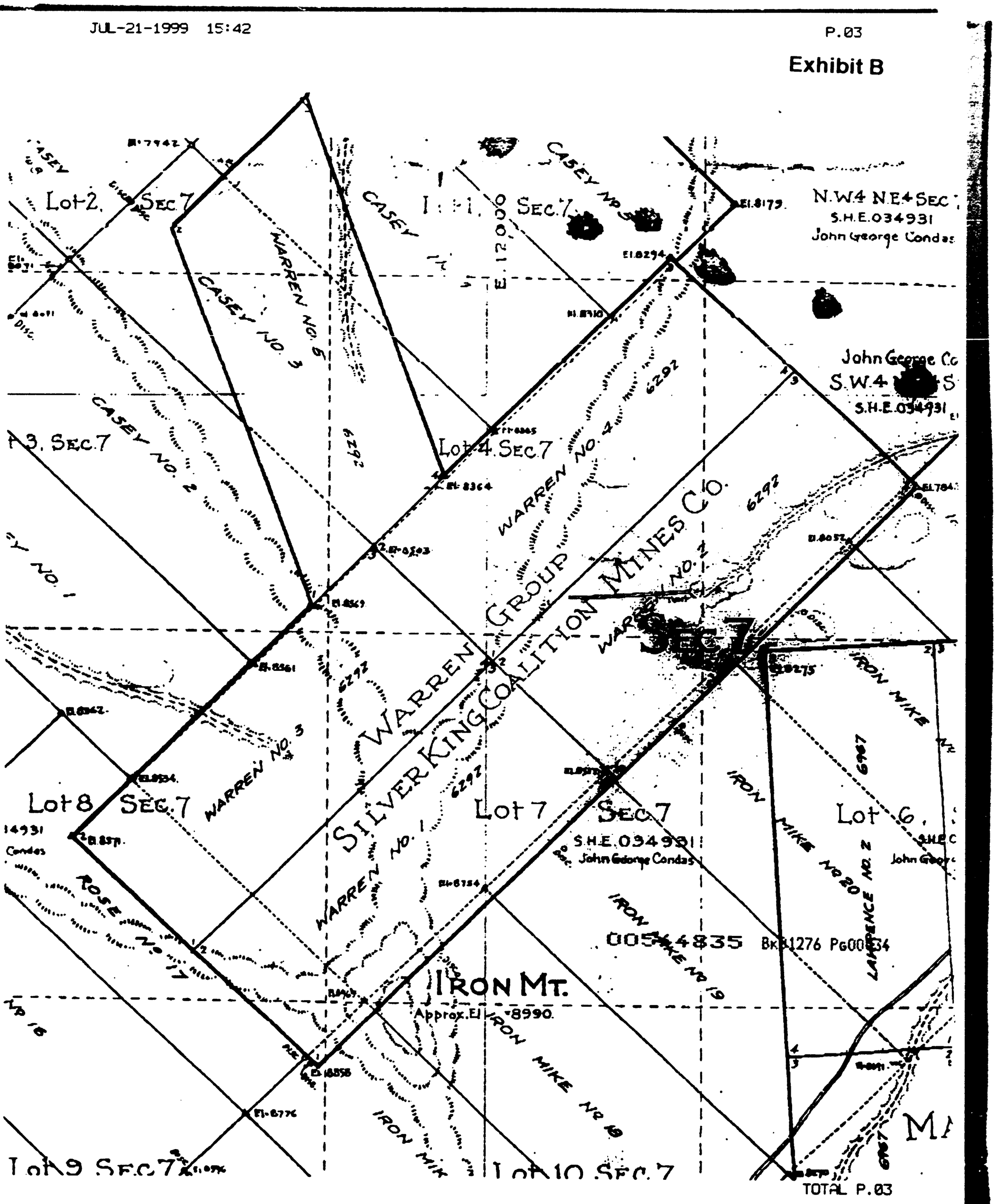
SUMMIT COUNTY, UTAH

PREPARED FOR
UNITED PARK CITY MINES COMPANY

PREPARED BY
JOSEPHSON DESIGN

EXHIBIT B

Exhibit B



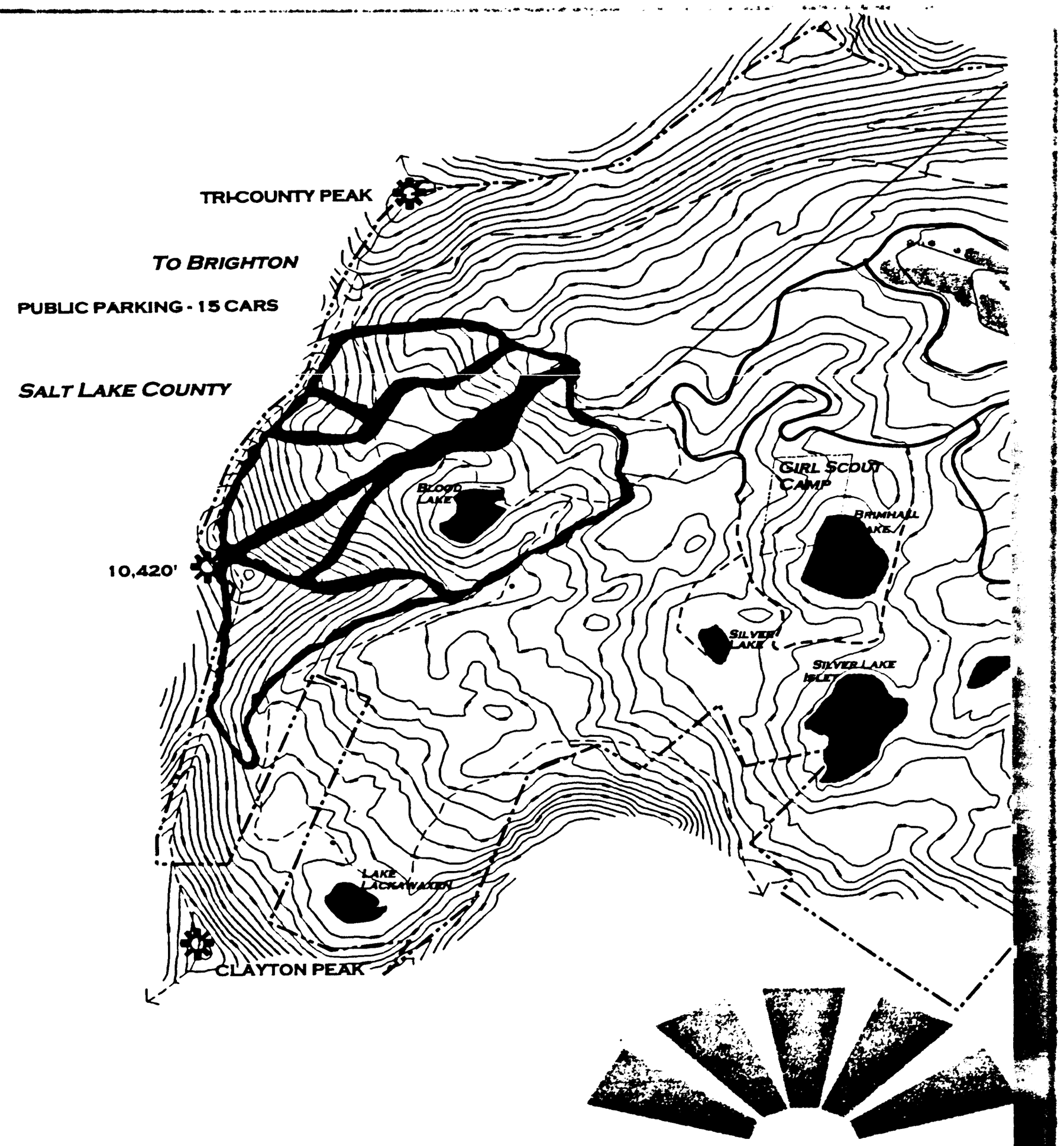
TOTAL P.03

Exhibit B

FLAGSTAFF MOUNTAIN RESORT
IRON MOUNTAIN PROPERTY LEGAL DESCRIPTION
LOCATED IN SECTION 7, T2S, R4E, SLB & M

ALL OF THE WARREN MINING CLAIMS NO. 1, NO. 2, NO. 3, NO. 4, AND NO. 5, MINERAL SURVEY NUMBER 6292.

Y:\UPCMC\FLAGSTAFF\OVERALL\DOCS\WARREN.LGL



JUNE 1999

0 400 800 2000

BONANZA MOUNTA

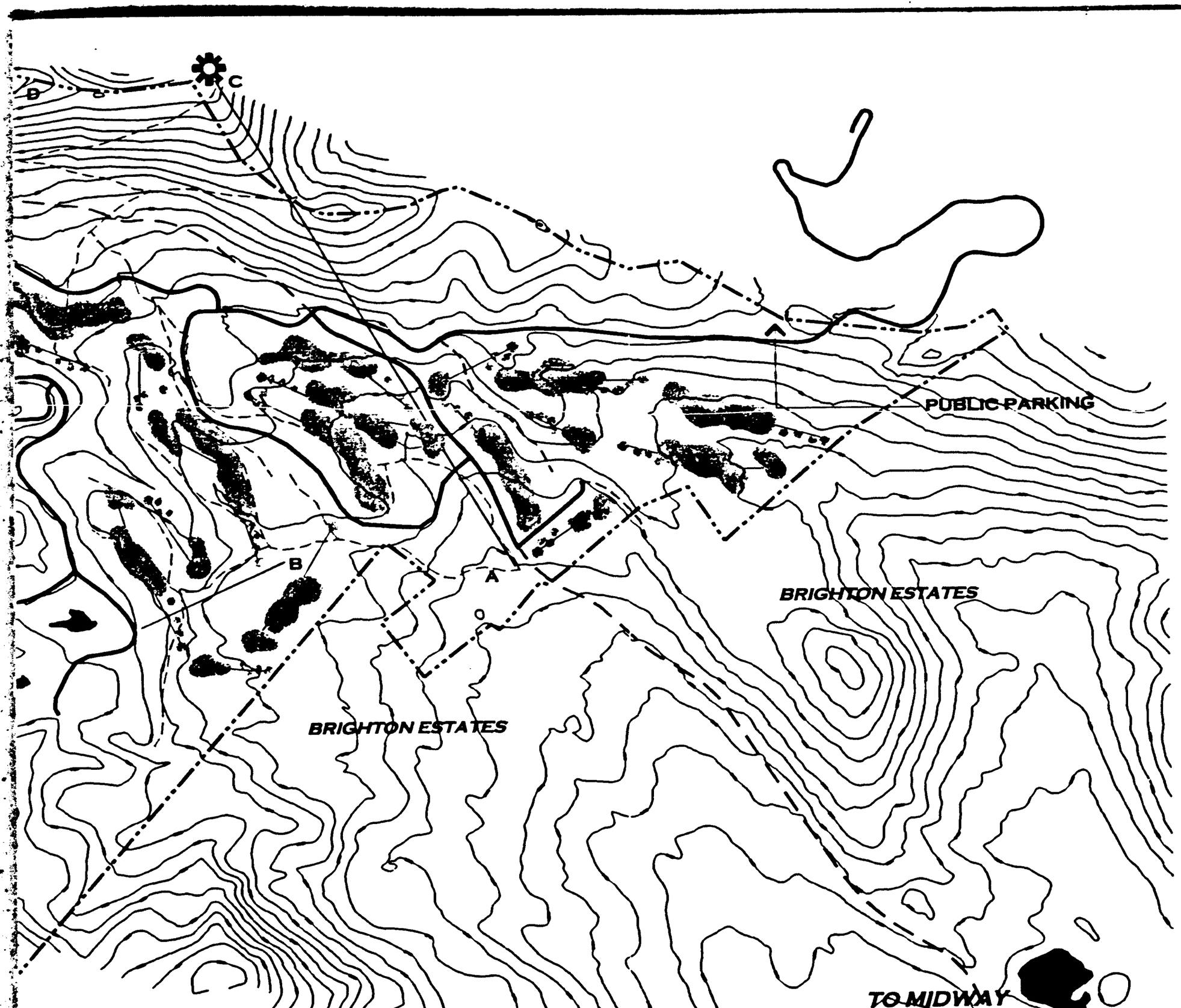
WASATCH COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8811

LAND PLANNING:
JOSEPHSON DESIGN
P. O. Box 1705
PARK CITY, UTAH 84060
(801) 647-7444

EXHIB

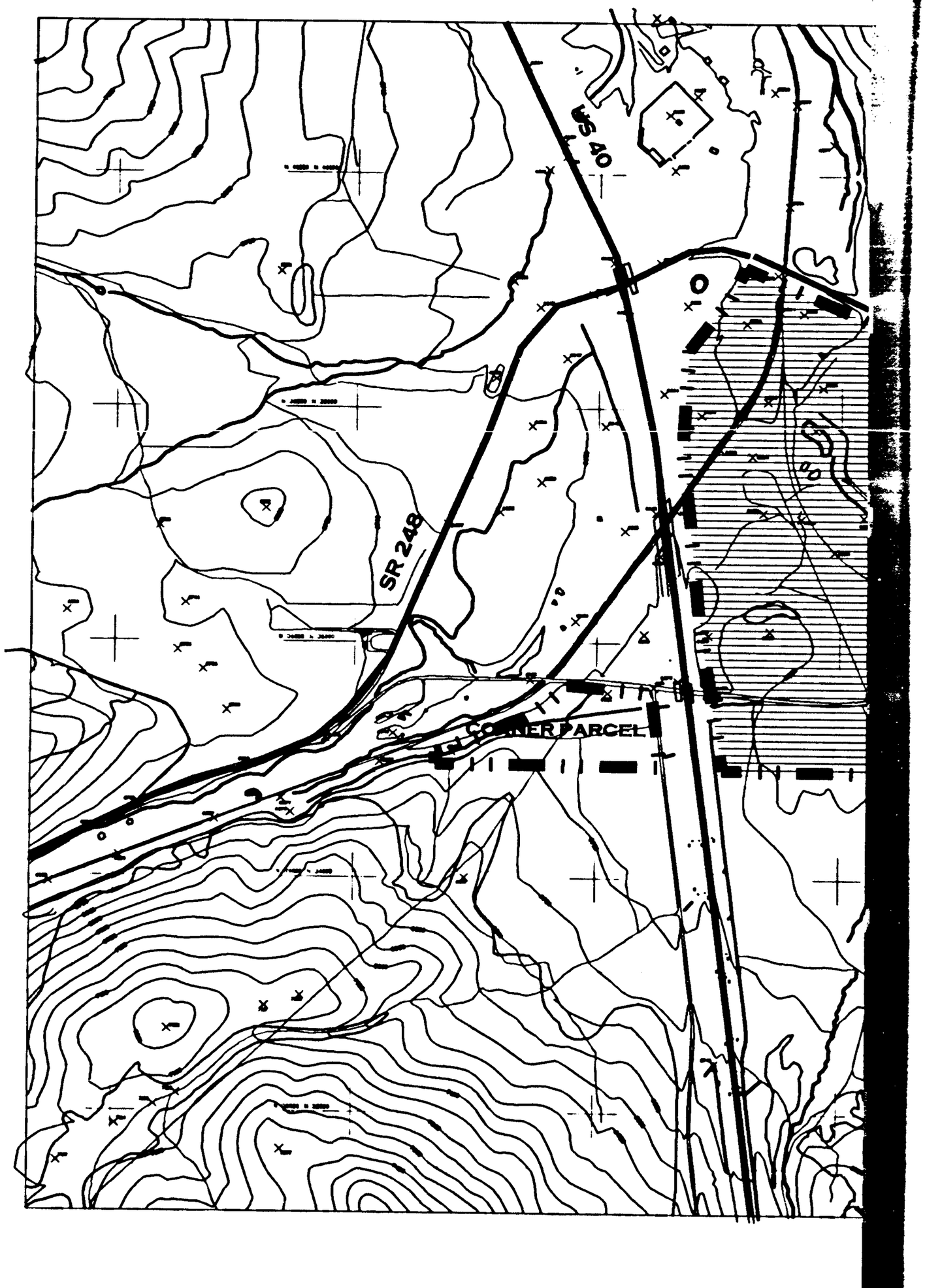
00544835 Bk01276 Pg00536



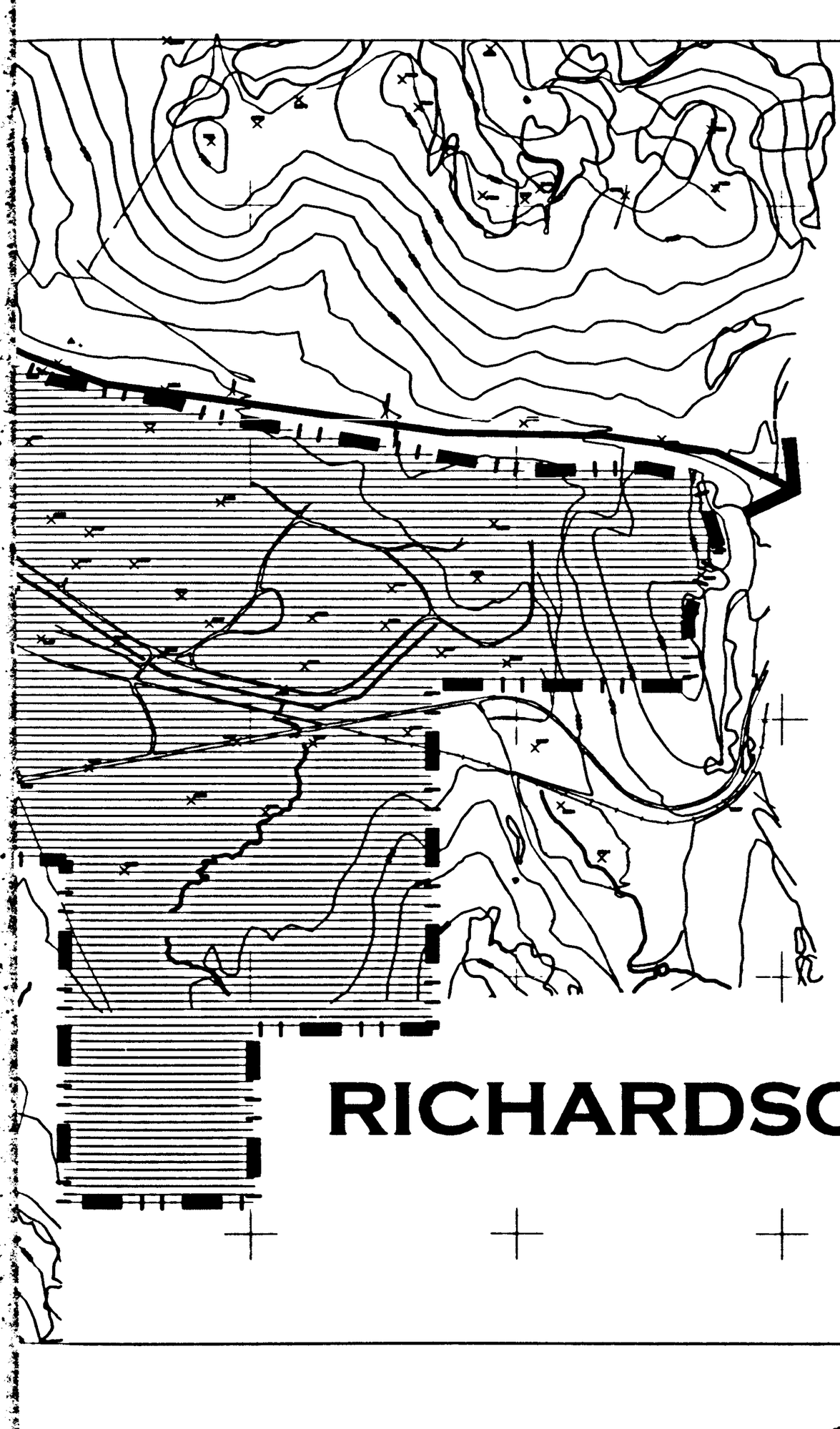
AIN

BIT C

00544835 Bk01276 Pg00537



00544835 Bk01276 Pg00538



TO KAMAS

RICHARDSON FLATS

00544835 Bk01276 Pg00539

RICHARDSON FLATS PARCEL

SUMMIT COUNTY, UTAH

APRIL 1999

0 400 800 2000

UNITED PARK CITY MINES COMPANY

JOSEPHSON DESIGN

EXHIBIT D

Exhibit D

UNITED PARK CITY MINES COMPANY

RICHARDSON FLATS DESCRIPTION

GENERAL DESCRIPTION

All of the property owned by United Park City Mines Company lying East of U. S Highway 40, South of Utah Highway 189, West of the Summit Wasatch County Line and North of the foothills forming the South edge of the Basin, being more particularly described as follows:

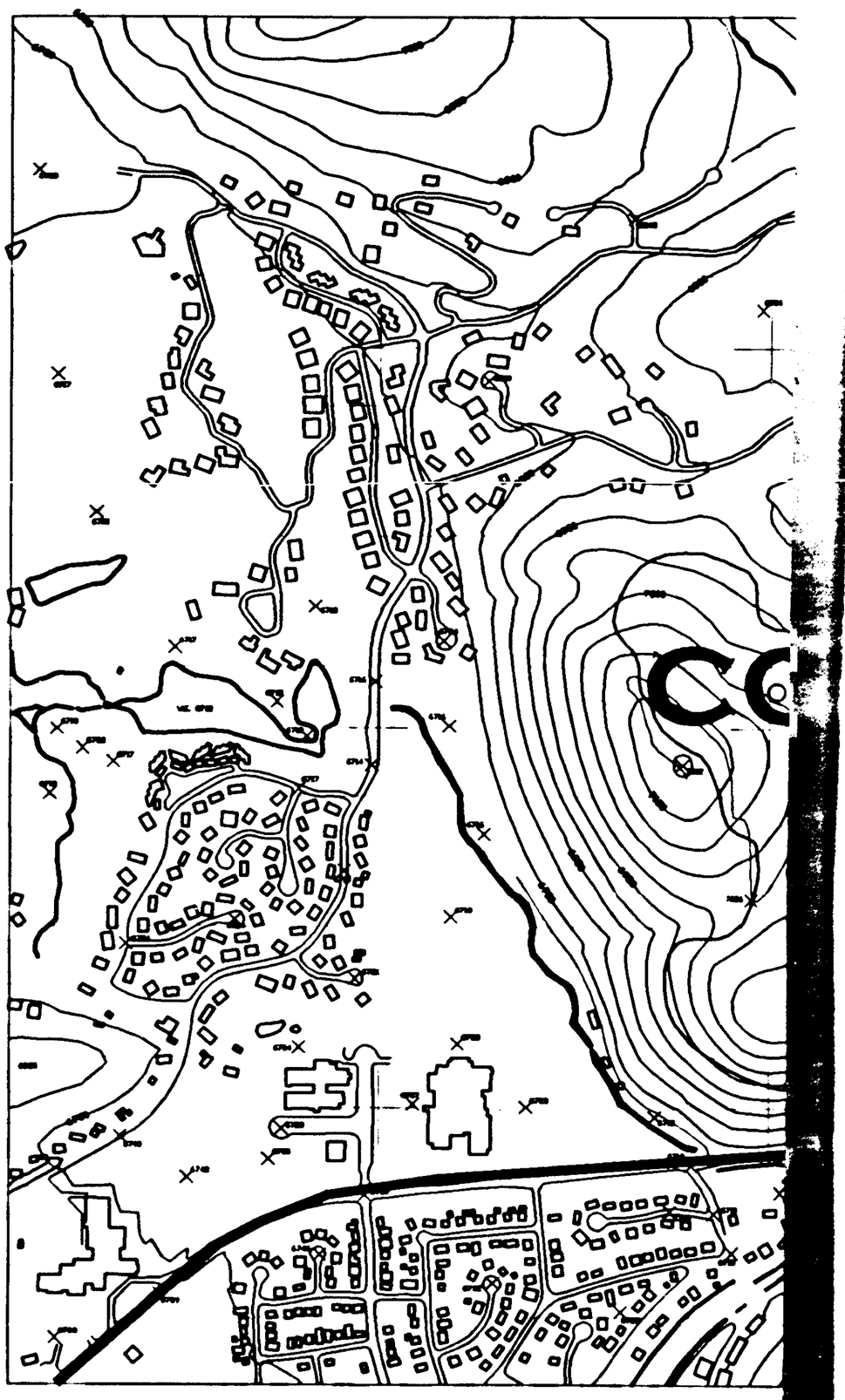
Beginning at a point lying on the center section line of Section 1, Township 2 South, Range 4 East Salt Lake Base and Meridian, said point also common with a point on the Summit and Wasatch County lines and lying South 64°34'17" East 6177.91 Feet, more or less, from the Northwest Corner of said Section 1;

Thence North 07°48'30" West 569.42 Feet more or less;
Thence North 30°03'00" East 491.00 Feet along said County Line to County Line Marker 138;
Thence North 15°43'00" West 620.95 Feet more or less to a point on the Southerly Right-of-Way line to Utah State Highway 189, said point lying on a 1,679.86 Foot radius curve to the left whose radius point bears South 18°25'57" West;
Thence along said curve, through a central angle of 12°57'43" a distance of 380.03 Feet;
Thence North 87°46'51" West 300.64 Feet;
Thence South 88°33'10" West 541.22 Feet;
Thence North 85°26'18" West 193.25 Feet;
Thence North 78°57'34" West 621.06 Feet;
Thence North 81°30'46" West 503.42 Feet;
Thence North 76°56'20" West 501.60 Feet;
Thence North 81°30'46" West 700.00 Feet;
Thence North 71°23'40" West 227.68 Feet;
Thence North 79°09'47" West 994.80 Feet;
Thence North 66°54'08" West 590.16 Feet;
Thence North 64°10'15" West 167.19 Feet;
Thence North 89°53' 00" West 978.55 Feet;
Thence South 25°23'31" West 116.87 Feet to a point on the northerly section line of said section 2;
Thence South 00°45'29" West 178.58 Feet more or less along said section line to a point on the Easterly Right-of-Way line of U. S. Highway 40;
Thence South 5°56'20" West 253.60 Feet;
Thence South 5°56'20" West 205.58 Feet to a point on a 2406.48 radius curve to the left whose radius point bears South 84°01'04" East;
Thence along said curve, through a central angle of 9°17'52" a distance of 390.52 Feet;
Thence South 3°23'37" East 105.10 Feet;
Thence South 7°04'23" East 356.56 Feet more or less to a point on the northwesterly boundary of the Rails to Trails Right-of-Way;
Thence South 7°04'23" East 150.58 Feet to a point on the southeasterly boundary of said Right-of-Way;
Thence South 7°04'24" East 48.63 Feet;
Thence South 1°27'27" West 202.24 Feet;
Thence South 40°00'00" East 554.91 Feet;
Thence South 31°40'49" West 481.87 Feet;

RICHARDSON FLAT DESCRIPTION
Page Two

Thence South 7°04'23" East 493.36 Feet more or less to a point on the northerly edge of the County Road across Richardson Flat;
Thence South 7°04'19" East 102.54 Feet to a point on the southerly boundary of said roadway;
Thence South 7°04'23" East 575.60 Feet to a point on the northern line of the South 1/2 of the Southeast one quarter of said Section 2;
Thence South 89°57'22" East 1604.54 Feet more or less along said line to the east line of said Section 2;
Thence South 00°33'35" West 1326.74 Feet more or less to the Southeast Corner of said Section 2, said point also common to Sections 1, 12 and 11 of Township 2 South, Range 4 East S.L.B. & M.;
Thence South 00°10'48" West 1328.76 Feet along the east section line of said Section 11 to a point common to the center line of the Northeast one quarter of said Section 11;
Thence South 89°09'12" East 1358.31 Feet more or less along the south line of the northwest one quarter of the northwest quarter of said Section 12;
Thence North 00°07'55" East 1347.76 Feet more or less to a point on the south line of said Section 1:
Thence North 89°58'31" East 1357.10 Feet, more or less, along said south section line to the south quarter corner of said Section 1;
Thence North 00°00'24" East 2679.92 Feet more or less along the center section line of said Section 1 to the Center of said Section 1;
Thence South 89°30'01" East 2043.63 Feet more or less along the center section line of said Section 1 to the Point of Beginning;

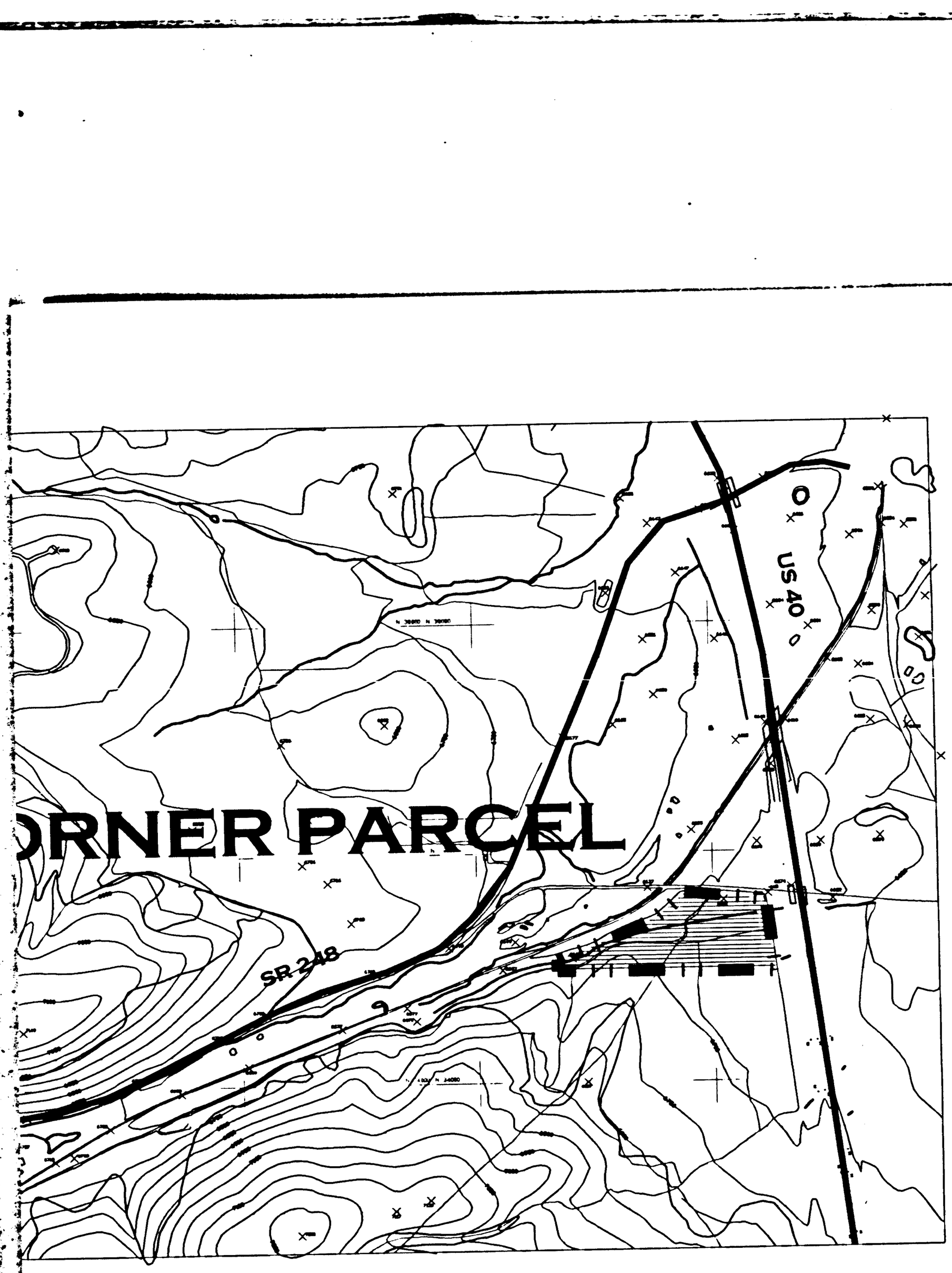
Contains 573 acres more or less.



00544835 Bk01276 Pg00542

APRIL 19

0 400



99

800 2000

CORNER PARCEL

SUMMIT COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8811

LANDSCAPE ARCHITECTURE:
JOSEPHSON DESIGN
P.O. Box 1758
PARK CITY, UTAH 84060
(801) 647-7704

00544835 Bk01276 Pg00543

EXHIBIT E

Exhibit E

UNITED PARK CITY MINES COMPANY

Richardson Flat Corner Parcel Description

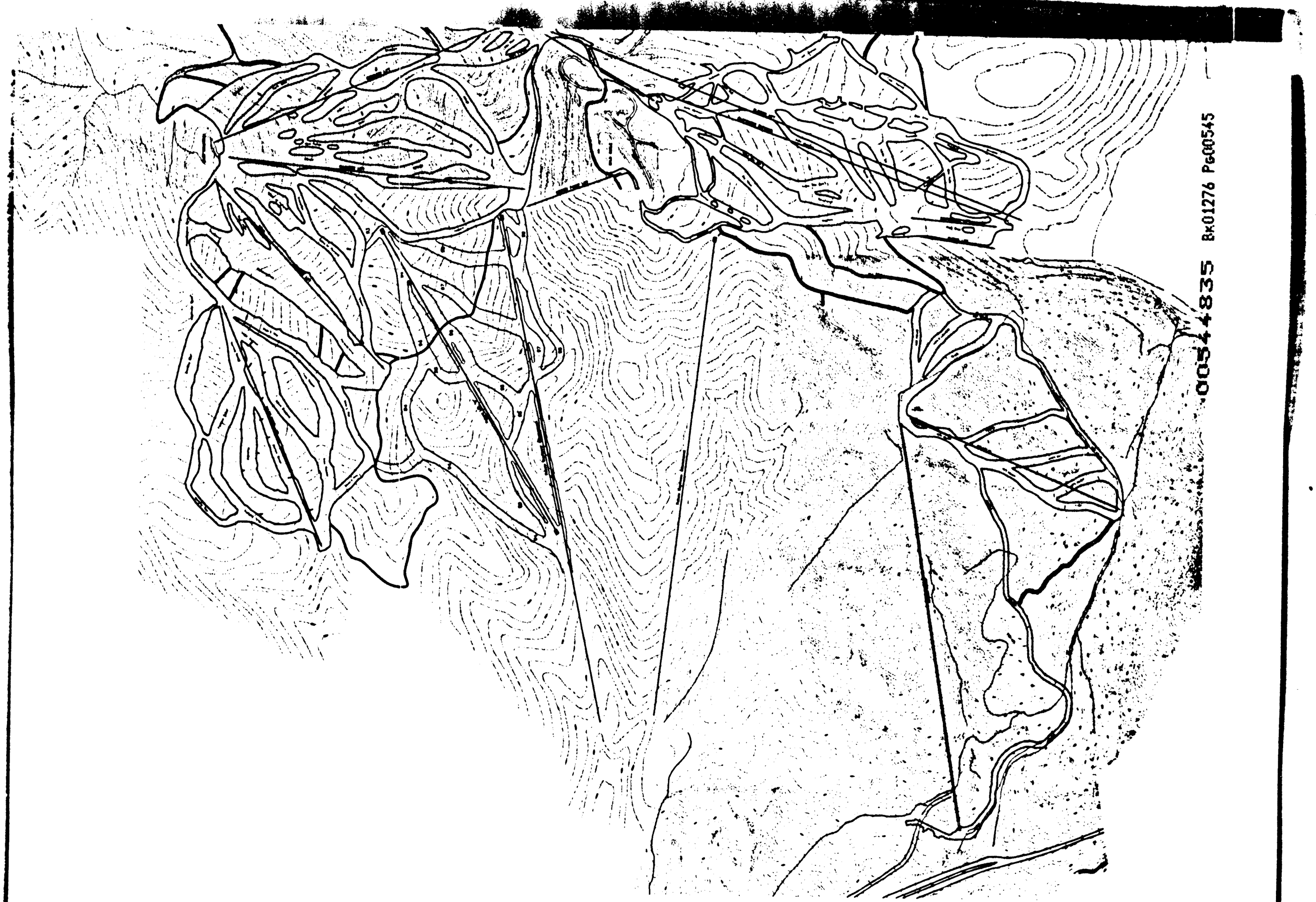
Two parcels of land located in the North 1/2 of the South 1/2 of Section 3, Township 2 South, Range 4 East, S. L. B. & M. being more particularly described as follows:

All of that portion of the NE 1/4 of the SW 1/4 of Section 2, Township 2 South, Range 4 East S.L.B. & M. lying South of the Rails to Trails right-of-way and the County Road.
Contains 12.33 acres more or less.

And,

All of that portion of the NW 1/4 of the SE 1/4 of Section 2, Township 2 South, Range 4 East S.L.B. & M. lying west of the relocated U. S. 40 and South of the County Road.
Contains 7.01 acres more or less.

0054835 Bk01276 Pg00545





SKI AREA PLAN

DEER VALLEY RESORT COMPANY

EXISTING SKI RUNS (NAMED)
PROPOSED SKI RUNS (NUMBERED)
EXISTING SKI LIFTS (NAMED)
PROPOSED SKI LIFTS (LETTERED)

400 0 400 800 FEET

NOTE:
THIS EXHIBIT IS NOT INTENDED TO BE A SURVEY OF BOUNDARY AND PLANIMETRIC FEATURES SHOWN. MAP ACCURACY IS LIMITED TO GENERAL DESCRIPTIVE PURPOSES ONLY.

Exhibit F

SHANER
Design Graphics

00544835 Bk01276 Pg00546

Exhibit G

Deer Valley Resort Company
Ski Run Construction and
Revegetation Standards

1. Prior to construction activity, ski trail sidelines will be flagged by Deer Valley Resort Company personnel. Construction activity shall be limited to within the flagged sidelines, lift tower and lift terminal areas.

2. Access to construction activity shall be by existing service roads where available.

3. Clearing operations shall leave the ski trails with a feathered edge. Low shrubs at trail edges shall remain. Tree islands shall be incorporated in the field into trails where feasible and safe.

4. After clearing in areas of cut, topsoil shall be stripped and stockpiled for later respreading.

5. In fill areas, stumps shall remain in place to a 2' maximum height. In cut areas, stumps will be removed by backhoe or dozer. Stumps shall be flush cut in areas where no grading or fill will occur.

6. Any trees cut suitable for use as firewood will be cut into firewood length and transported to Deer Valley's day lodges. Stumps and slash shall be buried as deeply as possible in field-designated areas with 3' minimum cover over uppermost slash layer. Alternate 3' maximum slash layers with 3' soil layers, running over layers with heavy equipment as placement occurs. Maximum length of any one piece of slash shall be 10'. Slash and rock burial may be used to produce terrain features within ski trails.

7. Excavation, embankment and fill operations shall proceed in such a manner that finish grading and erosion control implementation will occur as soon as possible after disturbance.

00544835 Bk01276 Pg00547

Exhibit G

Deer Valley Resort Company
Ski Run Construction and
Revegetation Standards

1. Prior to construction activity, ski trail sidelines will be flagged by Deer Valley Resort Company personnel. Construction activity shall be limited to within the flagged sidelines, lift tower and lift terminal areas.

2. Access to construction activity shall be by existing service roads where available.

3. Clearing operations shall leave the ski trails with a feathered edge. Low shrubs at trail edges shall remain. Tree islands shall be incorporated in the field into trails where feasible and safe.

4. After clearing in areas of cut, topsoil shall be stripped and stockpiled for later respreading.

5. In fill areas, stumps shall remain in place to a 2' maximum height. In cut areas, stumps will be removed by backhoe or dozer. Stumps shall be flush cut in areas where no grading or fill will occur.

6. Any trees cut suitable for use as firewood will be cut into firewood length and transported to Deer Valley's day lodges. Stumps and slash shall be buried as deeply as possible in field-designated areas with 3' minimum cover over uppermost slash layer. Alternate 3' maximum slash layers with 3' soil layers, running over layers with heavy equipment as placement occurs. Maximum length of any one piece of slash shall be 10'. Slash and rock burial may be used to produce terrain features within ski trails.

7. Excavation, embankment and fill operations shall proceed in such a manner that finish grading and erosion control implementation will occur as soon as possible after disturbance.

00544835 Bk01276 Pg00547

8. Cut and fill slopes shall be 1.5 : 1 maximum unless rock is encountered. Cut slopes in rock may be oversteepened depending upon geotechnical considerations. The top of all cut slopes in soil shall be rounded for a horizontal distance of 3' beyond the catch point. Slope rounding shall occur as the slope is being brought down.

9. Lift towers shall be set by helicopter. No work roads shall be cut to lift tower locations except at the upper and lower terminals where access roads are depicted.

10. The finished surface of ski trails shall be graded with 3' maximum, well graded topsoil and native soils. The finished surface of ski trails, fills and cut slopes not in rock shall be tracked prior to reseeding, with cleat marks left perpendicular to the fall line of the slope.

11. Sediment shall be controlled for the duration of the project. Straw bales and sediment filter fencing shall be installed at the lower limits of graded areas so that sediment is not transported off the site or into drainages.

12. On ski trails, construct water bars at 300' intervals for slopes less than 25%, at 200' intervals for slopes between 25% and 50%, and at 100' intervals for slopes in excess of 50%. Water bar locations will be field determined. Water bars shall slope at 6% to 7% in the direction of existing vegetated areas. Water bars shall be constructed immediately after rough grading and shall be maintained for the duration of the project.

13. Snowmaking and utility trenches shall be backfilled to at least 85% of maximum density. Trenches shall be mounded with 6' of compacted soil to allow settlement.

14. Riprap for drainage channels and culvert inlets and outlets shall be angular and outlets shall be angular, hard, dense, durable rock. Riprap shall be spread to achieve an interlocking structure and minimize voids.

00544835 Bk01276 Pg00548

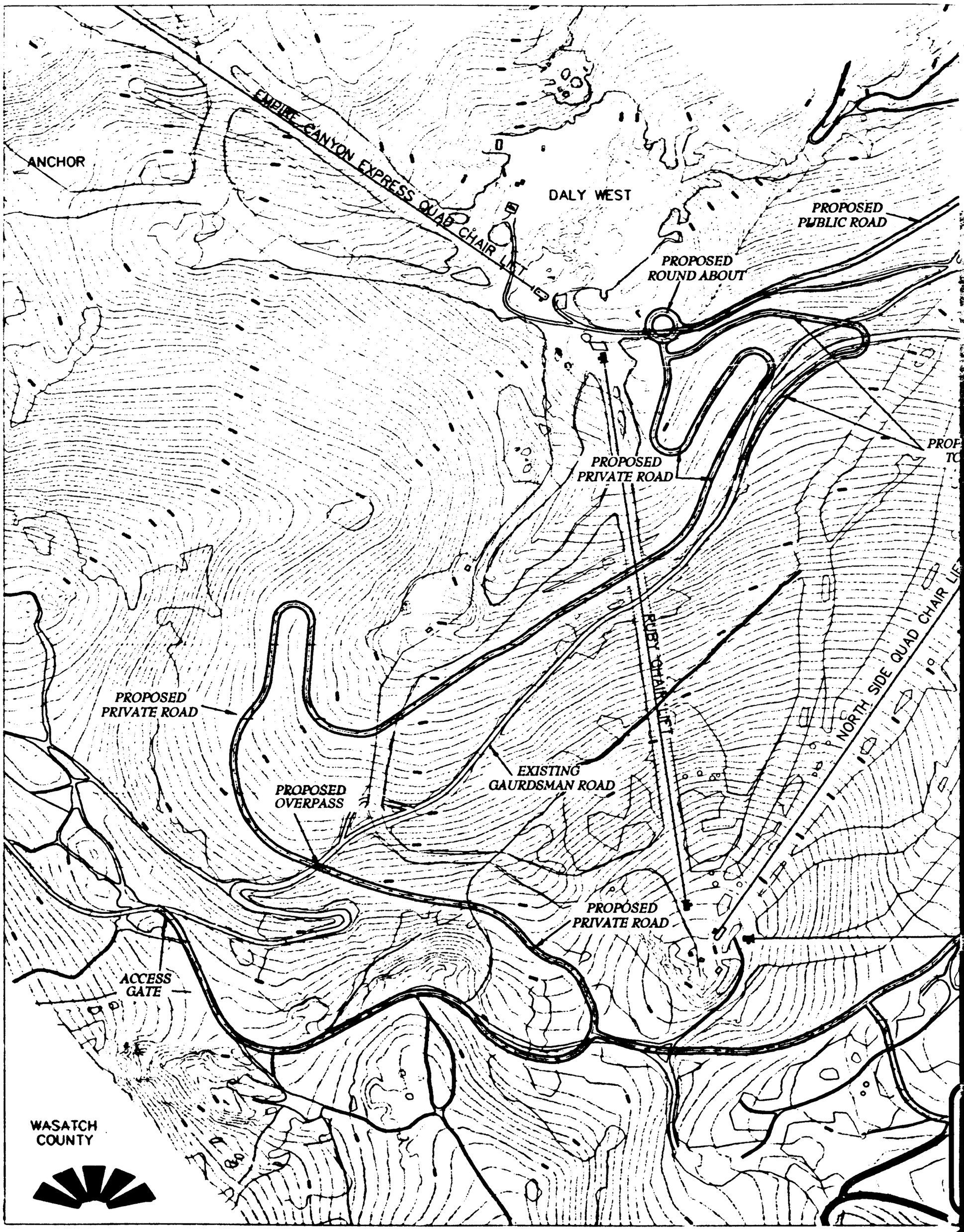
15. All areas with earth disturbance other than existing roads shall be revegetated. Seed mix shall be applied at a minimum rate of 26 lbs. per acre. Seed mix shall have the following proportions:

Durar Hard Fescue	30%
Manchar Bromegrass	30%
Orchardgrass	30%
Perennial Ryegrass	15%
Pubescent Wheatgrass	15%

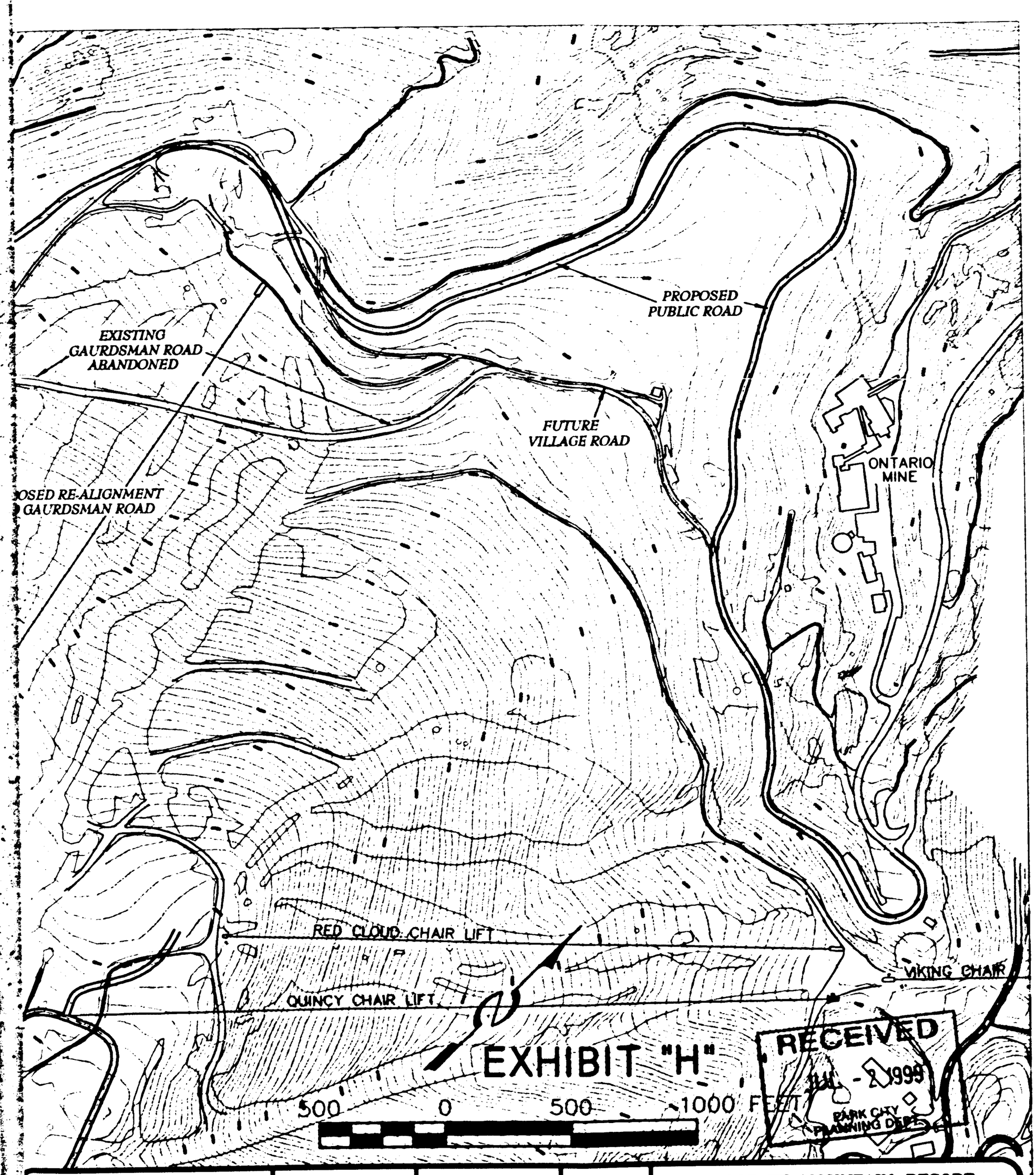
Seed shall be applied by broadcast methods. Fertilizer shall be applied at a minimum rate of 400 lbs. per acre. Areas not achieving germination and subsequent coverage of 80% shall be reseeded.

16. After seeding, ski trails shall be mulched with certified weed free straw mulch at a rate of approximately 2 tons per acre (2' to 3' in depth).

00544835 Bk01276 Pg00549

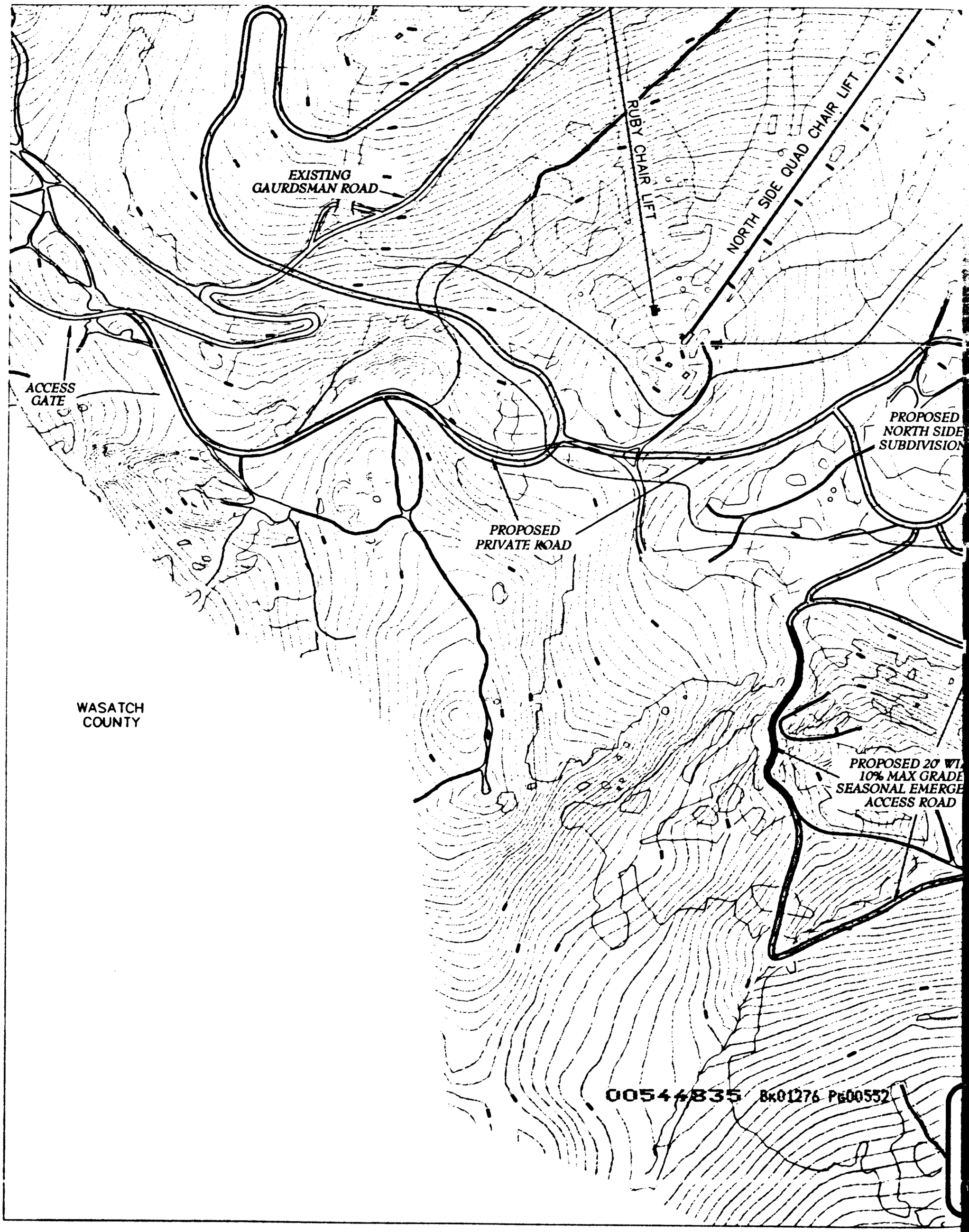


00544835 Bk01276 Pg00550

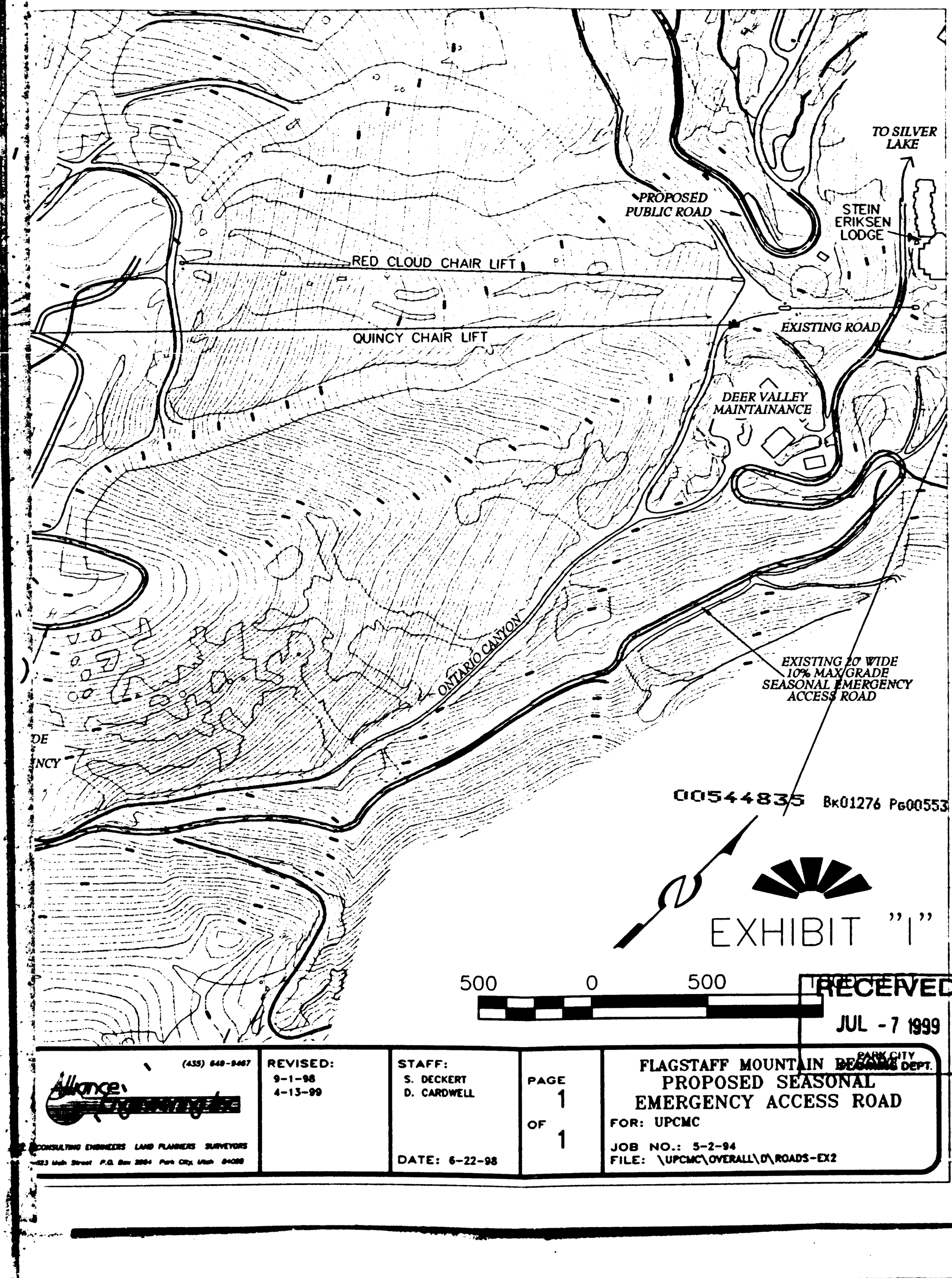


(435) 649-9467 Alliance Engineering Inc. CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 333 Main Street P.O. Box 2664 Park City, Utah 84060	REVISED: 9-1-98 1-13-99 4-13-99 6-9-99	STAFF: S. DECKERT D. CARDWELL DATE: 6-22-98	PAGE 1 OF 1	FLAGSTAFF MOUNTAIN RESORT GAURDSMAN RE-ALIGNMENT PROPOSED PUBLIC/PRIVATE ROADS FOR: UPCMC JOB NO.: 5-2-94 FILE: \UPCMC\OVERALL\D\ROAD-EX

00544835 Bk01276 Pg00551



00544835 Bk01276 Pg00552

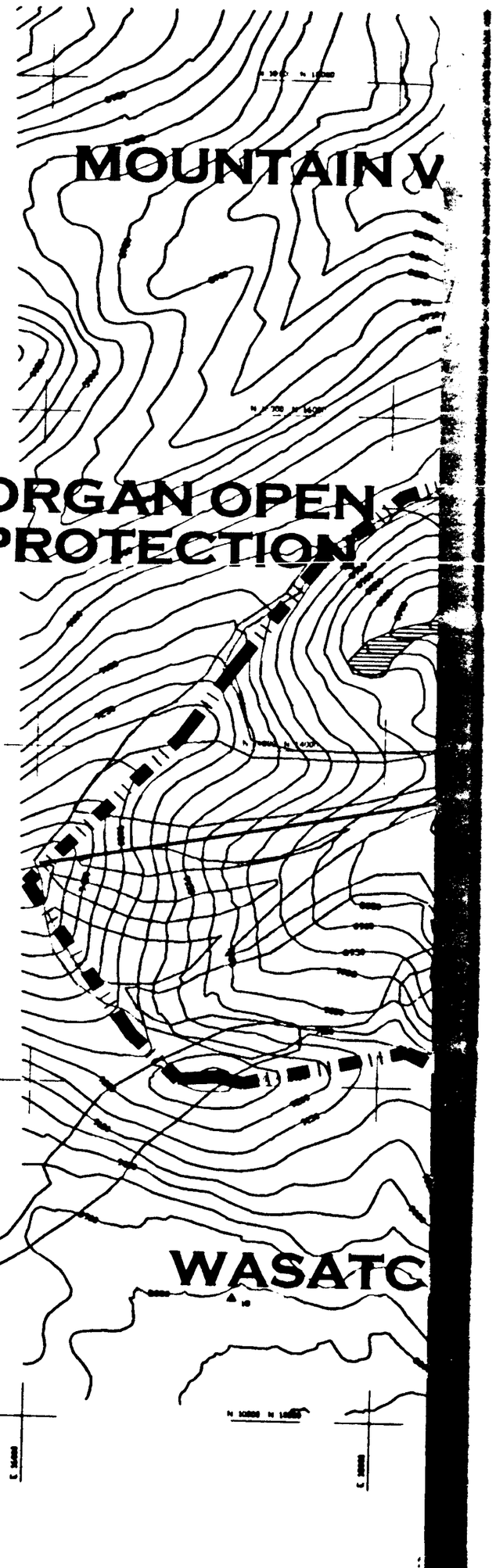


00544835 Bk01276 Pg00553

EXHIBIT "I"

RECEIVED
JUL - 7 1999
PARK CITY PLANNING DEPT.

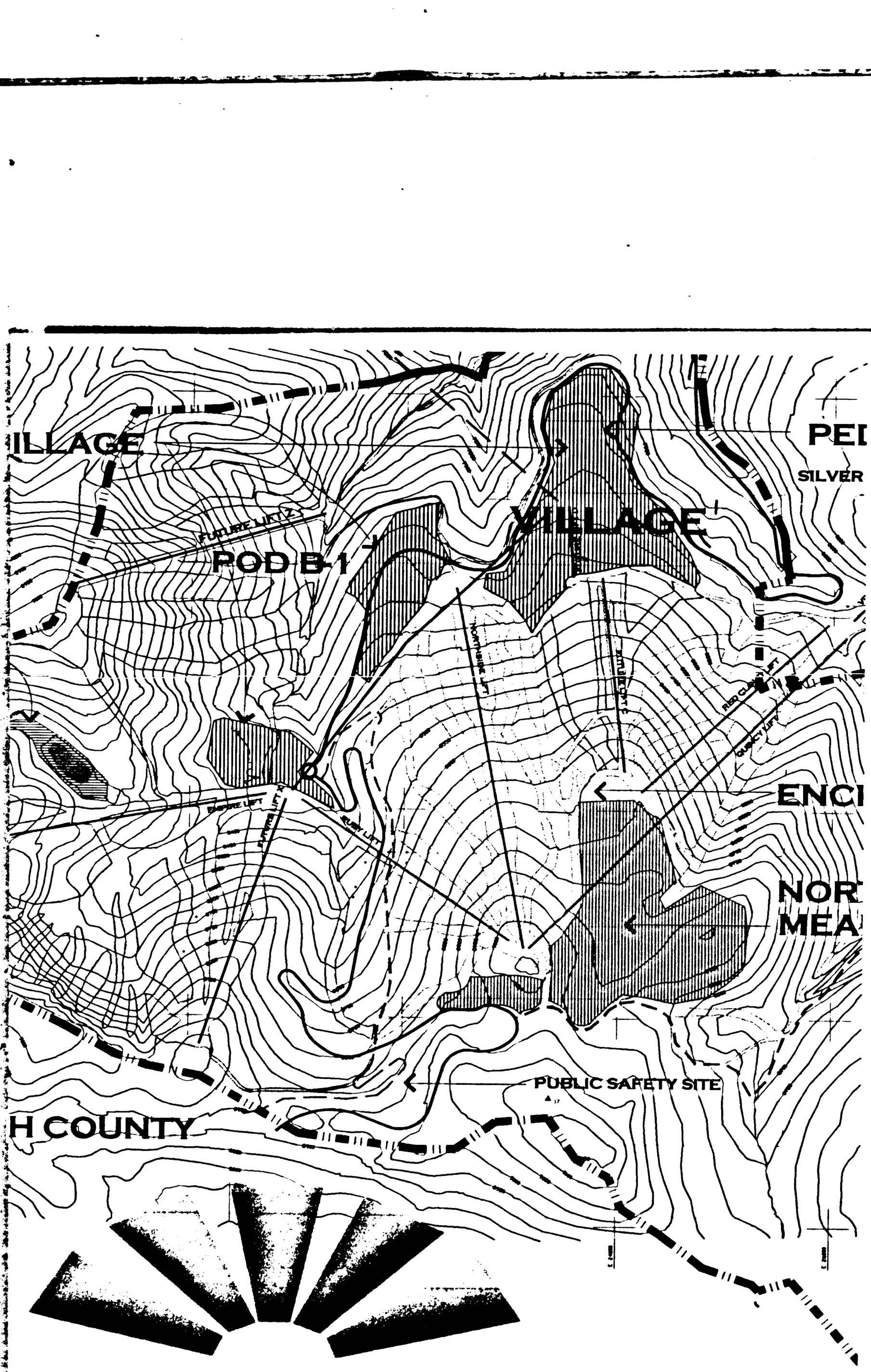
(435) 649-9467 Alliance Engineering CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 423 Main Street P.O. Box 2664 Park City, Utah 84060	REVISED: 9-1-98 4-13-99	STAFF: S. DECKERT D. CARDWELL DATE: 6-22-98	PAGE 1 OF 1	FLAGSTAFF MOUNTAIN BASIN PROPOSED SEASONAL EMERGENCY ACCESS ROAD FOR: UPCMC JOB NO.: 5-2-94 FILE: \UPCMC\OVERALL\D\ROADS-EX2



00544835 Bk01276 Pg00554

JUNE 1999

0 400 800 2000



FLAGSTAFF MOUNTAIN RESORT

SUMMIT COUNTY, UTAH

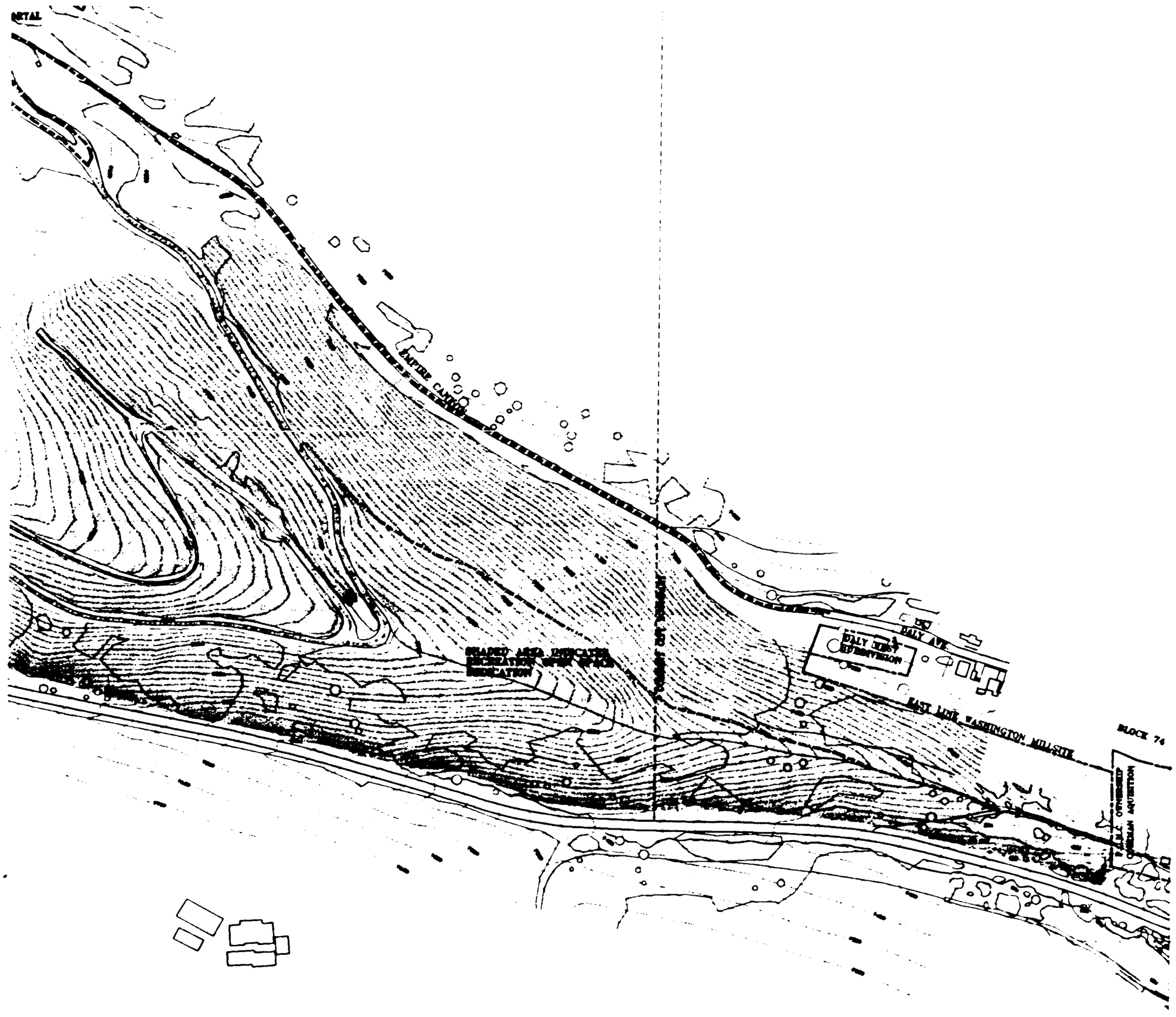
PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8811

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1728
PARK CITY, UTAH 84060
(801) 647-7744

00544835 Bk01276 Pg00555

EXHIBIT J

00544835 Bk01276 Pg00556



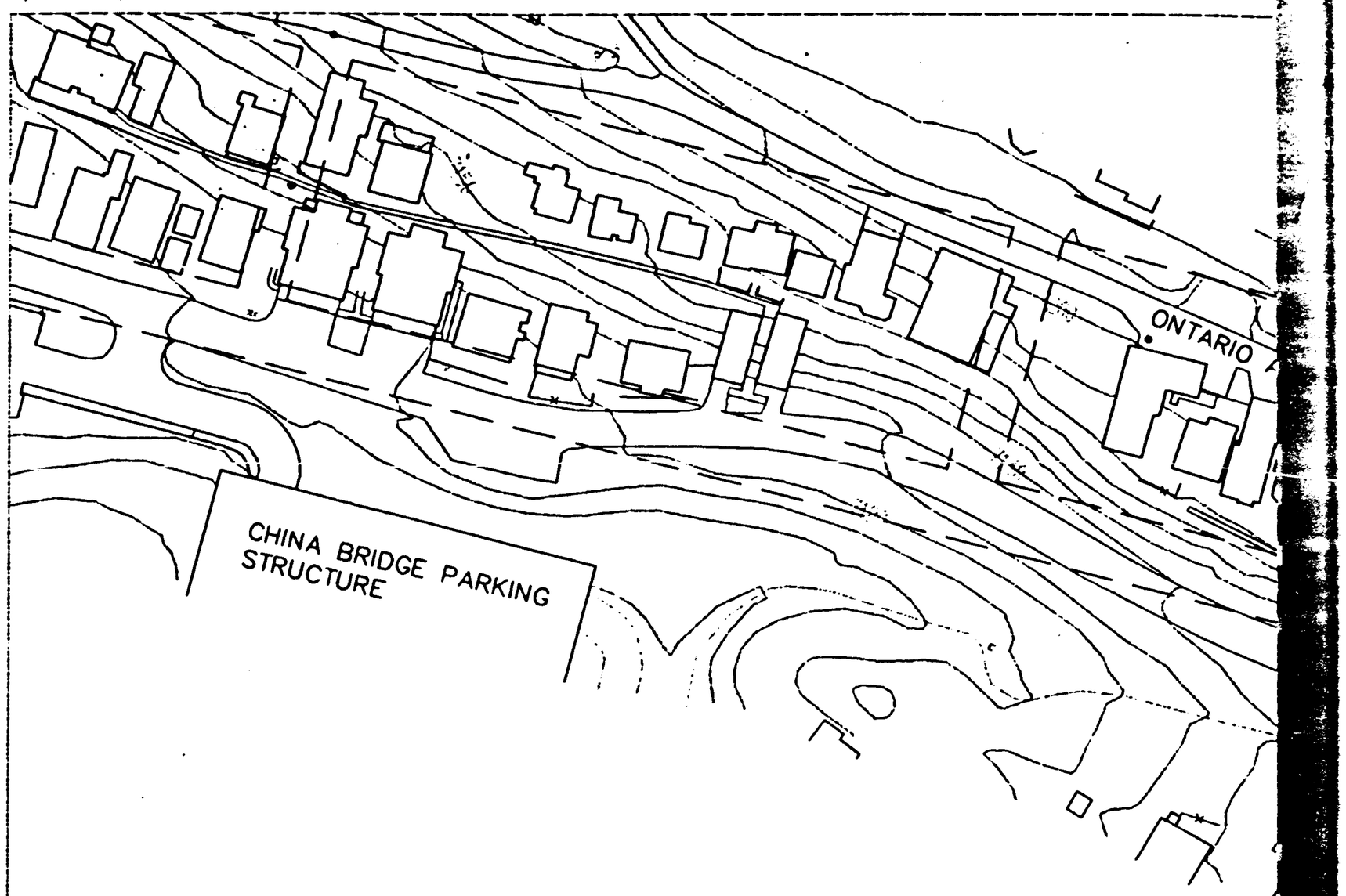
00544835 Bk01276 Pg00557

EXHIBIT "K"

400 0 400 800 FEET

RECEIVED
JUL - 7 1999
PARK CITY PLANNING DEPT.

(435) 649-9467 Alliance Engineering CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2864 Park City, Utah 84060	REVISED: 8-7-98 9-1-98 4-13-99	STAFF: S. DECKERT D. CARDWELL DATE: 6-30-98	PAGE 1 OF 1	FLAGSTAFF MOUNTAIN RESORT PROSPECT RIDGE ROS DEDICATION FOR: UPCMC JOB NO.: 17-4-96 FILE: UPCMC\D\SR-PRELM



00544835 Bk01276 Pg00558

100 0 100 200 FEET

EXHIBIT "L"

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
333 Main Street P.O. Box 2664 Park City, Utah 84060

REVISED:

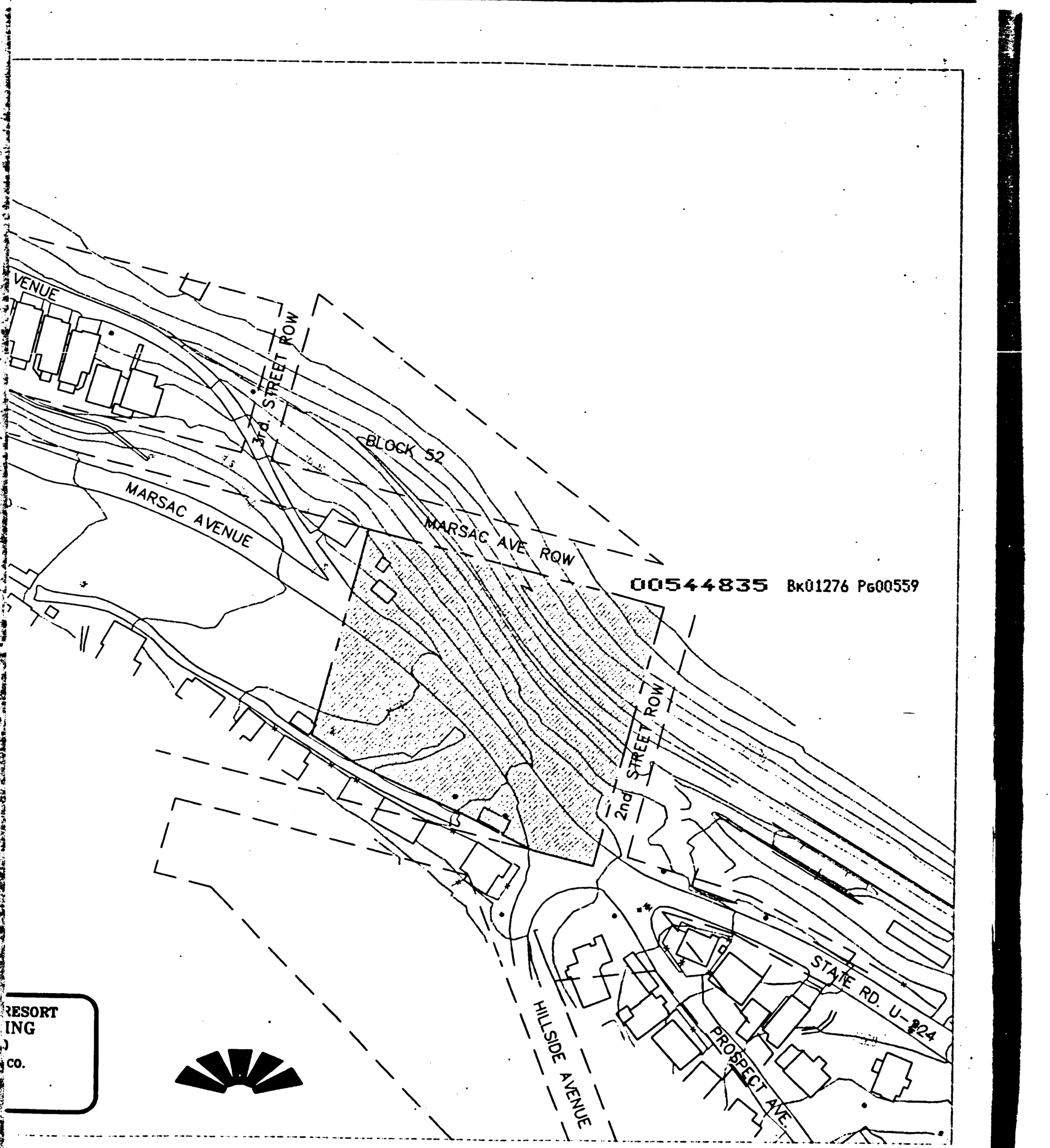
STAFF:
S. DECKERT

DATE: 9-1-98

PAGE 1 OF 1

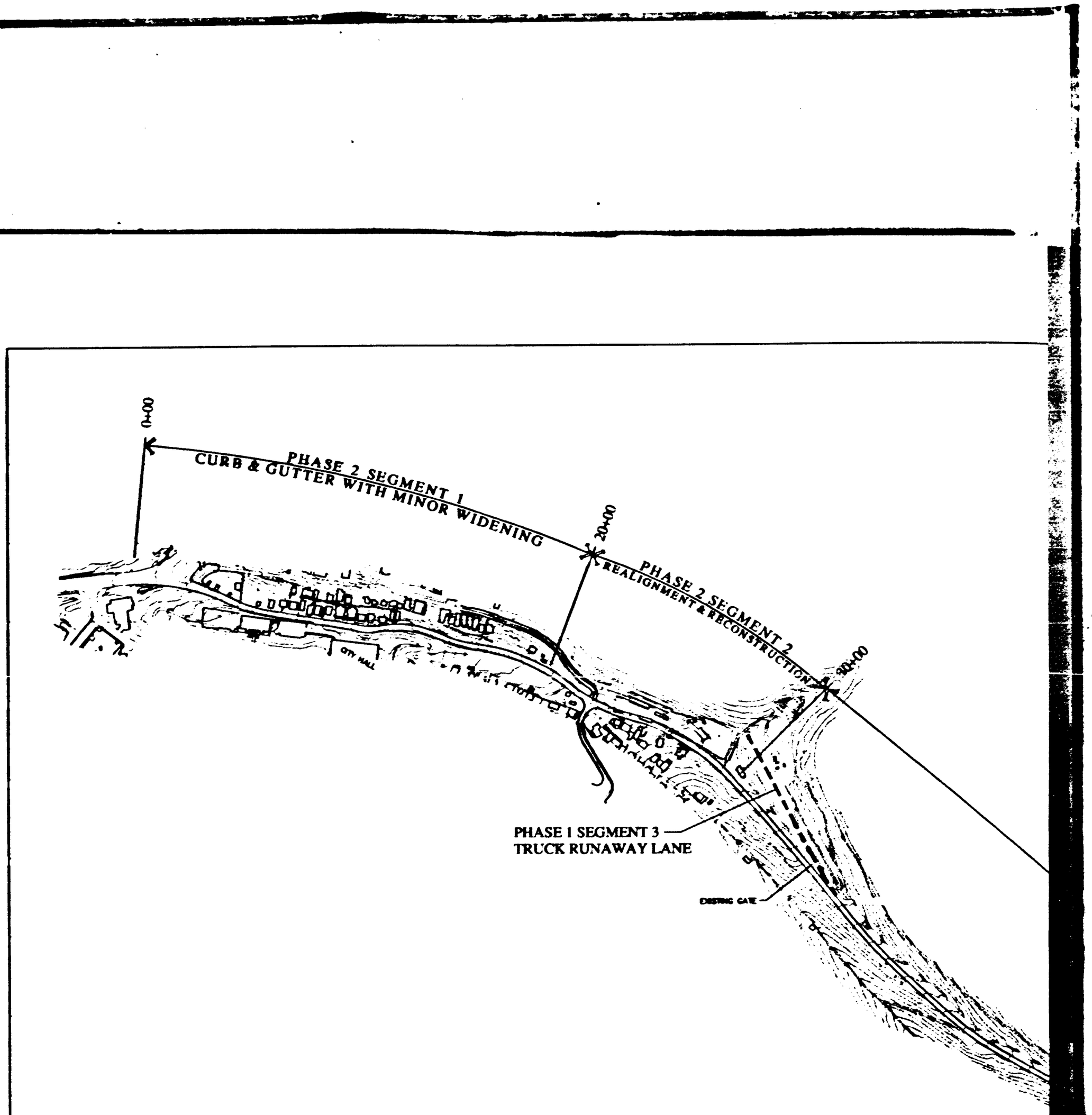
FLAGSTAFF MOUNTAIN
SAND RIDGE PARK
HILLSIDE LAND
FOR: UNITED PARK CITY MINES

JOB NO.: 5-2-84
FILE: UPCMC\D\SANDLAND



00544835 Bk01276 Pg00559

RESORT
ING
CO.



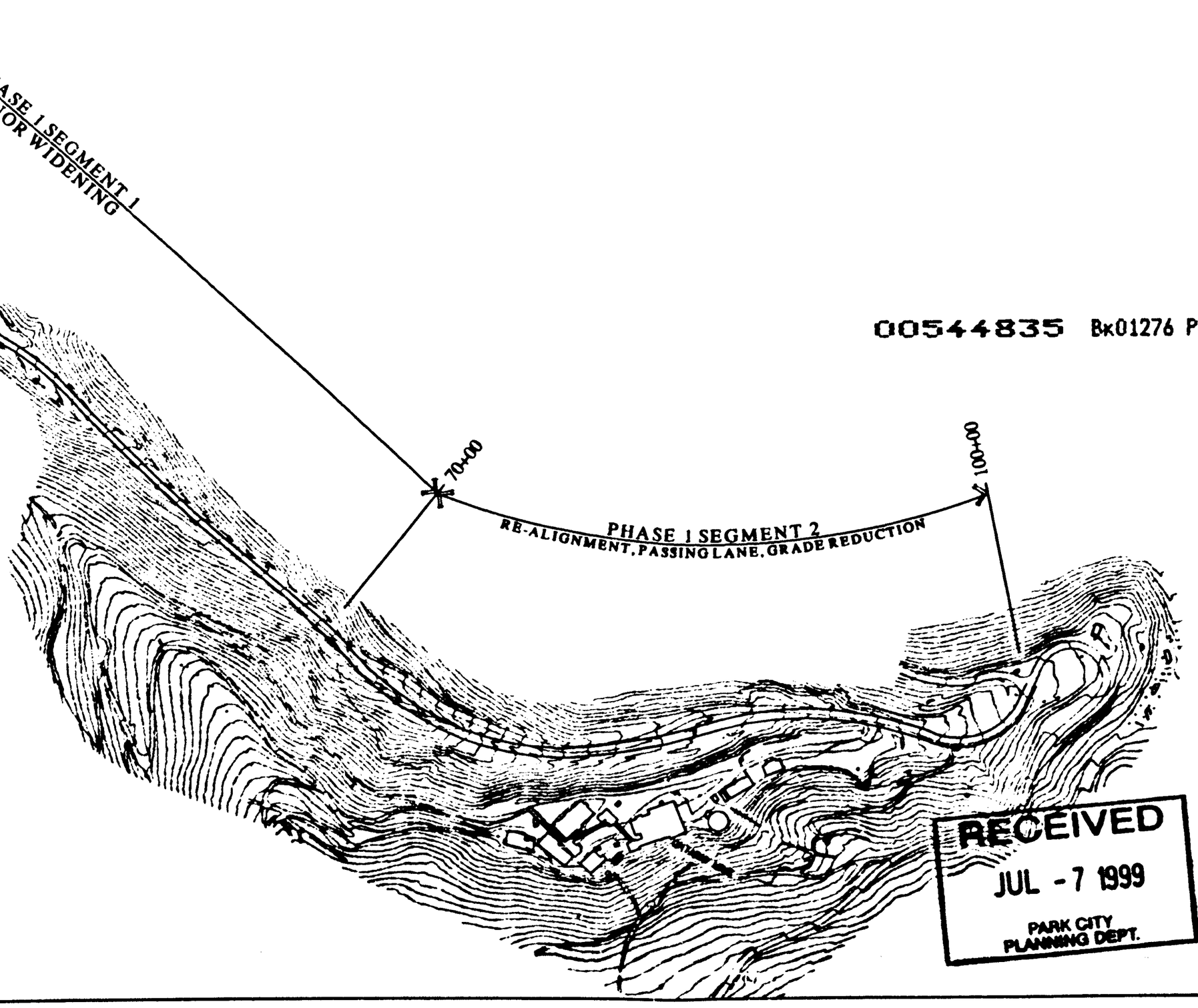
00544835 Bk01276 Pg00560

EXHIBIT "M"

600 0 600 1200 FEET

(435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 355 North Street P.O. Box 2864 Park City, Utah 84060	REVISED:	STAFF: J. DEMKOWICZ L. UJHELY DATE: 1/20/99	PAGE 1 OF 1	FLAGSTAFF MOUNTAIN RESORT STATE ROAD U-224 ROAD RECONSTRUCTION PLAN FOR: UPCMC JOB NO.: 26-8-91 FILE: UPCMC\OVERALL\D\RD600

00544835 Bk01276 Pg00561



RECEIVED
JUL - 7 1999
PARK CITY
PLANNING DEPT.

Exhibit M

The Flagstaff Mountain Resort
At
Deer Valley

Road Construction Plan

Off-site, Highway 224 Improvements
Lower Mine Road

Summary of Current Conditions.

Upgrading and improving State Highway 224 has been identified as an important component related to the Flagstaff Mountain project. S.R. 224, or the Mine Road, as it is commonly referred to, will be the primary ingress and egress route from the Flagstaff Mountain Resort project. The developer has volunteered, at considerable expense, to upgrade and improve the Mine Road. This would not only benefit the Flagstaff Mountain Resort, but all users of the road. It should be noted that the developer volunteered to fund the cost of these considerations up-front and not as an extracted concession.

The route referred to as the Mine Road begins at the far northern end of Marsac Avenue, travels along the length of Marsac Avenue and through Ontario Canyon. The Road crosses the Summit/Wasatch County line, and continues west to Brighton or east to Midway. The Mine Road currently serves during the summer months as a business route to UPCMC, the Silver Mine Adventure, Deer Valley and the horse stables. It serves as a residential access route to Brighton Estates, upper Deer Valley and the Girl Scout facility. It also serves as a sight-seeing route for the Bonanza area. Beyond the Deer Valley turn-off, traffic is not heavy on the road during the summer months, totaling approximately 3-400 vehicles/day (source: MK Centennial Traffic Eng. Report: *Deer Valley Residential Expansion 9/93, rev. 12/93*).

During the winter months the Mine Road is closed by the Utah Department of Transportation just beyond the Deer Valley connector road. The lower road then serves as business access for UPCMC, the Silver Mine Adventure, Deer Valley and High Country Snowmobiles. The road also serves as residential access route for Deer Valley. There are also a small number of snowmobilers who use the road as a recreation access point, however this number continues to decrease as more and more land in the Bonanza Basin is closed to this type of activity.

This proposal covers that portion of the Mine Road which originates at the intersection of Marsac and Deer Valley Drive, and extends to the upper Deer Valley turn-off (Guardsmen Connection). The upper sections of the Mine Road will be addressed in other proposals.

00544835 Bk01276 Pg00562

Construction traffic to upper Deer Valley is continuous throughout the year. Heavy trucks haul supplies up and excavated material down the road. In addition, delivery trucks access the aforementioned businesses throughout the year. An important consideration for public safety is a runaway truck lane. This is currently a problem on the mine road, and the voluntary concession of a runaway truck lane installed at the expense of the developer should greatly improve a problem which is presently of concern.

The present situation on the mine road will be improved with the development of the Flagstaff Mountain Resort project. Current areas of concern will be enhanced by planned improvements. The improvements to the mine road will create a situation whereby levels-of-service will be increased and the road will be made safer and more efficient.

* * *

00544835 Bk01276 Pg00563

Summary of Objectives

The off-site improvements to Highway 224 are considered to be an important component of the overall Flagstaff Mountain Resort Master Plan. The current parameters of the mine road will improve in both efficiency and safety. The following constitute the voluntary proposed changes to the mine road to develop a safe and adequate ingress/egress route to and from the Flagstaff Mountain Resort project.

⇒ **Widen the road needs where necessary**

⇒ **Increase the overall level of service**

⇒ **Curb and gutter installed in residential areas**

⇒ **Install a runaway truck lane uphill from the residential area**

⇒ **Install hydrologic controls where necessary**

⇒ **Install a passing lane below the Ontario Mine**

⇒ **Improve the grade where practical**

* * *

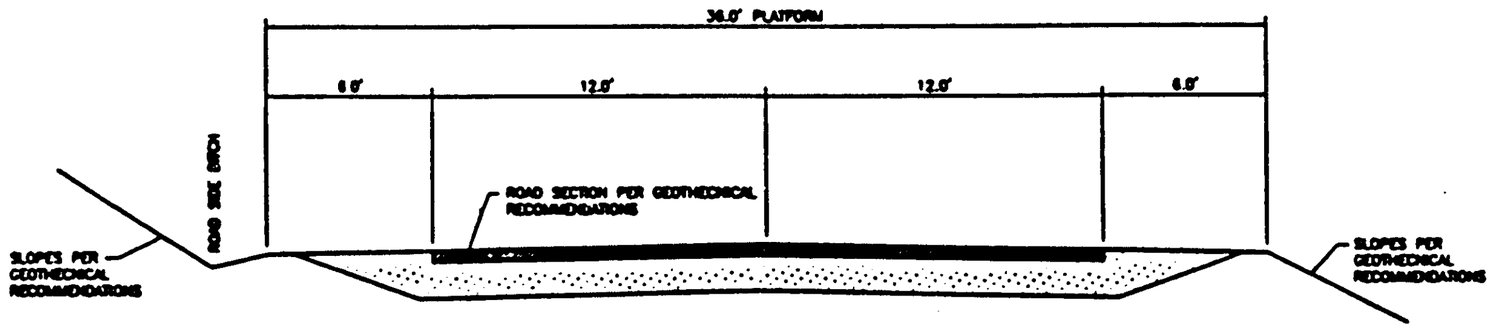
00544835 Bk01276 Pg00564

Phase I

Segment 1- Station 30+00 to Station 70+00.

Segment 1 of Phase 1 extends from just below the sedimentation pond through to the beginning of the passing lane. The improvements to this section of road will generally follow the existing grading and alignment. The profile of the road is a 24' wide asphalt travel platform with six-foot shoulders on either side. The horizontal and vertical alignment will follow the existing road to minimize grading. It is possible that minor slope stabilization will be necessary on those slopes adjacent to the drain channel. A soils engineer will be overseeing the construction of the road and will make the determination in regards to the slope stability of the drain channel. Drainage improvements will consist of roadside ditching and culvert diversions to adjacent intermittent steam at appropriate spacing. Straw hay bales will be placed lengthwise at regular intervals to trap excess sediment.

FLAGSTAFF DEVELOPMENT PARAMETERS
TYPICAL ROAD SECTION



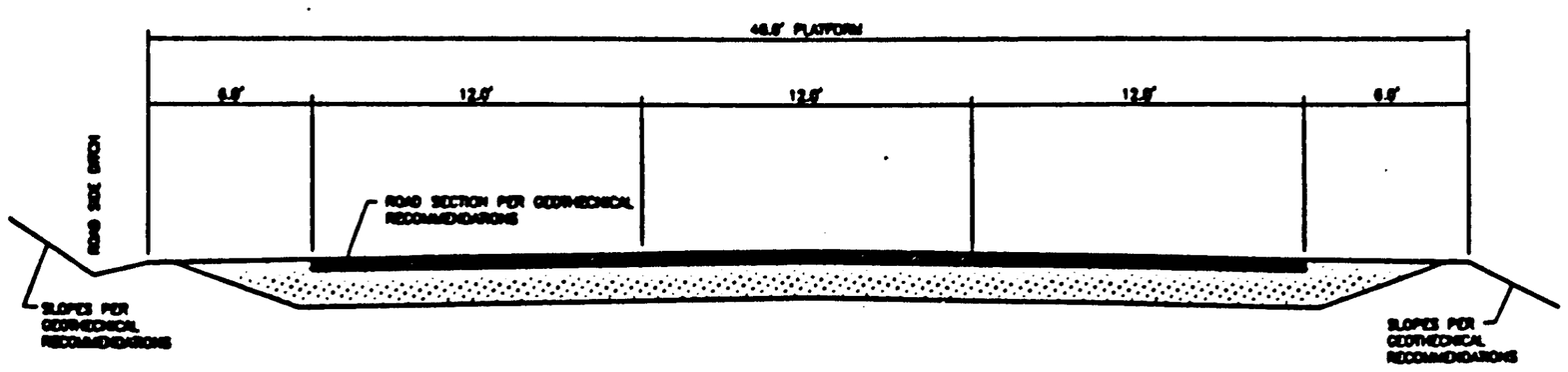
ONTARIO CANYON ROAD – PUBLIC ROAD
HILLSIDE TO GUARDSMAN DV INTERSECTION

00544835 Bk01276 Pg00565

Segment 2- Station 70+00 to Station 100+00

Segment 2 of Phase 1 consists of the route which begins at the passing lane and travels uphill to the Deer Valley connector road (Station 100+00). This segment is planned for extensive re-grading, widening and realignment. Due to the line-of-site situation which currently exists on the Mine Road, a passing land is planned along the length of this segment. The general description is three 12' travel lanes (two uphill and one downhill) for a total of 36' of paved road width. The uphill truck passing lane should greatly increase the overall safety on the road. In addition, two six-foot shoulders are planned for construction on either side. The horizontal and vertical alignment will be reconfigured so that the maximum grade does not exceed 12%. This should also positively influence safety on the road. The drainage channel for this segment will be reconstructed adjacent to new alignment. The drainage channel will be a rip rap bed which consists of large rocks hand-placed in the channel. At regular intervals, straw hay bales will be placed lengthwise to trap sedimentation, which will develop from the construction of the road. Roadside drainage will have culvert diversions to the new channel at regular spacing.

FLAGSTAFF DEVELOPMENT PARAMETERS
TYPICAL ROAD SECTION



ONTARIO CANYON ROAD – PUBLIC ROAD
PASSING LANE

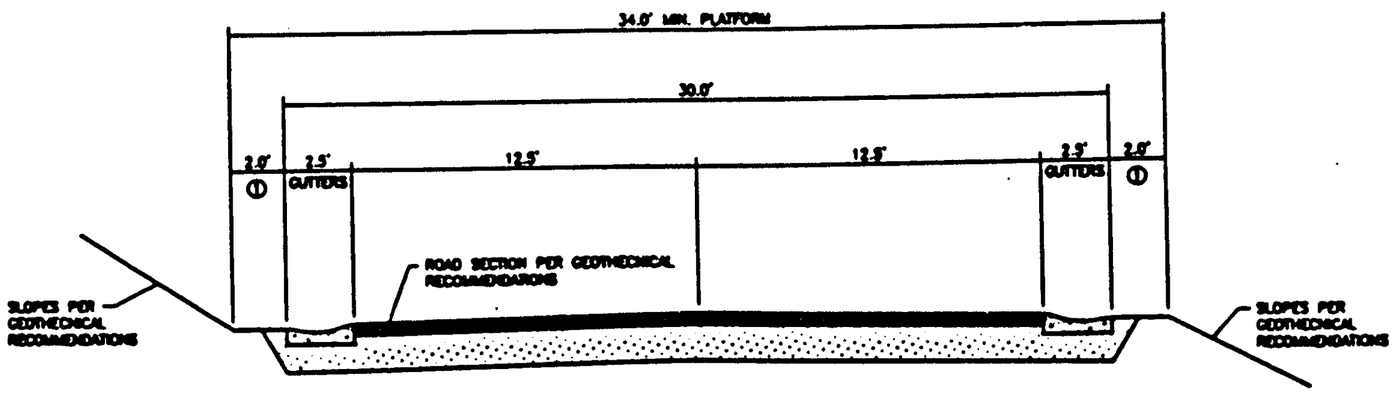
00544835 Bk01276 Pg00566

Phase II

Segment 1. Station 0+00 to Station 20 +00

Segment 1 of Phase II extends from Deer Valley Drive and extends south to Hillside Avenue. General improvements to this section of road will be the installation of a 30' wide asphalt travel lane with 2' shoulders on either side. Curb and gutter will be installed along the entire length. General alignment will follow the current horizontal and vertical alignment to minimize grading and conflicts with existing driveways. Where practical, shoulder widths will be increased provided this does not involve extensive retaining wall work or regrading. Surface drainage will be channeled through inlets and drain lines where it will be connected to existing drainage facilities at the belt route intersection and above 4th Street parking structure. Electrical conduit and sanitary sewer will be placed along the length of this road and stubbed off. The future possibility exists to bury electrical lines in Old Town and the installation of conduit will circumvent the necessity of tearing up the road to do so.

FLAGSTAFF DEVELOPMENT PARAMETERS
TYPICAL ROAD SECTION



MARSAC AVE – PUBLIC ROAD
DEER VALLEY DRIVE TO HILLSIDE AVE

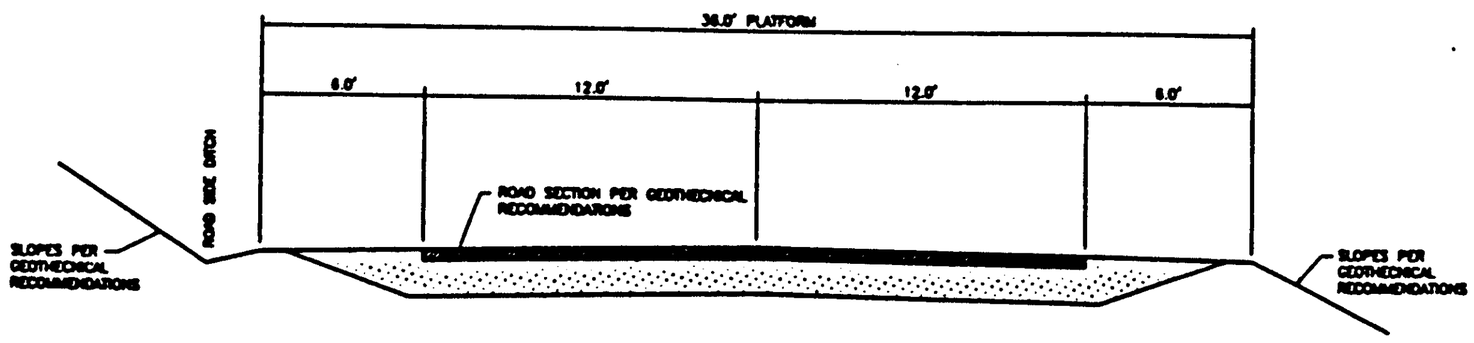
NOTE:
① SHOULDERS TO BE WIDENED TO 5' WHERE PRACTICAL WITHOUT SIGNIFICANT EARTHWORK AND/OR RETAINING WALL CONSTRUCTION.

00544835 Bk01276 Pg00567

Segment 2. Station 20+00 to Station 30+00

The road will have a 24' wide asphalt travel platform with 4' shoulders. Drainage will consist of inlets and drain lines which channel surface water to existing drainage facilities at the belt route intersection, above the 4th Street parking facility and above the Hillside intersection. Curb and gutter will be installed along the length of the improvements.

FLAGSTAFF DEVELOPMENT PARAMETERS
TYPICAL ROAD SECTION

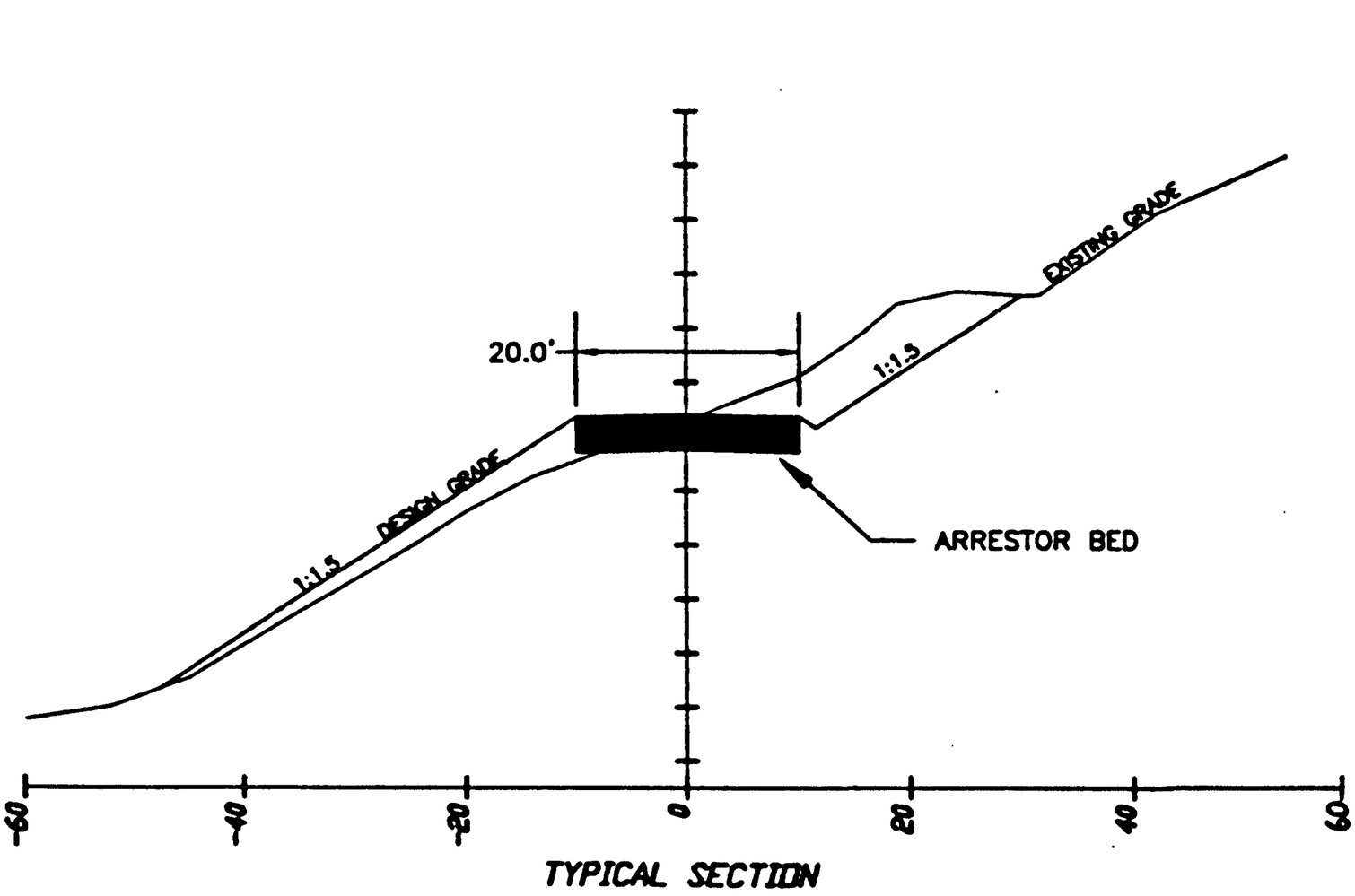


ONTARIO CANYON ROAD – PUBLIC ROAD
HILLSIDE TO GUARDSMAN DV INTERSECTION

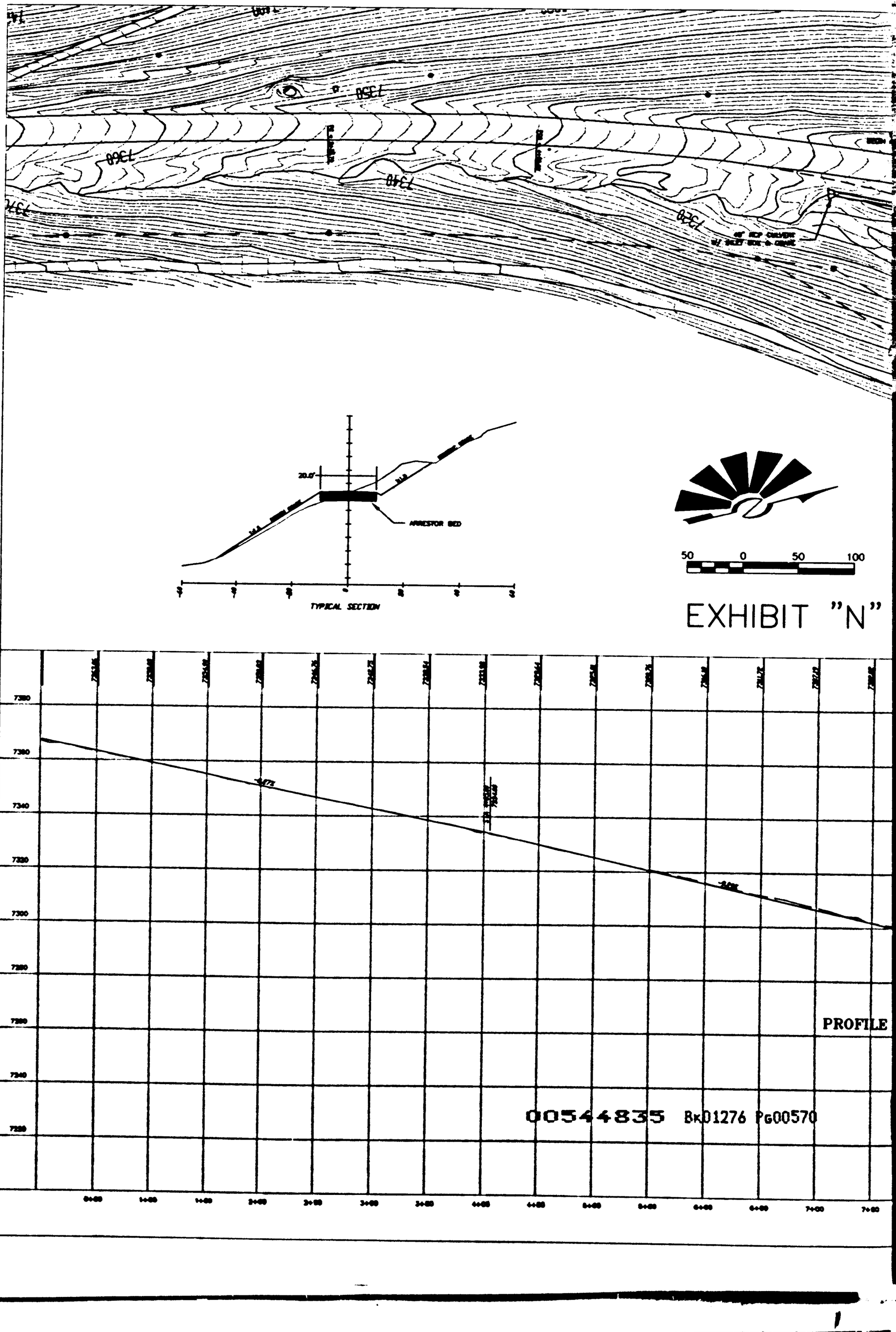
00544835 Bk01276 Pg00568

Segment 3- Runaway Truck Lane at Station 30+00.

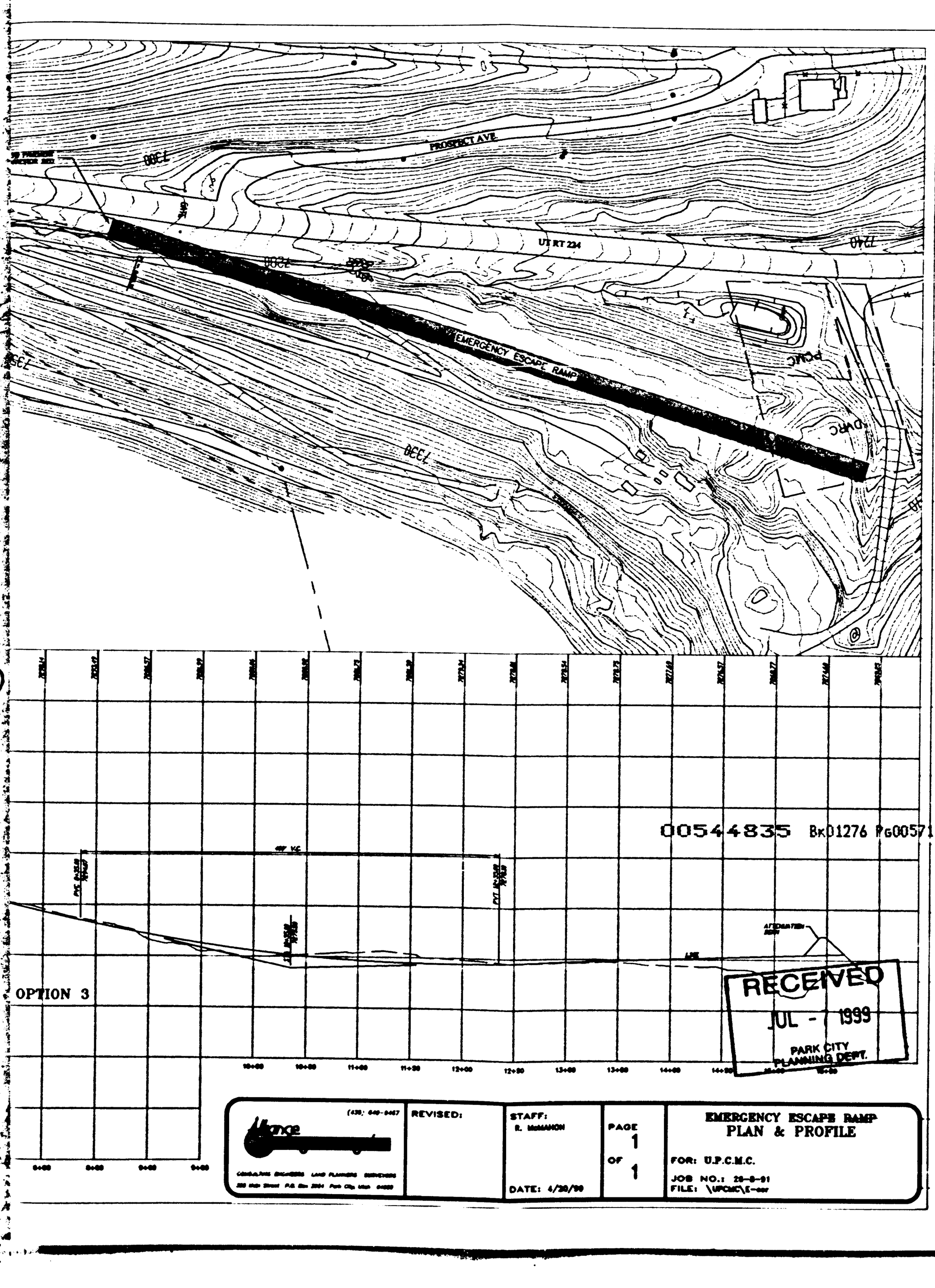
The construction of a runaway truck ramp is proposed as a safety consideration. This is a courtesy of the developer and should be recognized as such. There are no definitive design guidelines for runaway truck ramps from AASHTO (Fehr and Peers, 11/12/98, Scott Zeigler). Basic criteria emphasize that the offset degree of the ramp to the road should be as minimal as site constraints allow. 20 feet in width is recommended as an adequate width to handle most big trucks without requiring excessive handling by the driver. The AASHTO manual recognizes that runaway truck ramps, out of necessity, need to take into account the nature of the site and design a best fit for that particular piece of property. Options for increasing the efficiency of the ramp include increasing the upward slope and installing sand piles at regular spaced intervals to slow the progress of the vehicle. At present, the Project Engineer (John Demkowicz, Alliance Engineering) is conferring with City's Engineer to determine the best layout and course for the runaway truck ramp.



TYPICAL SECTION



00544835 Bk01276 Pg00570



RECEIVED
JUL - 1999
PARK CITY
PLANNING DEPT.

00544835 Bk01276 Pg00571

(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
Page 1044 of 1216

REVISED:

STAFF:
R. McMAHON

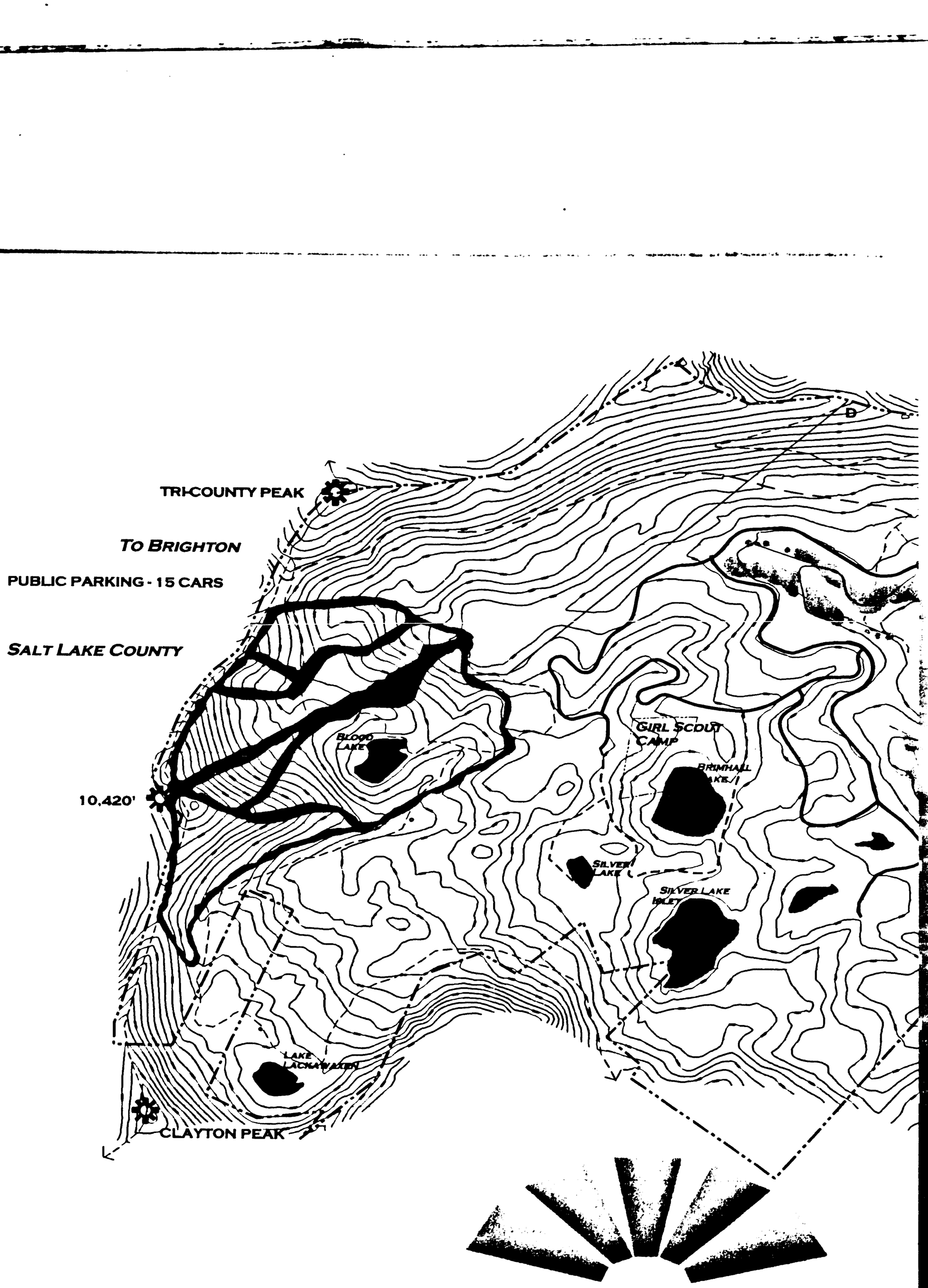
DATE: 4/20/99

PAGE 1 OF 1

EMERGENCY ESCAPE RAMP
PLAN & PROFILE

FOR: U.P.C.M.C.

JOB NO.: 28-8-91
FILE: \UPCMC\E-ooo



JUNE 1999

0 400 800 2000

BONANZA MOUNTAIN

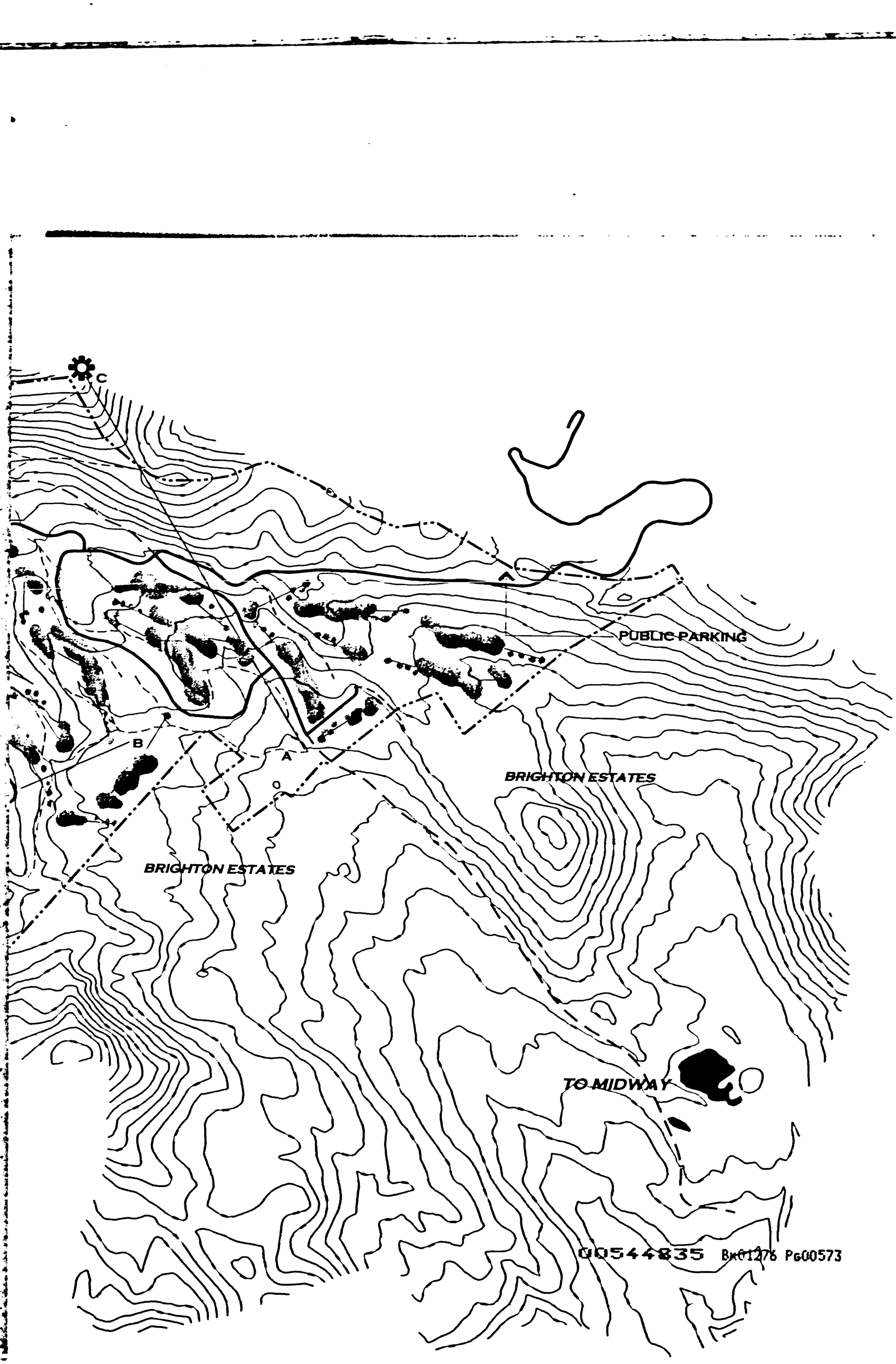
WASATCH COUNTY, UTAH

00544835 Bk01276 Pg00572

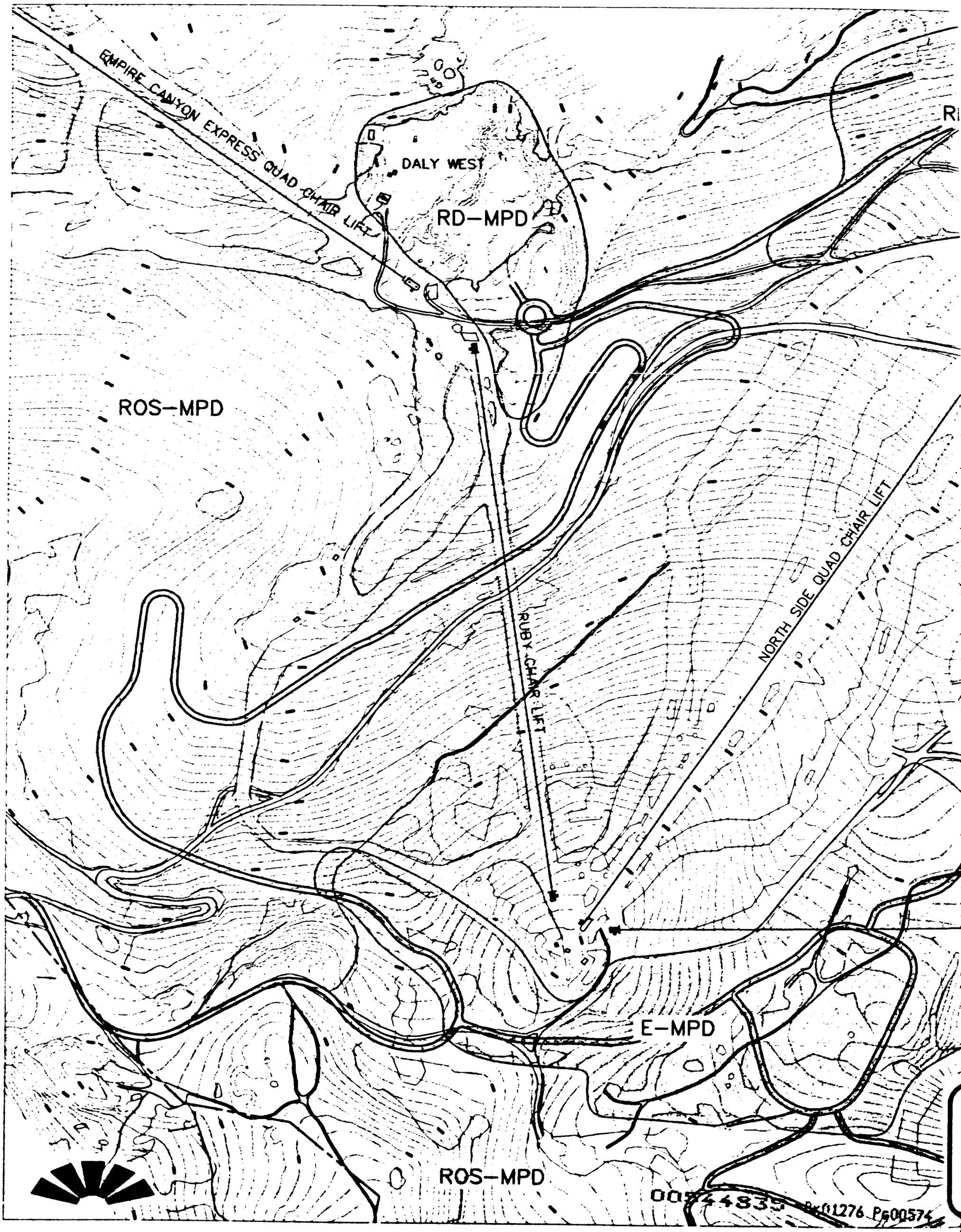
PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8011

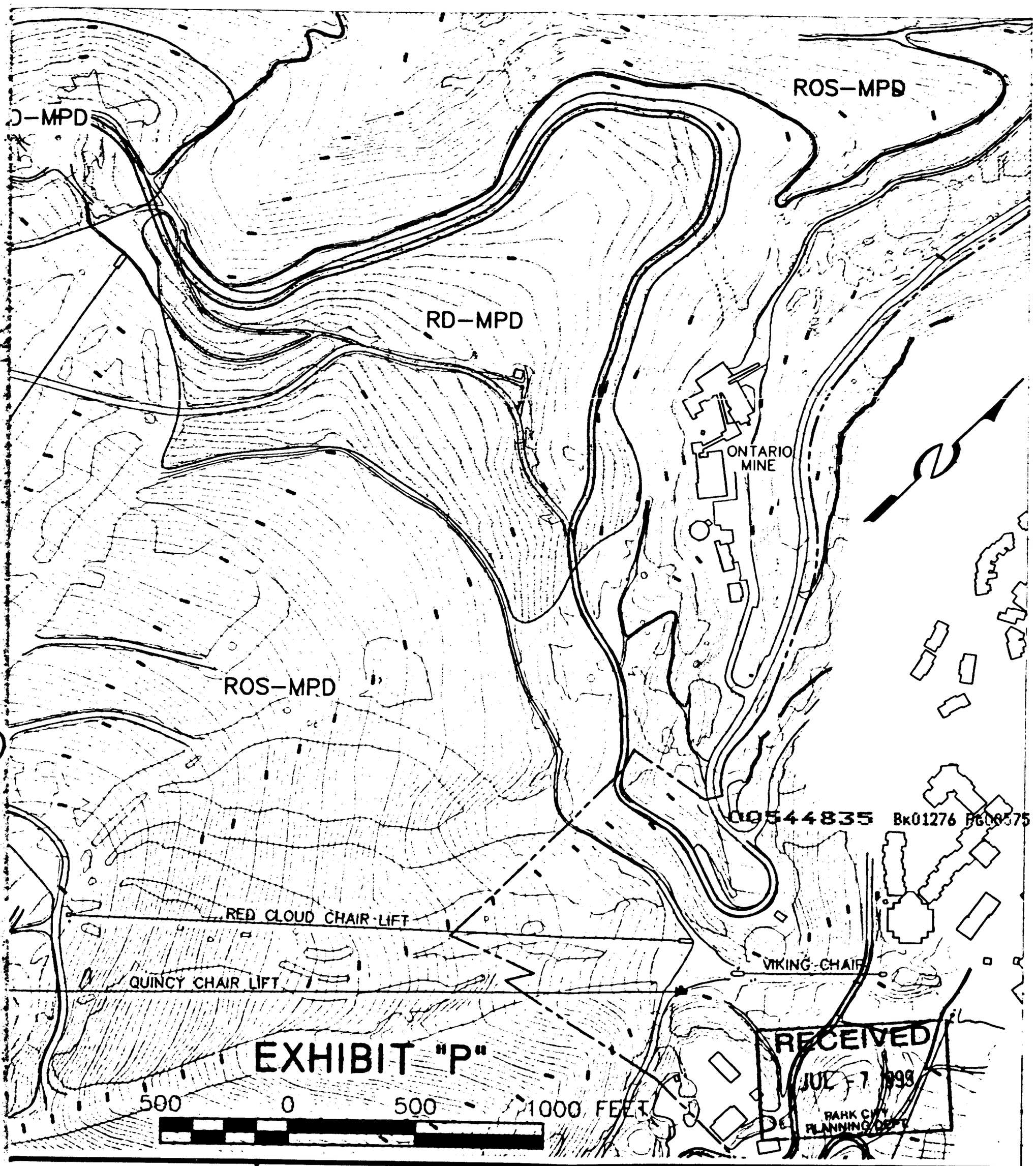
LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1788
PARK CITY, UTAH 84060
(801) 647-7744

EXHIBIT O



00544835 Bk01276 Pg00573


EMPIRE CANYON EXPRESS QUAD CHAIR LIFT
DALY WEST
RD–MPD
ROS–MPD
RUBY CHAIR LIFT
NORTH SIDE QUAD CHAIR LIFT
E–MPD
ROS–MPD
00744835 Bk01276 Pg00574



(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

333 Main Street P.O. Box 2664 Park City, Utah 84060

REVISED:

STAFF:
S. DECKERT
D. CARDWELL

DATE: 6-9-99

PAGE 1 OF 1

FLAGSTAFF MOUNTAIN RESORT
DEVELOPMENT PODS
"ZONING MAP"

FOR: UPCMC

JOB NO.: 5-2-94
FILE: \UPCMC\OVERALL\D\ZONING

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

Recorded at the request of and return to: Park City Municipal Corp. Attn: City Recorder P. O. Box 1480, Park City, UT 84060

Ordinance No. 07-10

AN ORDINANCE APPROVING THE UNITED PARK CITY MINES COMPANY AND ROYAL STREET LAND COMPANY ANNEXATION OF LANDS AT PCMR AND APPROVING AN AMENDMENT TO THE PARK CITY ZONING MAP TO PLACE THE LANDS AT PCMR INTO THE RECREATION OPEN SPACE (ROS) ZONING DISTRICT AND APPROVING AMENDMENTS TO THE FLAGSTAFF MOUNTAIN DEVELOPMENT AGREEMENT, PARK CITY, UTAH.

WHEREAS, the owners of 2,800 acres of property located in unincorporated Summit County have petitioned the City Council for approval of the Annexation of Lands at PCMR into the City limits, an amendment to the current City Zoning Map and an amendment to the Flagstaff Mountain Development Agreement; and

WHEREAS, the proposed annexation is approximately 2,800 acres in size; and

WHEREAS, the zoning for the 2,800 acres will be Recreation Open Space (ROS) and zoning for the 139 acres currently within the City will also be Recreation Open Space (ROS); and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on December 13, 2006, to receive input on the Annexation of Lands PCMR, the amendment to the Park City Zoning Map, and the amended Flagstaff Development Agreement; and

WHEREAS, the Planning Commission, on December 13, 2006, forwarded a positive recommendation to the City Council; and,

WHEREAS, on December 21, 2006, January 11 and February 1, 2007, the City Council held public hearings to receive input on the Annexation of Lands PCMR, the amendment to the Park City Zoning Map, and the amended Flagstaff Development Agreement; and

WHEREAS, on February 1, 2007, the City Council approved the Annexation of Lands at PCMR, an amendment to the Park City Zoning Map and amendments to the Flagstaff Mountain Development Agreement; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Annexation of Lands at PCMR, amendments to the Park City Zoning Map, and amendments to the Flagstaff Mountain Development Agreement.

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

RECORDER'S NOTE

LEGIBILITY OF WRITING, TYPING OR PRINTING UNSATISFACTORY IN THIS DOCUMENT WHEN RECEIVED.

ENTRY NO. 00806099
03/02/2007 02:42:50 PM B: 1850 P: 1794
Ordinance PAGE 1 / 103
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
FEE $ 0.00 BY PARK CITY MUNICIPAL CORP

follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Annexation of Lands at PCMR and amendment to the Park City Zoning Map as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located within unincorporated Summit County and contains approximately 2,800 acres to be annexed into Park City.
2. Royal Street Land Company owns a 236 acre parcel within the annexation area known as the Shadow Lake parcel. The rest of the annexation area is owned by United Park City Mines Company.
3. The current county zoning is Mountain Remote.
4. As part of the annexation petition the petitioner has requested Recreation Open Space (ROS) zoning for the entire 2,800 acre parcel and an additional 139 acre parcel currently within the City Limits and zoned Estate (E).
5. The proposed land uses are consistent with the purpose statements of the proposed zoning district. The applicants have volunteered to restrict all residential and commercial lodging by transferring all potential density to an existing development area within the Flagstaff Mountain annexation area. These restrictions are reflected in the annexation agreement.
6. Preliminary site analysis demonstrates existence of sensitive lands on the property. Therefore, the proposed SLO zoning is appropriate.
7. The proposed annexation meets the purposes stated in the Annexation Policy Plan, in that this annexation contributes to the achievement of the goals and policies of the Park City General Plan and further protects the general interests and character of Park City by including several historic mining era structures within the Park City boundary, and provides 2,800 acres of open space and ski resort related uses.
8. The annexation will bring the property into the Park City Municipal Corporation boundary and enable services to be provided to the Property, such as police and water, which are more easily accessible from the City than the County.
9. Annexation of this parcel will not create an island, peninsula, or irregular city boundary. The annexation is a logical extension of the City Boundary.
10. This property is located within the Park City Annexation Expansion Area, adopted by the City Council in 2003.
11. Provision of municipal services for this property is more efficiently provided by Park City than by Summit County.
12. Areas of wetlands, visible ridges, and steep slopes have been identified on the property. It is reasonable to include this property within the Sensitive Lands Overlay Zone.
13. It is reasonable and logical to provide municipal level services to this property adjacent to the western boundary of Park City. The annexation provides an open space buffer between Park City and the proposed boundary to the west.
14. The application is subject to the City's Affordable Housing Resolution 17-99 in

that residential density is being transferred to another location in the City. Affordable Housing is being provided under the current requirements of the Flagstaff Mountain Development Agreement, as amended.

15. The findings in the Analysis section of the staff report dated February 1, 2007, are incorporated herein.

Conclusions of Law:

1. The Zoning Map amendment is consistent with the Park City Land Management Code and General Plan.
2. Approval of the Annexation and Zoning Map amendment does not adversely affect the health, safety and welfare of the citizens of Park City.
3. This annexation meets the standards for annexation set forth in Title 10, Chapter 2 of the Utah Code, the Park City General Plan, and Land Management Code--Chapter 8: Annexation.

Conditions of Approval:

1. The Official Zoning Map shall be amended to include the UPCM Annexation of Lands at PCMR property within the Recreation Open Space (ROS) District and within the Sensitive Lands Overlay (SLO) Zone.
2. The Official Zoning Map shall be amended to change the 139 acre parcel within the Park City limits currently zoned Estate (E) to Recreation Open Space (ROS).
3. The annexation agreement shall be substantially the same as Exhibit B, in a form approved by the City Attorney, and fully executed and recorded with the Annexation Plat.
4. The Flagstaff Mountain Development Agreement shall be substantially the same as Exhibit C, in a form approved by the City Attorney, and fully executed and recorded with the Annexation Plat.
5. The Deed Restriction and Conservation Easement for the Annexed Lands shall be substantially the same as Exhibit D, in a form approved by the City Attorney, and fully executed and recorded with the Annexation Plat.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication and the Annexation shall be effective upon recordation and filing of this Ordinance and annexation plat pursuant to the Utah Code Annotated Section 10-2-425, and with the execution of the Amended Flagstaff Development Agreement and UPCM Lands at PCMR Annexation Agreement.

PASSED AND ADOPTED this 1st day of February, 2007.

PARK CITY MUNICIPAL CORPORATION

Dana Williams

Mayor Dana Williams

Attest:

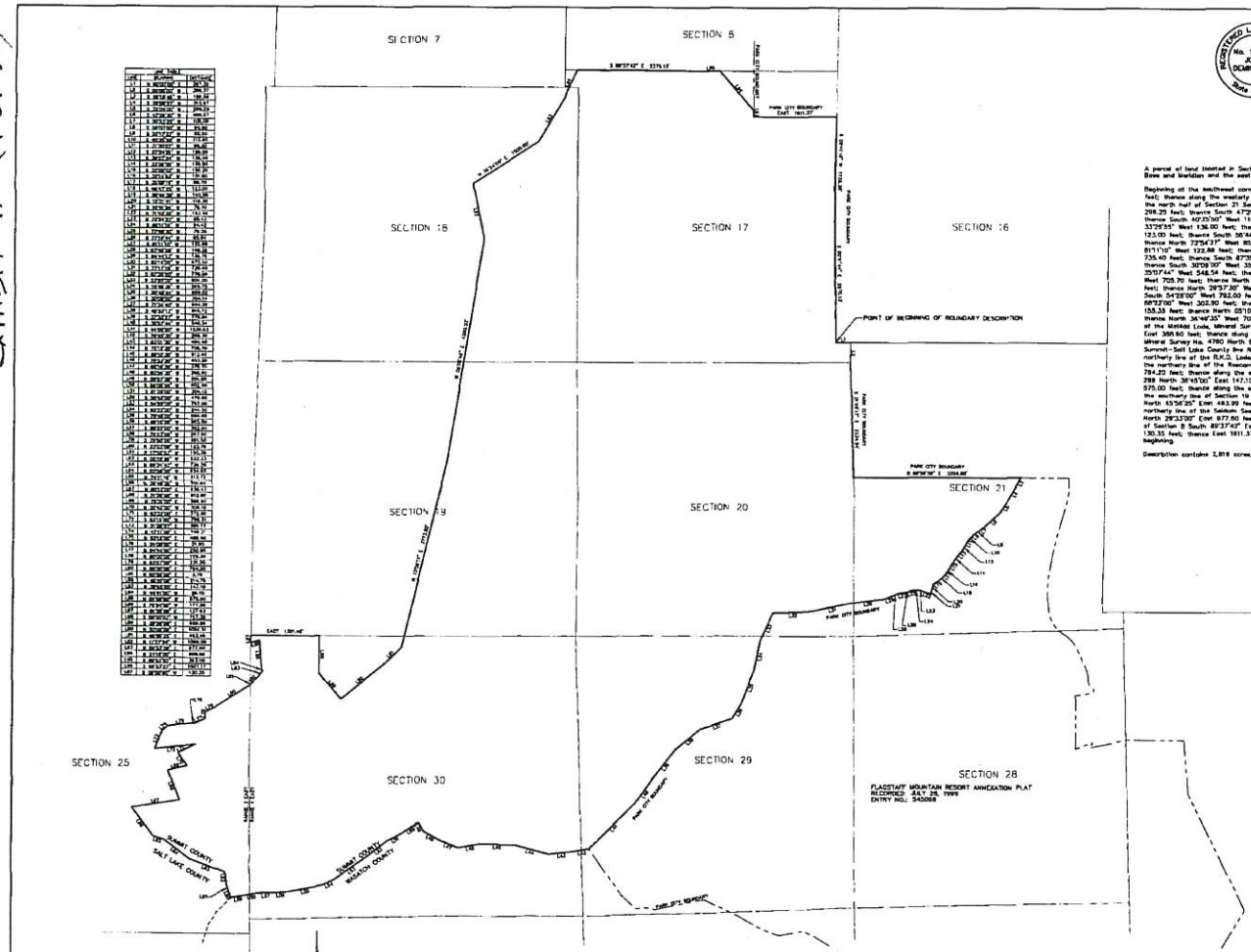
Janet M. Scott, City Recorder

Approved as to form:

Mark D. Harrington, City Attorney



EXHIBIT A (1 OF 2)



ANNEXATION LANDS AT PCMR

LOCATED IN SECTION 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND ALSO THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SURVEYOR'S CERTIFICATE

REGISTERED LAND SURVEYOR No. 154491 JOHN DEMKOWICZ State of Utah

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that this plat accurately describes and illustrates the boundary and the Patented Government Lots of Record as prescribed within the boundary of the ANNEXATION LANDS AT PCMR annexation petition.

John Demkowicz — Date

BOUNDARY DESCRIPTION

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at the southwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the southerly line of Section 16 East 287.32 feet; thence along the westerly line of Section 21 South 390.37 feet; thence along the westerly line of Section 21 South 01°48'17" East 2334.84 feet; thence along the southerly line of the north half of Section 21 South 89°54'09" East 3704.88 feet; thence South 28°18'43" West 184.56 feet; thence South 29°26'37" West 215.97 feet; thence South 32°54'00" West 208.25 feet; thence South 47°29'30" West 406.07 feet; thence South 80°23'25" West 105.08 feet; thence South 56°30'00" West 84.90 feet; thence South 50°15'25" West 92.80 feet; thence South 40°25'30" West 110.80 feet; thence South 31°39'07" West 88.30 feet; thence South 27°54'51" West 138.00 feet; thence South 08°37'54" West 138.00 feet; thence South 33°28'55" West 136.00 feet; thence South 32°00'53" West 159.20 feet; thence South 32°43'53" West 101.80 feet; thence South 35°09'16" West 88.70 feet; thence South 48°47'25" West 123.00 feet; thence South 36°44'36" West 142.80 feet; thence South 15°27'41" West 116.30 feet; thence South 10°41'54" West 78.70 feet; thence North 71°57'35" West 183.60 feet; thence North 72°54'27" West 85.42 feet; thence South 86°11'58" West 84.42 feet; thence South 77°48'30" West 78.25 feet; thence South 77°19'44" West 81.84 feet; thence South 81°11'10" West 122.88 feet; thence South 82°05'58" West 149.25 feet; thence South 84°44'13" West 136.79 feet; thence South 82°14'00" West 872.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.70 feet; thence South 23°05'00" West 604.00 feet; thence South 10°48'36" West 568.75 feet; thence South 20°48'44" West 886.02 feet; thence South 30°09'00" West 334.14 feet; thence South 71°34'40" West 644.36 feet; thence South 48°33'13" West 818.72 feet; thence South 37°33'27" West 779.84 feet; thence South 05°07'44" West 548.54 feet; thence East 44°09'00" West 1236.63 feet; thence South 79°45'30" West 288.30 feet; thence South 83°01'30" West 494.40 feet; thence North 75°15'30" West 705.70 feet; thence North 86°10'30" West 812.40 feet; thence South 79°31'30" West 453.20 feet; thence North 68°16'30" West 378.70 feet; thence North 80°54'30" West 368.90 feet; thence North 29°57'30" West 201.20 feet; thence South 56°38'00" West 402.00 feet; thence South 81°28'00" West 304.10 feet; thence South 30°42'00" West 476.80 feet; thence South 54°28'00" West 782.00 feet; thence South 83°22'00" West 244.50 feet; thence South 78°48'00" West 685.90 feet; thence South 86°10'00" West 265.50 feet; thence South 68°32'00" West 305.90 feet; thence South 79°32'00" West 267.90 feet; thence South 75°52'00" West 295.50 feet; thence North 23°52'00" West 153.79 feet; thence North 17°52'03" West 155.35 feet; thence North 05°10'28" West 233.33 feet; thence North 89°34'42" West 736.25 feet; thence North 52°30'00" West 834.65 feet; thence North 74°19'18" West 213.72 feet; thence North 36°49'35" West 701.84 feet; thence along the southerly line of the Meridian Lode, Mineral Survey No. 4858 North 80°12'30" East 836.47 feet; thence along the southerly line of the Middle Lode, Mineral Survey No. 4859 North 21°36'00" West 812.00 feet; thence along the northerly line of the Fairbanks Fraction Lode, Mineral Survey No. 5384 North 75°31'00" East 388.80 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4780 North 35°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4780 North 83°32'00" East 372.60 feet; thence along the southerly line of the Wasatch Lode, Lot 281 South 83°15'30" East 788.21 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.21 feet; thence along the northerly line of the R.K.G. Lode, Lot 287 North 83°15'00" East 489.80 feet; thence along the westerly line of the R.K.G. Lode, Lot 287 South 24°08'00" East 21.80 feet; thence along the northerly line of the Roscoe Lode, Lot 286 North 84°44'00" East 250.80 feet; thence North 129.30 feet; thence North 83°07'00" East 231.20 feet; thence North 36°30'00" East 784.20 feet; thence along the west line of Section 30 North 00°38'00" East 1.70 feet; thence North 45°41'00" East 274.75 feet; thence along the northerly line of the Hope Lode, Lot 288 North 36°45'00" East 147.10 feet; thence along the westerly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 28.10 feet; thence North 04°53'00" West 575.00 feet; thence along the westerly line of the Norma Lode, Mineral Survey No. 4177 South 76°24'00" West 177.28 feet; thence North 01°36'00" East 137.93 feet; thence East along the northerly line of Section 19 1321.10 feet; thence South 00°00'00" West 757.38 feet; thence South 39°28'00" East 859.86 feet; thence North 56°00'00" East 1050.51 feet; thence North 45°56'25" East 483.99 feet; thence North 73°09'11" East 3773.82 feet; thence North 09°05'48" East 4380.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Saldom Seer No. 4, Mineral Survey No. 5091 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Saldom Seer No. 3, Mineral Survey 5091 North 29°33'00" East 977.50 feet; thence along the northerly line of the Saldom Seer No. 2, Mineral Survey No. 5981 North 24°18'00" East 609.26 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 9 North 89°52'52" East 383.00 feet; thence South 40°32'27" East 1807.17 feet; thence South 130.35 feet; thence East 1611.37 feet; thence South 00°41'48" West 1728.36 feet; thence along the westerly line of Section 16 South 00°41'44" East 2670.13 feet to the point of beginning.

Description contains 2,819 acres, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of United Park City Mines; the owner of the majority of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah)ss
County of Summit

On this _____ day of _____ 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of Royal Street Land Company, a Utah Corporation; the owner of portions of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah)ss
County of Summit

On this _____ day of _____ 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the vice-president for Royal Street Land Company, the owner of portions of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

SHEET 1 OF 2

(435) 649-9467
Alliance Engineering
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
222 Main Street P.O. Box 2664 Park City, Utah 84060-2664

1000' 0 1000' 2000'

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____ 2007 A.D.	APPROVED AS TO FORM THIS _____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	DATE _____ TIME _____ BOOK _____ PAGE _____
				FEE _____ RECORDER

2/15/07 JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talisker\plat\annexation-sht1.dwg

Page 1053 of 1216
00806099 B: 1850 P: 1794 Page 5 of 103 Summit County

EXHIBIT A (2 OF 2)

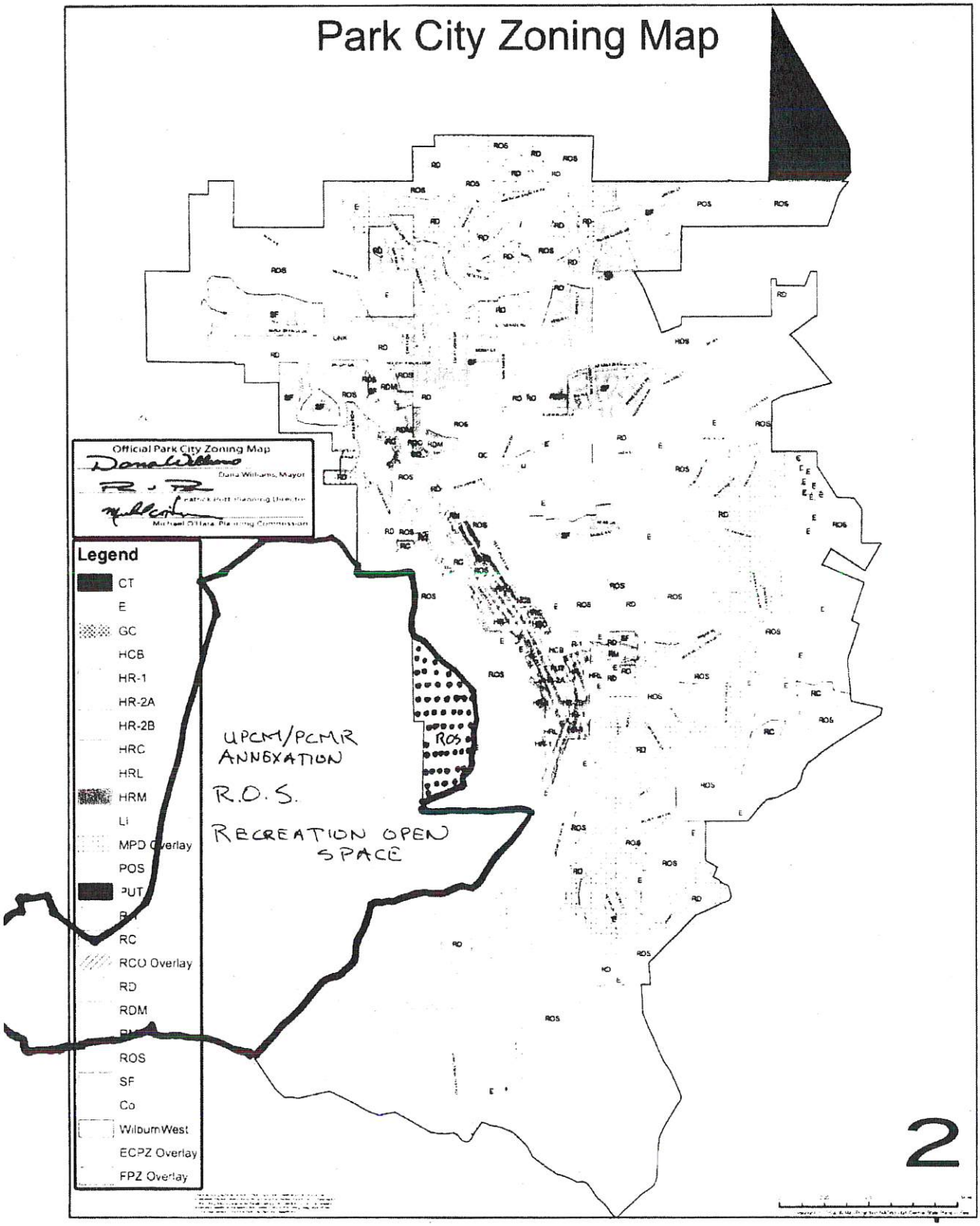


EXHIBIT B - ANNEXATION AGREEMENT

When recorded, please return to:
PARK CITY MUNICIPAL CORPORATION
City Recorder
PO Box 1480
Park City UT 84060

ANNEXATION AGREEMENT FOR THE
UNITED PARK CITY MINES COMPANY LANDS
AT PARK CITY MOUNTAIN RESORT

This Annexation Agreement is made by and between Park City Municipal Corporation (Park City), Royal Street Land Company ("RSLC"), and the United Park City Mines Company, Owner (hereafter referred to as "Petitioner") to set forth the terms and conditions under which Park City will annex land owned by RSLC and Petitioner into the corporate limits of Park City and extend certain municipal services to that property. This Agreement is made under authority of 10-2-401 et. seq. of the Utah Code, Annotated 1953, as amended, and shall serve as a supplemental annexation policy declaration when executed by all parties. In consideration of Park City's agreement to annex RSLC and Petitioner's property and in consideration of the mutual promises contained herein, the parties agree that the terms and conditions of annexation shall be as follows:

1. Property. The property to be annexed is approximately 2,800 acres in size as depicted on the annexation plat, attached as Exhibit A, and as more fully described in the legal description, attached as Exhibit B, and the preliminary plat, attached as Exhibit C, and incorporated herein by reference (hereafter referred to as the "Property"). Park City Mountain Resort (hereafter referred to as PCMR) has rights in a ski lease over a substantial portion of the annexation property.

2. Zoning. Upon annexation, the entire Property will be zoned ROS, Recreation Open Space. The entire Property shall also be included within the Sensitive Lands Overlay District. A Deed Restriction prohibiting residential construction and uses, including hotel and lodging, applies over the PCMR ski lease lands and RSLC property, and a Conservation Easement applies to those areas within the annexation boundary but not subject to the PCMR ski lease and not owned by RSLC.

3. Master Plan and Subdivision Plat Approval. Due to the transfer of development capacity from this property to adjacent lands within the Flagstaff Mountain Resort Annexation, a Master Planned Development ("MPD") is not required. The next Development Activity application or amendment under the PCMR MPD must add the PCMR lease land annexed hereby to the PCMR MPD. Following completion of the annexation process, pursuant to Utah Code Annotated Section 10- 2-425, development on the Property shall be governed by the zoning designation provided herein, this Agreement, and the Park City Land Management code in effect at the time complete subdivision and building permit applications are filed with Park City.

4. **Density.** The total density of the UPCM Lands and RSLC property upon PCMR Annexation is zero. No residential construction or uses, including hotel or lodging, are allowed. Limited ski area improvements may be permitted subject to the PCMR Master Planned Development and Park City Land Management Code.

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

6. **Open Space**. The entirety of the Annexation will be dedicated open space.

7. **Affordable Housing.** The Petitioner shall comply with all applicable Affordable Housing requirements of Resolution 17-99, as part of the transfer of density to the Flagstaff Annexation area, as specified in the Amended and Restated Development Agreement For Flagstaff Mountain.

8. **Fire Prevention Measures.** Because of significant wild land interface issues on the Property, if required by Park City, the Petitioner agrees to implement a fire protection and emergency access plan, to be submitted prior to issuance of any building permits, and to be reviewed and approved by the Fire Marshall and Chief Building Official for compliance with applicable building and fire codes.

9. **Roads and Road Design.** No new public or private streets or roads are proposed as part of this annexation.

10. **Sanitary Sewer.** No new public or private sewer line is required or proposed with this annexation.

11. **Dedication of Water Rights.** A condition of the annexation approval is the satisfaction of the requirements of the Water Section of the Amended Development Agreement For Flagstaff Mountain.

12. **Water Infrastructure and Other Water System Costs.** A condition of the annexation approval is the satisfaction of the requirements of the Water Section of the Amended and Restated Development Agreement For Flagstaff Mountain.

13. **Sensitive Lands Review.** At the time of annexation the entire Property shall be included within the Sensitive Lands Overlay District (SLO). A sensitive lands analysis was submitted and reviewed by the Planning Commission during the annexation review for consideration of potential density available to be transferred.

14. **Planning, Building, and Inspection Fees.** Petitioner is responsible for all customary Development Activity fees, including all planning, building, subdivision, and construction inspection fees required by the City at the time of application and/or approvals.

15. Impact and Building Fees. Unless otherwise specified in the Amended Development Agreement For Flagstaff Mountain, Petitioner shall pay all generally applicable fees, such as development impact, park and recreation land acquisition, building permit, and plan check fees due for construction on the Property at the time of application for building permits.

16. Acceptance of Public Improvements. No public infrastructure is required or proposed with this annexation area, but the annexation is conditioned upon those improvements as specified in the Amended Development Agreement For Flagstaff Mountain.

17. Snow Removal and Storage. No snow removal or storage is required or proposed with this annexation.

18. Fiscal Impact Analysis. There is no proposed development within this annexation area that requires a fiscal impact analysis to be submitted with the petition. Fiscal analysis including costs and revenues relating to the density transferred to the Flagstaff Annexation area has been reviewed and accepted by the City.

19. Comprehensive Review and Analysis of Surrounding Property. The Petitioner submitted with the petition for annexation a comprehensive land use review and analysis of the surrounding properties.

20. Effective Date. Pursuant to Utah Code Section 10-3-712, the Annexation shall be effective upon recordation and filing of the Ordinance and annexation plat pursuant to the Utah Code Annotated Section 10-2-425.

21. Governing Law. The laws of the State of Utah shall govern this Agreement. Jurisdiction and venue are proper in Summit County.

22. Real Covenant, Equitable Servitude. This Agreement constitutes a real covenant and an equitable servitude on the Property. The terms of this Agreement touch and concern and both benefit and burden the Property. The benefits and burdens of this Agreement run with the land, and are intended to bind all successors in interest to any portion of the Property.

23. Assignment. This Agreement is also a personal obligation of the Petitioner. Petitioner may assign its obligations under this Agreement, only upon prior written consent of the City, upon demonstration that the City's rights are adequately secured by the assignment. Consent to assignment shall rest in the sole discretion of the City.

24. Compliance with City Code. Notwithstanding paragraph 20 herein, from the time of City Council approval of this agreement, Petitioner and its agents shall comply with all City Codes and Regulations pertaining to the subject Property.

25. Amending the Agreement. Only a written instrument signed by all parties hereto may amend this Agreement. No Third-party beneficiaries are intended or created by this agreement.

26. Additional Agreements. This Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded concurrently herewith.

DATED this 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION, a municipality of the State of Utah

By: _____
Mayor

Attest: _____
Recorder

UNITED PARK CITY MINES COMPANY, a Delaware corporation authorized to do business in Utah

By: _____
Authorized Signing Officer

Attest: _____

ROYAL STREET LAND COMPANY,
a Utah corporation,

By: _____
Robert W. Wells, Vice President

26. Additional Agreements. This Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded concurrently herewith.

DATED this 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION, a municipality of the State of Utah

By: _____
Mayor

Attest: _____
Recorder

UNITED PARK CITY MINES COMPANY, a Delaware corporation authorized to do business in Utah

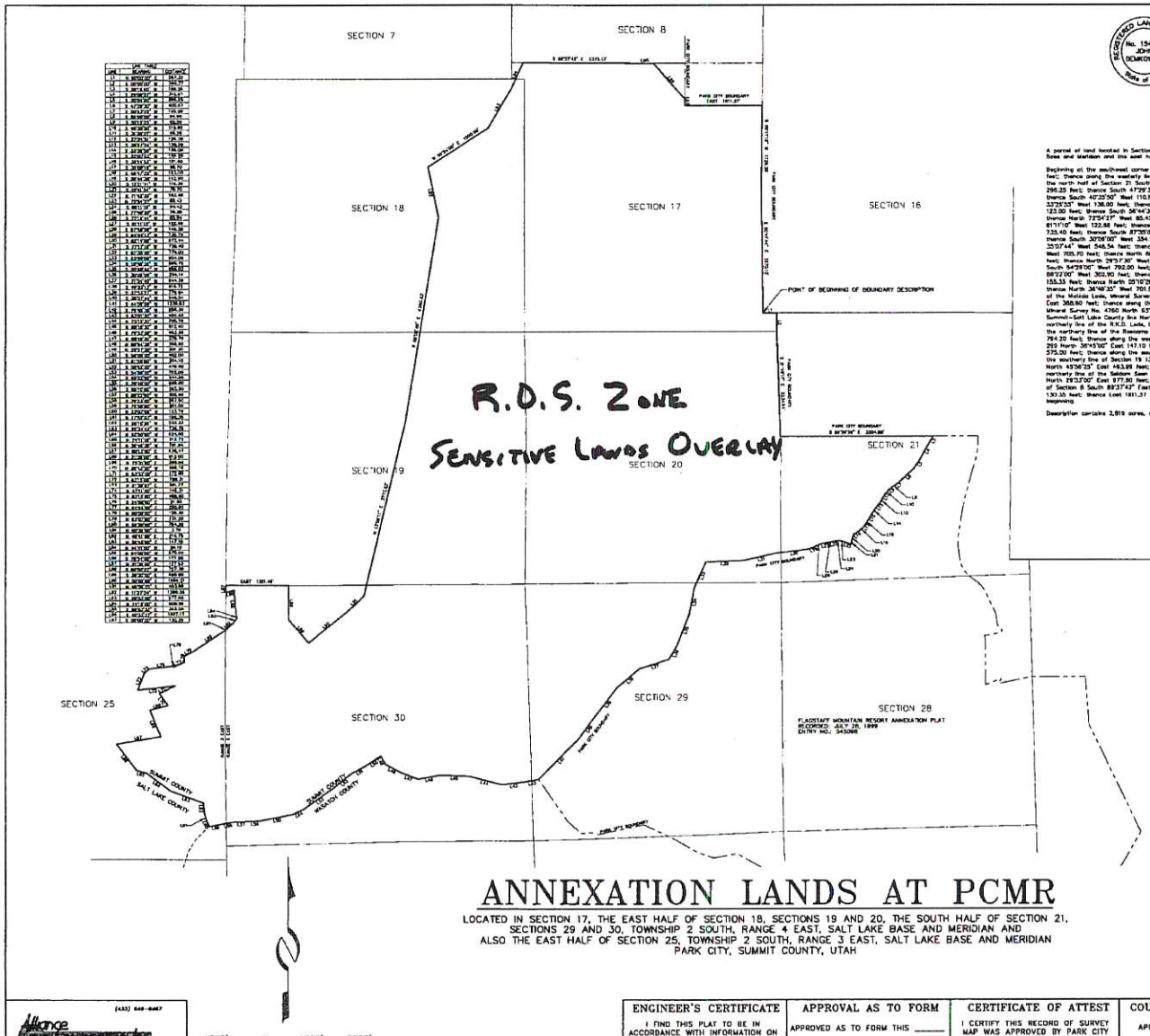
By: _____
Authorized Signing Officer

Attest: _____

ROYAL STREET LAND COMPANY,
a Utah corporation,

By: _____
Robert W. Wells, Vice President

EXHIBIT "A"
Annexation and Zoning Plat



ANNEXATION LANDS AT PCMR

LOCATED IN SECTION 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND ALSO THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that this plat accurately describes and illustrates the boundary and the Patented Government Lots of Record as prescribed within the boundary of the ANNEXATION LANDS AT PCMR annexation petition.

John Demkowicz — Date

BOUNDARY DESCRIPTION

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at the southwest corner of Section 18, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and running thence along the southerly line of Section 18 East 287.32 feet; thence along the westerly line of Section 21 South 390.37 feet; thence along the westerly line of Section 21 South 01°49'11" East 2234.84 feet; thence along the southerly line of the north half of Section 21 South 89°58'39" East 3304.88 feet; thence South 25°15'45" West 1055.56 feet; thence South 29°26'57" West 315.87 feet; thence South 37°04'00" West 298.25 feet; thence South 47°29'30" West 405.07 feet; thence South 30°23'25" West 105.09 feet; thence South 56°30'00" West 94.90 feet; thence South 50°15'25" West 92.50 feet; thence South 40°23'00" West 110.80 feet; thence South 31°30'07" West 86.20 feet; thence South 27°54'31" West 128.00 feet; thence South 38°37'54" West 138.00 feet; thence South 33°25'35" West 138.00 feet; thence South 32°00'53" West 158.20 feet; thence South 32°14'53" West 101.90 feet; thence South 20°09'18" West 88.70 feet; thence South 49°47'25" West 123.00 feet; thence South 36°44'36" West 142.80 feet; thence South 15°21'41" West 116.30 feet; thence South 10°41'54" West 78.70 feet; thence North 71°43'30" West 163.46 feet; thence North 72°54'27" West 85.43 feet; thence South 89°11'18" West 94.42 feet; thence South 77°48'30" West 79.25 feet; thence South 77°18'44" West 85.84 feet; thence South 81°11'10" West 122.88 feet; thence South 87°45'58" West 148.28 feet; thence South 84°44'13" West 136.79 feet; thence South 82°14'00" West 872.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.00 feet; thence South 23°55'00" West 604.00 feet; thence South 10°48'36" West 369.75 feet; thence South 32°48'44" West 698.03 feet; thence South 32°08'00" West 334.14 feet; thence South 71°54'40" West 844.26 feet; thence South 49°53'17" West 618.72 feet; thence South 37°53'27" West 778.84 feet; thence South 35°07'44" West 548.54 feet; thence South 44°09'00" West 1236.65 feet; thence South 78°45'30" West 288.50 feet; thence South 83°01'30" West 494.40 feet; thence North 75°13'30" West 705.90 feet; thence North 66°07'30" West 412.40 feet; thence South 79°37'30" West 453.20 feet; thence North 68°18'30" West 378.70 feet; thence North 80°54'30" West 368.00 feet; thence North 29°57'30" West 231.20 feet; thence South 56°28'00" West 402.00 feet; thence North 61°28'00" West 304.10 feet; thence South 30°42'00" West 479.80 feet; thence South 54°28'00" West 782.00 feet; thence South 65°22'00" West 244.50 feet; thence South 78°48'00" West 685.80 feet; thence South 86°10'00" West 265.50 feet; thence South 68°22'00" West 302.90 feet; thence North 79°32'00" West 267.90 feet; thence South 79°30'00" West 285.50 feet; thence North 23°20'00" West 132.78 feet; thence North 17°52'03" West 155.35 feet; thence North 05°18'28" West 233.33 feet; thence North 89°34'42" West 736.28 feet; thence North 52°56'00" West 624.65 feet; thence North 74°11'18" West 215.72 feet; thence North 36°48'35" West 700.84 feet; thence along the southerly line of the Mellos Lode, Mineral Survey No. 4958 North 80°12'00" East 836.47 feet; thence along the easterly line of the Mellos Lode, Mineral Survey No. 4959 North 31°36'00" West 512.00 feet; thence along the northerly line of the Fairgrove Fraction Lode, Mineral Survey No. 5384 North 75°31'00" East 368.90 feet; thence along the easterly line of the Indiana Lode, Mineral Survey No. 4760 North 30°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 83°31'00" East 372.80 feet; thence along the southerly line of the Malakite Lode, Lot 281 South 83°15'00" West 788.31 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.D. Lode, Lot 282 North 83°15'00" East 489.90 feet; thence along the easterly line of the R.K.D. Lode, Lot 282 North 21.80 feet; thence along the northerly line of the Roscoma Lode, Lot 286 North 84°44'00" East 250.90 feet; thence North 126.30 feet; thence North 63°07'00" East 231.20 feet; thence North 58°30'00" East 784.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 40°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Plaza No. 3 Lode, Mineral Survey No. 4743 North 44°41'00" West 25.10 feet; thence North 04°55'00" West 575.20 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 79°41'00" West 177.28 feet; thence North 01°55'00" East 137.83 feet; thence East along the southerly line of Section 19 1231.48 feet; thence South 00°00'07" West 737.38 feet; thence South 38°26'00" East 859.89 feet; thence North 50°06'00" East 1050.51 feet; thence North 45°36'25" East 483.89 feet; thence North 13°09'11" East 3773.62 feet; thence North 28°25'46" East 4380.03 feet; thence North 11°37'54" West 1389.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5081 North 24°24'00" East 1300.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5081 North 29°37'00" East 577.80 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5081 North 24°16'00" East 809.38 feet; thence along the southerly line of Section 8 South 89°37'47" East 2375.51 feet; thence along the southerly line of Section 8 North 89°57'53" East 383.00 feet; thence South 40°23'27" East 1067.17 feet; thence South 130.35 feet; thence East 1811.37 feet; thence South 00°41'16" West 1726.36 feet; thence along the westerly line of Section 16 South 00°41'44" East 2670.13 feet to the point of beginning.

Description contains 2,819 acres, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of United Park City Mines; the owner of the majority of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah)
:ss
County of Summit)

On this ____ day of ____ 2007 ____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of Royal Street Land Company, a Utah Corporation; the owner of portions of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah)
:ss
County of Summit)

On this ____ day of ____ 2007 ____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the vice-president for Royal Street Land Company, the owner of portions of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

SHEET 1 OF 2

JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talisker\plat\annexation-sht1.dwg

1000' 0 1000' 2000'

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF ____, 2007 A.D.	APPROVED AS TO FORM THIS ____ DAY OF ____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF ____ DATE ____ TIME ____ BOOK ____ PAGE ____
BY ____ PARK CITY ENGINEER	BY ____ PARK CITY ATTORNEY	BY ____ PARK CITY RECORDER	BY ____ MAYOR	FEE ____ RECORDER ____

00606099 B: 1850 P: 1794 Page 14 of 103 Summit County

Park City Zoning Map

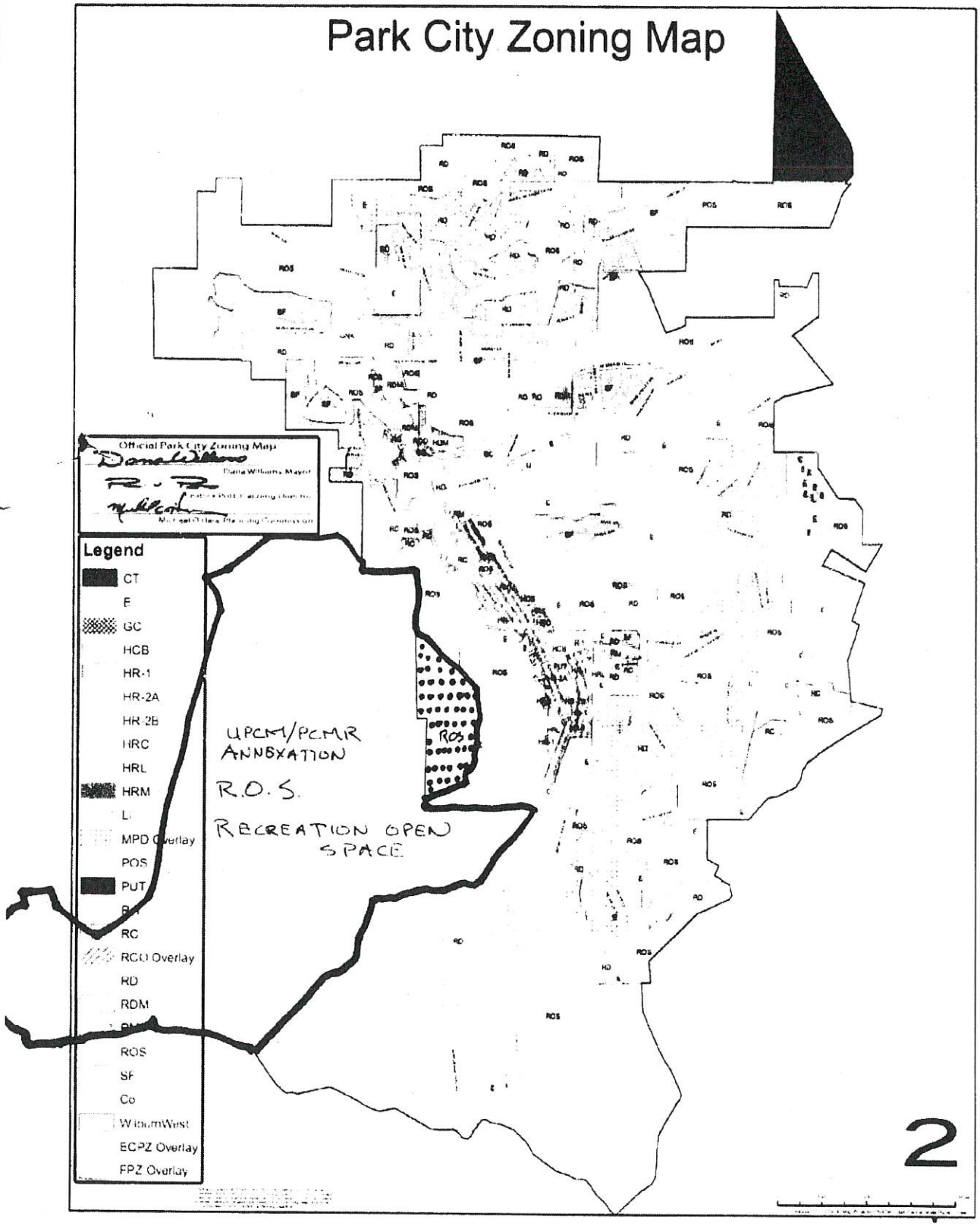


EXHIBIT "B"
Legal Description

00806099 B: 1850 P: 1794 Page 16 of 103 Summit County

LEGAL DESCRIPTION
ANNEXATION LANDS AT PCMR
March 2, 2007

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

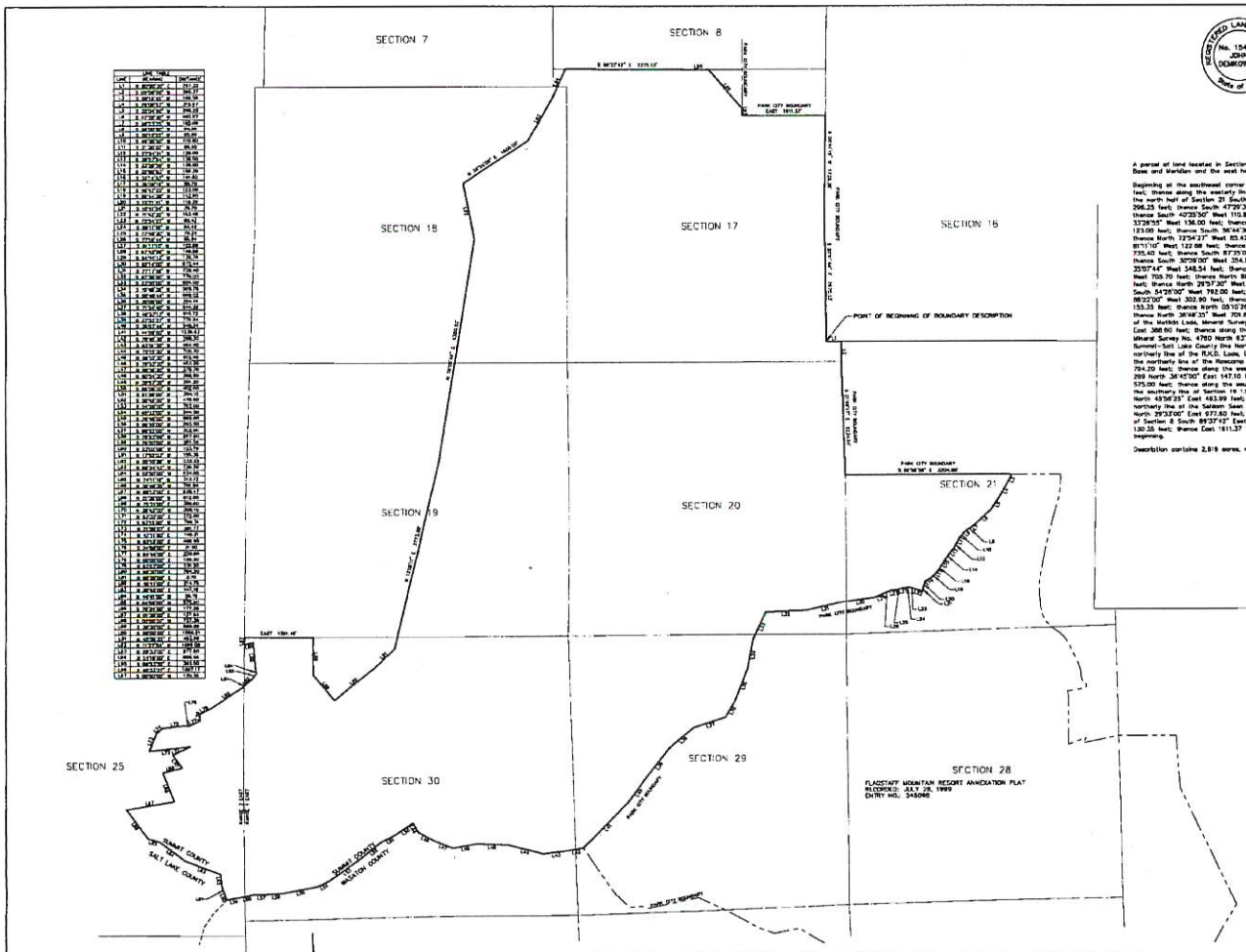
Beginning at the southwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the southerly line of Section 16 East 287.32 feet; thence along the westerly line of Section 21 South 390.37 feet; thence along the westerly line of Section 21 South 01°49'17" East 2234.94 feet; thence along the southerly line of the north half of Section 21 South 89°59'59" East 3204.88 feet; thence South 28°18'45" West 186.56 feet; thence South 29°09'57" West 315.97 feet; thence South 32°04'00" West 296.25 feet; thence South 47°29'30" West 405.07 feet; thence South 50°23'25" West 105.09 feet; thence South 56°00'00" West 94.90 feet; thence South 50°15'25" West 92.50 feet; thence South 40°35'50" West 110.80 feet; thence South 31°30'07" West 96.20 feet; thence South 27°54'51" West 126.00 feet; thence South 38°27'54" West 138.00 feet; thence South 33°26'55" West 136.00 feet; thence South 32°00'03" West 159.20 feet; thence South 32°14'53" West 101.60 feet; thence South 35°09'16" West 88.70 feet; thence South 46°47'25" West 123.00 feet; thence South 56°44'38" West 142.80 feet; thence South 15°21'41" West 116.30 feet; thence South 10°41'54" West 76.70 feet; thence North 71°42'35" West 163.49 feet; thence North 72°54'27" West 85.42 feet; thence South 86°11'16" West 94.42 feet; thence South 77°48'30" West 79.25 feet; thence South 77°19'44" West 85.84 feet; thence South 81°11'10" West 122.88 feet; thence South 67°45'58" West 149.28 feet; thence South 64°44'13" West 136.79 feet; thence South 82°14'00" West 672.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.00 feet; thence South 23°55'00" West 604.00 feet; thence South 10°48'36" West 569.75 feet; thence South 20°48'44" West 698.02 feet; thence South 30°09'00" West 354.14 feet; thence South 71°34'40" West 644.26 feet; thence South 49°33'13" West 616.72 feet; thence South 37°33'27" West 779.84 feet; thence South 35°07'44" West 548.54 feet; thence South 44°09'00" West 1236.63 feet; thence South 79°45'30" West 288.30 feet; thence South 83°01'30" West 494.40 feet; thence North 75°15'30" West 705.70 feet; thence North 88°10'30" West 612.40 feet; thence South 79°33'30" West 453.20 feet; thence North 68°16'30" West 378.70 feet; thence North 60°54'30" West 368.90 feet; thence North 29°57'30" West 201.20 feet; thence South 56°08'00" West 402.00 feet; thence South 61°28'00" West 304.10 feet; thence South 50°42'00" West 479.60 feet; thence South 54°28'00" West 792.00 feet; thence South 65°22'00" West 244.50 feet; thence South 78°48'00" West 685.80 feet; thence South 86°10'00" West 265.50 feet; thence South 88°22'00" West 302.90 feet; thence South 79°23'00" West 267.90 feet; thence South 79°50'00" West 261.50 feet; thence North 23°02'08" West 123.79 feet; thence North 17°52'03" West 155.35 feet; thence North 05°10'26" West 233.33 feet; thence North 69°34'42" West 736.28 feet; thence North 52°50'00" West 624.65 feet;

thence North 74°11'18" West 213.72 feet; thence North 36°49'35" West 701.84 feet; thence along the southerly line of the Matilda Lode, Mineral Survey No. 4959 North 80°12'00" East 936.47 feet; thence along the easterly line of the Matilda Lode, Mineral Survey No. 4959 North 21°36'00" West 612.00 feet; thence along the northerly line of the Fairbanks Fraction Lode, Mineral Survey No. 5364 North 75°31'00" East 388.60 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4760 North 35°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 63°32'00" East 372.80 feet; thence along the southerly line of the Malchite Lode, Lot 281 South 83°15'00" West 788.31 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.D. Lode, Lot 287 North 83°15'00" East 489.90 feet; thence along the easterly line of the R.K.D. Lode, Lot 287 South 24°08'00" East 21.90 feet; thence along the northerly line of the Roscamp Lode, Lot 286 North 64°44'00" East 250.80 feet; thence North 129.30 feet; thence North 63°07'00" East 231.20 feet; thence North 56°30'00" East 794.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 45°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 76°24'00" West 177.28 feet; thence North 01°35'00" East 137.93 feet; thence East along the southerly line of Section 19 1321.46 feet; thence South 00°00'07" West 727.38 feet; thence South 39°30'00" East 659.89 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 493.99 feet; thence North 13°09'11" East 3773.82 feet; thence North 09°05'46" East 4380.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 29°33'00" East 977.60 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 609.56 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'52" East 363.00 feet; thence South 40°33'27" East 1007.17 feet; thence South 130.35 feet; thence East 1611.37 feet; thence South 00°41'16" West 1728.36 feet; thence along the westerly line of Section 16 South 00°41'44" East 2670.13 feet to the point of beginning.

X:\Empire\Docs\Talisker\Desc\231-pcmr annexation.doc

EXHIBIT "C"
Preliminary Plat

00806099 B: 1850 P: 1794 Page 20 of 103 Summit County



ANNEXATION LANDS AT PCMR

LOCATED IN SECTION 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND ALSO THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH

1000' 0 1000' 2000'

SURVEYOR'S CERTIFICATE

REGISTERED LAND SURVEYOR No. 154491 JOHN DEMKOWICZ State of Utah

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that this plat accurately describes and illustrates the boundary and the Patented Government Lots of Record as prescribed within the boundary of the ANNEXATION LANDS AT PCMR annexation petition.

John Demkowicz — Date

BOUNDARY DESCRIPTION

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at the southwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the southerly line of Section 16 East 287.32 feet; thence along the easterly line of Section 21 South 380.37 feet; thence along the easterly line of Section 21 South 01°48'17" East 2234.64 feet; thence along the southerly line of the north half of Section 21 South 88°59'56" East 2254.88 feet; thence South 28°18'45" West 188.58 feet; thence South 29°09'57" West 315.67 feet; thence South 32°04'00" West 298.25 feet; thence South 47°29'30" West 405.07 feet; thence South 50°03'25" West 105.09 feet; thence South 56°00'00" West 84.90 feet; thence South 50°15'25" West 93.50 feet; thence South 49°35'00" West 115.80 feet; thence South 31°30'07" West 90.20 feet; thence South 27°54'31" West 126.00 feet; thence South 38°27'34" West 136.00 feet; thence South 33°28'55" West 136.00 feet; thence South 33°00'23" West 158.20 feet; thence South 33°14'53" West 101.80 feet; thence South 30°09'16" West 88.70 feet; thence South 48°47'25" West 123.00 feet; thence South 36°44'36" West 142.80 feet; thence South 15°21'41" West 118.30 feet; thence South 10°41'54" West 78.70 feet; thence North 71°43'35" West 183.46 feet; thence North 72°54'27" West 83.42 feet; thence South 88°11'18" West 94.42 feet; thence South 77°48'30" West 79.25 feet; thence South 77°19'44" West 85.84 feet; thence South 81°11'10" West 122.88 feet; thence South 87°53'56" West 148.28 feet; thence South 01°41'13" West 136.78 feet; thence South 83°41'06" West 672.44 feet; thence South 77°11'16" West 735.40 feet; thence South 81°35'00" West 778.00 feet; thence South 73°55'00" West 604.00 feet; thence South 10°48'38" West 569.75 feet; thence South 20°48'44" West 886.72 feet; thence South 10°08'00" West 354.16 feet; thence South 71°54'40" West 644.28 feet; thence South 49°32'13" West 618.72 feet; thence South 37°37'37" West 738.84 feet; thence South 35°07'44" West 348.54 feet; thence South 44°08'00" West 1236.65 feet; thence South 79°45'30" West 288.50 feet; thence South 83°01'30" West 494.40 feet; thence North 75°55'30" West 705.70 feet; thence North 88°12'30" West 612.40 feet; thence South 79°37'30" West 463.30 feet; thence North 88°19'30" West 376.70 feet; thence North 80°55'30" West 368.90 feet; thence North 29°57'30" West 201.20 feet; thence South 54°08'00" West 402.20 feet; thence South 61°28'00" West 304.10 feet; thence South 30°42'00" West 478.80 feet; thence South 54°28'00" West 782.00 feet; thence South 83°22'00" West 244.50 feet; thence South 79°48'00" West 885.80 feet; thence South 88°10'00" West 285.50 feet; thence South 08°32'00" West 302.80 feet; thence South 79°32'00" West 367.90 feet; thence South 79°00'00" West 281.50 feet; thence South 33°09'06" West 123.79 feet; thence North 17°52'03" West 155.35 feet; thence North 05°10'26" West 233.33 feet; thence North 69°34'42" West 736.28 feet; thence North 52°50'00" West 824.85 feet; thence North 74°11'18" West 213.72 feet; thence North 36°48'25" West 700.84 feet; thence along the southerly line of the Methodist Lode, Mineral Survey No. 4858 North 80°12'00" East 835.47 feet; thence along the easterly line of the Methodist Lode, Mineral Survey No. 4858 North 01°30'00" East 380.60 feet; thence along the easterly line of the Indiana Lode, Mineral Survey No. 4760 North 30°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 63°32'00" East 372.80 feet; thence along the southerly line of the Mashita Lode, Lot 291 South 83°15'00" West 786.31 feet; thence along the Summit-Salt Lake County line North 21°58'01" East 281.27 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.O. Lode, Lot 287 North 83°15'00" East 488.90 feet; thence along the easterly line of the R.K.O. Lode, Lot 287 South 24°08'00" East 21.90 feet; thence along the northerly line of the Roscoe Lode, Lot 286 North 84°44'00" East 250.80 feet; thence North 129.30 feet; thence North 63°07'00" East 231.20 feet; thence North 56°30'00" East 784.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 62°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 2 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 78°24'00" West 177.28 feet; thence North 01°25'00" East 137.83 feet; thence East along the southerly line of Section 19 1321.48 feet; thence South 00°03'07" West 727.38 feet; thence South 36°30'00" East 814.00 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 463.99 feet; thence North 13°09'11" East 3773.82 feet; thence North 08°05'48" East 4380.03 feet; thence North 11°37'54" West 1098.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 39°30'00" East 977.82 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 808.58 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'52" East 363.00 feet; thence South 40°33'27" East 1007.17 feet; thence South 130.35 feet; thence East 1811.37 feet; thence South 00°41'16" West 1728.36 feet; thence along the easterly line of Section 16 South 00°41'44" East 2870.13 feet to the point of beginning.

Description contains 2,819 acres, more or less

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of United Park City Mines; the owner of the majority of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this ____ day of _____ 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: — My Commission Expires:

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of Royal Street Land Company, a Utah Corporation; the owner of portions of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this ____ day of _____ 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the vice-president for Royal Street Land Company, the owner of portions of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: — My Commission Expires:

SHEET 1 OF 2

1/31/07 JOB NO.: 1-1-01 FILE: K:\Empire\dwg\Talleker\plat\annexation-sht1.dwg

(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____ 2007 A.D.	APPROVED AS TO FORM THIS ____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	FEE _____ RECORDER

EXHIBIT C – AMENDED AND RESTATED FLAGSTAFF DEVELOPMENT AGREEMENT

Recorded this ___ day of
_____, 2007
at Book #___ Page #_____.

COPY

AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR FLAGSTAFF MOUNTAIN, BONANZA FLATS, RICHARDSON FLATS, THE 20-Acre QUINN'S JUNCTION PARCEL AND IRON MOUNTAIN

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT ("Agreement") is entered into as of the 2nd day of March, 2007, by and between UNITED PARK CITY MINES COMPANY, ("UPCM" or "DEVELOPER"), DEER VALLEY RESORT COMPANY, ("DEER VALLEY"), and PARK CITY MUNICIPAL CORPORATION, a third class city of the State of Utah ("City") (collectively, the "Parties").

RECITALS

A. WHEREAS, DEVELOPER and DEER VALLEY own approximately: 1,600 of 1,750 acres of patented mining claims located in the unincorporated Flagstaff Mountain area of Summit County, more particularly described and depicted in Exhibit A attached hereto (hereafter, "Flagstaff Mountain"); approximately 106 acres of patented mining claims located on Iron Mountain within an unincorporated area of Summit County more particularly described and depicted in Exhibit B attached hereto (hereafter, "the Iron Mountain Parcels"); approximately 1,500 acres of patented mining claims, constituting all of UPCM's land located in the unincorporated Bonanza Flats area of Wasatch County more particularly described and depicted in Exhibit C attached hereto (hereafter, "Bonanza Flats"); all of UPCM's land east of U.S. 40 and south of S.R. 248 constituting approximately 650 acres of real property owned in fee simple located immediately east of U.S. 40 and south of S.R. 248 within an unincorporated area

of Summit County more particularly described and depicted in Exhibit D attached hereto (hereafter, "Richardson Flats"); and approximately 20-Acres of real property owned in fee simple located west of U.S. 40 and south of S.R. 248 within an unincorporated area of Summit County more particularly described and depicted in Exhibit E attached hereto (hereafter, "the 20-Acre Quinn's Junction Parcel");

B. WHEREAS, on May 17, 1994 DEVELOPER filed an application for annexation to Park City of Flagstaff Mountain, consisting of DEVELOPER's, DEER VALLEY's and Northside Neighborhood Property Owners' land, together totaling an area of approximately 1,750 acres;

C. WHEREAS, on May 10, 1997 the Park City Council unanimously resolved by Resolution 10-97 to annex Flagstaff Mountain under certain Development Parameters;

D. WHEREAS, on July 8, 1998 DEVELOPER requested reconsideration by the City of Resolution 10-97 and offered certain incentives for limiting development of the Bonanza Flats, Richardson Flats and the Iron Mountain Parcels;

E. WHEREAS, on September 10, 1998 the Park City Council unanimously adopted a resolution to rescind Resolution No. 10-97 and to adopt new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats and the Iron Mountain Parcels, as set forth in this Agreement;

F. WHEREAS, in the intervening months since the City Council adopted the September 10, 1998 development parameters, the DEVELOPER further refined its proposal by offering to move 16 single family homes from the sensitive Prospect Ridge area to the Mountain Village and to constrain development in the Northside Neighborhood to reduce site disturbance and to facilitate sale to a conservation buyer for a time certain;

G. WHEREAS, the Parties intended to enter into the original Agreement to establish new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and the Iron Mountain Parcels and to establish a time certain for annexation of Flagstaff Mountain (now referred to generally as Empire Pass) into the City;

H. WHEREAS, the Parties in fact entered into the original Agreement on or about June 24, 1999; and

I. WHEREAS, the Parties desire to amend and restate the original Agreement in connection with the development of a project known as the Montage Resort & Spa which is presently planned to include 192 hotel rooms and suites, with spa, restaurant and conference facilities, and a residential component that consists of resort condominiums.

NOW, THEREFORE, in consideration of the foregoing recitals and the covenants hereafter set forth, the sufficiency of which the Parties hereby acknowledge, the Parties agree as follows:

SECTION I. DEFINITIONS

Unless the context requires a different meaning, any term or phrase used in this Agreement that has its first letter capitalized shall have that meaning given to it by the Park City Land Management Code (LMC) in effect on the date of a complete application or, if different, by this Agreement. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement.

1.1 **"Annexation Property"** means that approximately 1,750 acres of property known as Flagstaff Mountain, described and depicted on Exhibit A.

1.2 **"Bonanza Flats"** means that approximately 1,500 acres of UPCM property commonly referred to as Bonanza Flats, consituting all of UPCM's holdings in Bonanza Flats and described and depicted on Exhibit C.

1.3 **"DEER VALLEY"** means the Deer Valley Resort Company, a Utah limited Partnership and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEER VALLEY shall cause its employees and agents to act in accordance with the terms of this Agreement.

1.4 **"DEVELOPER"** means United Park City Mines Company, a publicly traded Delaware corporation, and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEVELOPER shall cause its employees and agents to act in accordance

with the terms of this Agreement.

1.5 **"Inaction"** provisionally[1] means (a) DEVELOPER's failure to pursue a sequential permit (i.e. Small Scale MPD permit, conditional use permit, subdivision application, or building permit) by failing to submit a complete application for such a permit or by failing to respond to the City's written requests for information which the City deems is necessary to process the application; or (b) DEVELOPER's failure to sustain permitted construction such that the permit under which construction is allowed, expires or is otherwise suspended or revoked.

1.6 **"Meeting Accessory Uses"** provisionally[2] means uses normally associated and necessary to serve meeting and banquet space. Meeting Accessory Uses do not require the use of Unit Equivalents and include:

1.6.1 Administrative and Banquet Offices

1.6.2 Banquet Storage Areas

1.6.3 Banquet Prep Areas Storage Areas

1.6.4 Common A/V Storage Areas

1.6.5 Coat Check Areas

1.6.6 Public Restrooms

1.6.7 Public Telephone Areas

1.6.8 Public Hallways

1.6.9 Public Circulation Areas.

1.7 **"Mountain Village"** means that mixed-use portion of Flagstaff Mountain described and depicted as the Mountain Village in Exhibit A attached hereto and limited to a total of 87 acres, within three development Pods (A, B_1, and B_2) and maximum densities, unit equivalencies and configuration more fully described herein.

---

[1] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

[2] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.8 **"Northside Neighborhood"** means that 63-acre portion of Flagstaff Mountain described and depicted as the Northside Neighborhood in Exhibit A attached hereto and limited to the maximum density, unit equivalency, and configuration more fully described herein.

1.9 **"Northside Neighborhood Property Owners"** means, in addition to UPCM and DEER VALLEY, Park City Star Mining Company, Inc., a Utah corporation, Bransford Land Company, representing the interests of Anne Bransford Newhall, Mary Bransford Leader and Carolyn Bransford MacDonald, and Stichting Beheer Mayflower Project, a legal entity representing the interests of Stichting Mayflower Recreational Fonds and of Stichting Mayflower Mountain Fonds.

1.10 **"Pedestrian Village"** means an area configured within Pod A of the Mountain Village for the mixed use of residential, Residential Accessory, Resort Support Commercial, Resort Accessory, meeting and Meeting Accessory Uses within which at least fifty percent (50%) of the residential properties are clustered within walking distance (5 minutes) of a Transportation Hub for such residential properties, which can be directly accessed by pathways or sidewalks.

1.11 **"Planned Unit Development"** or **"PUD"** means a master planned development consisting of clustered, detached, single family or duplex units with common open space and coordinated architecture.

1.12 **"Pod Z"** means that area, depicted on Exhibit F that is limited for ski-related uses as further defined herein.

1.13 **"Project"** means the residential, recreational and commercial real estate development to be constructed within Flagstaff Mountain.

1.14 **"Residential Accessory Uses"** provisionally[3] means uses that are for the benefit of the residents of a commercial residential use, such as a hotel or nightly rental condominium project. Residential Accessory Uses do not require the use of Unit Equivalents. Residential Accessory Uses include:

[3] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.14.1 Common Ski Lockers

1.14.2 Common Lobbies

1.14.3 Registration

1.14.4 Concierge

1.14.5 Bell Stand/Luggage Storage

1.14.6 Common Maintenance Areas

1.14.7 Mechanical Rooms

1.14.8 Common Laundry Facilities and Common Storage Areas

1.14.9 Employee Facilities

1.14.10 Common Pools, Saunas and Hot Tubs

1.14.11 Public Telephone Areas

1.14.12 Public Restrooms

1.14.13 Administrative Offices

1.14.14 Public Hallways and Circulation Areas

1.15 **"Resort Accessory Uses"** provisionally[4] means uses that are clearly incidental to and customarily found in connection with the principal resort building or use and are operated for the convenience of the owners, occupants, employees, customers or visitors to the principal resort use. Resort Accessory Uses do not require the use of Unit Equivalents. They include such uses as:

1.15.1 Information

1.15.2 Lost and Found

1.15.3 Mountain Patrol

1.15.4 Mountain Administration

1.15.5 Mountain Maintenance and Storage Facilities

1.15.6 Mountain Patrol and Emergency Medical Facilities

1.15.7 Public Lockers

1.15.8 Public Restrooms

1.15.9 Employee Lockers

1.15.10 Ski School/Day Care

[4] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

00806099 B: 1850 P: 1794 Page 27 of 103 Summit County

1.15.11 Ticket Sales Areas

1.15.12 Ski Check Areas

1.15.13 Public Circulation Areas and Hallways

1.16 **"Richardson Flats"** means all of UPCM's property at the southeast corner of U.S. 40 and S.R. 248, more fully described and depicted on Exhibit D.

1.17 **"Transportation Hub"** means the terminus of a public and/or private transportation system that is located at a convenient location within the Mountain Village.

1.18 **"Unit Equivalent,"** with respect to commercial structures and multifamily and PUD structures, has the meaning set forth in the LMC.[5] Each single family residential structure (excluding PUDs) approved by the City pursuant to this Agreement for construction within the Project shall have a Unit Equivalent of 1.00, regardless of the size or the location of the single family residential structure. Each commercial structure or portion thereof (as such may be determined in applicable MPD approvals) shall consume 1 Unit Equivalent for each 1000 square feet. Each multifamily and PUD residential structure shall consume 1 Unit Equivalent for each 2000 square feet.

SECTION II. LARGE SCALE MPD—FLAGSTAFF MOUNTAIN

2.1. DEVELOPER is hereby granted the equivalent of a Large Scale Master Planned Development (Large Scale MPD) for Flagstaff Mountain. This Large Scale MPD sets forth maximum densities, location of densities and DEVELOPER-offered amenities and is subject to all normally-applicable City processes, and in addition thereto, such processes defined below, including DEVELOPER's responsibility, prior to or concurrent with the Small Scale MPD process, to submit and ultimately to obtain (upon modification, if necessary) City approval, of satisfactory plans detailed below:

[5] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent.

2.1.1. Mine/Soil Hazard Mitigation Plan--which plan shall include an inventory of all mine sites, potential sources of release of hazardous materials into the environment, and a plan and schedule for their remediation;

2.1.2. Detailed Design Guidelines, with strong architectural themes, for the entire Flagstaff Mountain Project;

2.1.3. Specific Transit Plan;

2.1.4. Parking Management Plan;

2.1.5. Detailed Open Space Management Plan;

2.1.6. Historic Preservation Plan;

2.1.7. Emergency Response Plan, including DEVELOPER's commitments to provide infrastructure necessary to serve the Project and Bonanza Flats and phasing therefor;

2.1.8. Trails Master Plan setting forth trail locations, specifications, phasing and timing of public easements;

2.1.9. Private Road Access Limitation Procedures;

2.1.10. Construction Phasing Plan—including construction milestones for project amenities, including Richardson Flats development;

2.1.11. General Infrastructure and Public Improvements Design and Phasing Plan, which calls for the efficient extension of services, concentrating initial infrastructure development in the Mountain Village, and secondarily in the Northside Neighborhood. Such plan shall allow for the construction of a variety of housing types in each phase;

2.1.12. Utilities Master Plan—including the timing, alignment and service strategy for water and sewer service, as well as storm water management throughout the Project and Bonanza Flats;

2.1.13. Wildlife Management Plan; and

2.1.14. Affordable Housing Plan, including phasing.

2.2. **Maximum Development Parameters--Flagstaff Mountain.** Flagstaff Mountain is composed of the Mountain Village, the Northside

Neighborhood; various ski related improvements, and the Silver Mine Adventure. Upon annexation, Flagstaff Mountain will be zoned as shown on the zoning map attached hereto as Exhibit P. The following maximum development parameters apply to Flagstaff Mountain:

2.2.1 **Mountain Village:** The Mountain Village is constrained as follows:

2.2.1.1 **Small Scale MPD.** Site specific volumetrics and configuration will be established in the Small Scale MPD process.

2.2.1.2. **Maximum Development Area.** In the Small Scale MPD process, the entire Mountain Village development shall be constrained within a total of 87 acres.

2.2.1.3. **Maximum Density**. The maximum density within the Mountain Village is 785 Unit Equivalents configured in no more than 550 dwelling units.[6] Such density shall be configured as multi-family, hotel, or PUD units, provided the PUD units do not exceed 60. PUD units consume Unit Equivalents in the same respect as multifamily units. Additionally, the Mountain Village may contain up to 16 detached single family home sites.

2.2.1.4. **Pedestrian Village**. At least 50% of the residential units within the Mountain Village must be clustered within the primary development pod (Pod A), and must be located within a five-minute walk of the Transportation Hub. All three development pods (Pods A, B_1, and B_2) within the Mountain Village must be linked by transit.

2.2.1.5. **Commercial.** The Mountain Village may additionally include up to 75,000-sq. ft. of Resort Support Commercial uses, which shall include Neighborhood

[6] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent. In the case of the Montage, the 192 Montage hotel rooms shall count as Unit Equivalents at the rate of 1 Unit Equivalent per 2,000 square feet of hotel rooms, but such hotel rooms shall not have kitchens and shall not count as dwelling units.

Convenience Commercial uses for residents and visitors such as groceries and sundries.

2.2.1.6. **Mine Site Reclamation**. To the greatest extent possible, DEVELOPER shall locate density in disturbed areas. This provision applies primarily to potential density at the Daly West site. Additionally, DEVELOPER shall reclaim[7] all mining and mining overburden sites within Flagstaff Mountain, in accordance with state and federal regulatory agency review.

2.2.1.7. **Public Trails.** DEVELOPER shall construct and dedicate public trails designated on an accepted Trails Master Plan. Many trails will be constructed on land ultimately owned by DEER VALLEY. In those areas, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for public trail use. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.2.1.8. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER and/or DEER VALLEY shall execute for the benefit of the City perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which, at a minimum, shall prevent the construction thereon of residential, commercial and retail structures but shall provide for ski-related uses consistent with paragraph 2.5 herein.

2.2.1.9. **Parking.** Each Small Scale MPD submittal shall include a parking management plan with respect to the portion of the property covered by such Small Scale MPD submittal.

[7] Reclamation shall include, at a minimum, revegetation of exposed areas.

00806099 B: 1850 P: 1794 Page 31 of 103 Summit County

The goal of the plan is to design the Mountain Village in such a way as to reduce parking demand by 25%. DEVELOPER shall plan and encourage within the Mountain Village portion of the Project programs such as parking management, paid parking for commercial uses, shuttles and other programs designed to reduce the demand for private vehicles and parking. DEVELOPER shall provide for shared parking in all commercial, short-term residential and mixed-use buildings. Assigned or reserved spaces within commercial, short-term residential and mixed-use buildings are prohibited except that in the case of the Montage, one parking space may be assigned for each dwelling unit (excluding the 192 hotel rooms). The majority of the required parking areas will be fully enclosed and/or constructed underground.

2.3 **Prospect Ridge.** DEVELOPER considers the Prospect Ridge area depicted in Exhibit K to be a critical viewshed area for Old Town.

2.3.1 **Public Trails.** Consistent with the Trails Mater Plan, DEVELOPER shall construct and dedicate to the City public trails designated within the Prospect Ridge area.

2.3.2 **Deed Restricted Open Space.** Within 30 days of issuance of the first Small Scale MPD, DEVELOPER shall cause to be recorded a document, approved by the City, which shall impose perpetual covenants and use restrictions for that portion of Prospect Ridge depicted as "Recreation Open Space Dedication" on Exhibit K which shall prevent the construction thereon of residential, commercial and/or retail structures, ski lifts, and developed alpine ski runs.

2.4. **Northside Neighborhood.** The Northside Neighborhood is composed of property owned by five separate Northside Neighborhood Property Owners and, upon their written acceptance of the terms of this Agreement,

may contain a maximum of 38 homes, the size and location of which shall be determined at Small Scale MPD/subdivision review. The Northside Neighborhood may also contain a 1000 sq. ft. non-denominational Chapel, that will remain open and reasonably available to the public.[8]

2.4.1 **Small Scale MPD.** The Small Scale MPD must include all Northside Neighborhood Property Owners to achieve the maximum density of 38 detached single-family homes. Absent participation by all Northside Neighborhood Property Owners, DEVELOPER and DEER VALLEY may apply for a Small Scale MPD for a maximum of 30 single-family homes on the portion of the Northside Neighborhood owned by DEVELOPER and DEER VALLEY.[9] In all circumstances, DEVELOPER and DEER VALLEY shall limit development in the Northside Neighborhood as follows:

2.4.1.1. **Meadow Restriction.** Homes shall not be in the meadow area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.2. **Ski Run Separation.** Limits of disturbance for each site shall be a minimum of 50 feet from any ski run, except where existing ski runs conflict with platted ski easements or platted lots, in which event the City shall have the discretion and authority to approve case-by-case exceptions to the foregoing distance limitation.

2.4.1.3. **Viewpoint Restrictions**. Structures and roads must be configured to minimize road and utility impacts and to

[8] No utility extension will be allowed for the Chapel. Power may be allowed if it is readily accessible. Location of the Chapel cannot cause the extension of an improved road. Siting and construction must comply with all Code provisions.

[9] If Park City Star, Bransford or Mayflower do not reach an agreement with DEVELOPER and DEER VALLEY with respect to the joint development of the detached single family homes within the Northside Neighborhood, then DEVELOPER and DEER VALLEY shall grant to the City the right to connect to the utility lines and to grant limited access to roads within the Northside Neighborhood without cost to serve the remaining property owners.

minimize wintertime visual impacts[10] from ski runs and designated viewpoints, including but not limited to the knoll behind the terminus of what is presently known as the Northside chairlift.

2.4.1.4. **Public Trails**. Consistent with the Trails Master Plan, DEVELOPER, DEER VALLEY, and Northside Neighborhood Property Owners shall dedicate to the City improved public trails and trail easements that connect to the surrounding trail system. Where trails pass through the Deer Valley Ski Area, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.4.1.5. **Enchanted Forest**. No development shall occur in the "Enchanted Forest" area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.6. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall record perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which shall prevent the construction thereon of residential, commercial and retail structures but shall allow ski-related uses.

2.4.2. **Northside Neighborhood Conservation Plan.** DEVELOPER and DEER VALLEY agree to refrain from transferring, improving or developing the Northside Neighborhood for 3 years, from the date of this Agreement to facilitate the potential of (a) the fee simple sale of the Northside Neighborhood, or (b) the sale and transfer of the development rights from the Northside

[10] As well as summertime visual impacts.

00806099 B: 1850 P: 1794 Page 34 of 103 Summit County

Neighborhood. In either case, the sale would be completed within said time period and would be to a conservation buyer or buyers at fair market value at the date of purchase. Fair market value in this context shall reflect the entitlement for single family detached units set forth in the Large Scale Master Plan and this Agreement or, if the Small Scale Master Plan has been issued, as reflected in the Small Scale Master Plan for the Northside Neighborhood. The three-year period noted above shall not limit the Planning Commission's authority in connection with approval of the phasing plans required in sections 2.1.10 and 2.1.11.

2.5. **Ski-Related Development.** Subject to conditional use review, DEER VALLEY may construct a skier day lodge of a maximum of 35,000 square feet, in the approximate location depicted on Exhibit A. The day lodge shall have no day skier parking, and must have adequate emergency vehicle access. Any parking lot for the lodge shall be for the purpose of meeting temporary events, intermittent seasonal dining, and service and administrative requirements, and shall be reviewed by the planning commission as a Conditional Use. Such Conditional Uses will have a traffic mitigation plan that may include the number of events, hours of operation, shuttle bus requirements and/or a limit to the number of guests. Pursuant to a Conditional Use Permit, said temporary parking area may be located on adjacent properties. Permanent non-skier parking for the Empire Day Lodge will be considered as part of the POD B-2 Master Plan Development. Such parking shall consist of not more than 75 spaces. These parking spaces are in addition to those otherwise required or allowed under this Agreement and the LMC. DEER VALLEY shall provide deed-restricted employee/affordable housing units as defined by the City's affordable housing policy in an amount equal to 20% of the commercial Unit Equivalents approved by the City for the day lodge prior to issuance of a Certificate of Occupancy for the day lodge.

00806099 B: 1850 P: 1794 Page 35 of 103 Summit County

2.5.1 **Conditional Use (Administrative).** Ski terrain and ski-related development is an administrative conditional use within the Project, consistent with the Deer Valley Ski Area Master Plan depicted in Exhibit F attached hereto, provided that only two graded runs shall be allowed in ski Pod Z, with thinning and other limited vegetation removal in the balance of Pod Z for skier safety and glade skiing. Review of ski terrain and ski-related development shall include, but shall not be limited to consideration of the following:

2.5.1.1 Openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible.

2.5.1.2 Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.

2.5.1.3 Lift towers shall be painted or otherwise treated to blend with the natural surroundings.

2.5.1.4 Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the "Deer Valley Resort Company Ski Run Construction and Revegetation Standards" attached hereto as Exhibit G. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health. Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.

2.6 Beano's Style Private Club. DEVELOPER may construct a private restaurant (Beano's Cabin at Beaver Creek-style[11]), at a location to be determined at the CUP phase. No private parking areas or vehicular

[11] Beano's is a 10,000 square foot private restaurant at Beaver Creek, Colorado.

00806099 B: 1850 P: 1794 Page 36 of 103 Summit County

access will be allowed except (i) access and space for patron drop-off's and pick-up's, and (ii) access, loading areas and circulation for emergency, delivery and service vehicles. The size of the private restarurant shall be determined by the Planning Commission at the CUP review phase, and shall be between 7,000 and 10,000 square feet.

2.7 Silver Mine Adventure. DEVELOPER may continue to operate the Silver Mine Adventure on the Ontario Mine Site as a valid, non-conforming use. Any change or expansion of use shall be processed in accordance with the LMC in effect at the time of the DEVELOPER's submission of a complete application for the proposed expansion.

2.8 Access and Alignment of S.R. 224. DEVELOPER shall access Flagstaff Mountain by means of S.R. 224, and a private road system. DEVELOPER shall realign a portion of S.R. 224 in the approximate location set forth on Exhibit H attached hereto, and shall construct a private road system for Flagstaff Mountain in the approximate location depicted on Exhibit H. The Parties agree to the following access and alignment of the road systems within Flagstaff Mountain:

2.8.1 **Alignment.** Upon Planning Commission approval of the first Small Scale MPD for Flagstaff Mountain, DEVELOPER shall petition to vacate the existing S.R. 224 alignment and, if granted, shall realign and dedicate the relocated S.R. 224 right of way to a standard similar to the existing S.R. 224 (with an asphalt surface for dust control). Such alignment shall be as generally depicted on Exhibit H. DEVELOPER shall block and prohibit vehicular access over the discontinued historic alignment of S.R. 224. Access over the realigned S.R. 224 shall remain seasonal (warm weather only). Upon completion of construction thereof, to the reasonable satisfaction of the City Engineer, the City shall accept the dedication of public roads under its jurisdiction identified on Exhibit H, or as determined by the Council, upon

recommendation of the Planning Commission through the Small Scale MPD and subdivision processes.

2.8.2 **Private Road.** Upon Small Scale MPD approval, and only to the extent of the Small Scale MPD approval, DEVELOPER shall construct a private road system within Flagstaff Mountain, as depicted in Exhibit H, over which DEVELOPER shall maintain all-season access throughout the year. Said private road, from its point of departure from S.R. 224 to the Summit/Wasatch County line, may be converted to a public road, in which event existing S.R. 224 from said point of departure to the county line shall no longer be used as a public road.

2.8.3 **Seasonal, Controlled Automobile Access.** DEVELOPER shall support and shall not undermine seasonal closure of realigned S.R. 224 and shall control motorized vehicular access from S.R. 224 to the private road system to prevent vehicular through traffic.

2.8.4 **Emergency Deer Valley Access.** The Project's seasonal emergency secondary access is through the Deer Valley Ski Area generally as depicted on Exhibit I and crash-gated in the approximate locations shown on Exhibit I. DEER VALLEY shall provide the City and the Park City Fire Service District with keys and/or combinations to the gates. The emergency access is necessary as a controlled evacuation route and as an emergency access for fire and safety personnel and equipment only. The secondary access route is an important ski run to the Deer Valley Ski Area that, in all but the most exceptional circumstances, will be used by skiers and over-the-snow vehicles. The Park City Fire Marshall may cause the access to be plowed and placed into winter service for emergency and evacuation purposes in that

00806099 B: 1850 P: 1794 Page 38 of 103 Summit County

exceptional emergency situation when normal road access to Flagstaff Mountain is interrupted for an extended period.[12]

2.8.5 **Controlled Snowmobile Access.** Winter snowmobile access to Brighton Estates and to Bonanza Flats is presently available over portions of S.R. 224. DEVELOPER and DEER VALLEY shall allow seasonal snowmobile access to property owners and renters in Brighton Estates over those portions of S.R. 224 within the Project that are presently used or alternatively over similar portions of S.R. 224 as may be relocated. DEVELOPER and DEER VALLEY shall otherwise prevent wintertime motorized vehicular access to the extent such action is consistent with the policy of the public entity that owns S.R. 224. The current recreational snowmobile concession in Flagstaff Mountain shall be eliminated with the relocation of S.R. 224.

2.8.6 **DEVELOPER's Consent to Transfer**. DEVELOPER consents to cooperate with the City in any state transfer of any portion of S.R 224.

2.9 **Flagstaff Mountain Mitigation/Amenities.** At the City's request, the DEVELOPER shall deliver the following mitigation and amenities as an inducement to execute this Development Agreement:

2.9.1 **Trails.** DEVELOPER shall construct, maintain and commit to free public use, an improved public trail system as set forth in an approved Trails Master Plan. The construction of the trails shall be phased with the progress of the development of the Project. Existing trails shall remain open to the public until provisional or final trails have been constructed. Final trail locations may vary due to field conditions and season. Relocation of any trails shall be identified in the Trails Master Plan. Where the trails pass through the Deer Valley Ski Area, or are located on non-development lands owned or controlled by Deer Valley, Deer

[12] The Park City Fire Marshall may not cause the access to be plowed simply for pubic convenience.

00806099 B: 1850 P: 1794 Page 39 of 103 Summit County

Valley shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for trail use, including reasonable rules and regulations intended to prevent or minimize conflict between potential trail uses. Pedestrian and bicycle uses of the trail system shall not be prohibited or restricted without being so identified in the Trails Master Plan.

2.9.2 **No Gondola Alternative.** DEVELOPER shall contribute $1,000,000 in cash to the City to be used specifically for other traffic mitigation projects in the City related to the Project. Additionally, the DEVELOPER shall (i) contribute $10,000 toward the cost of a feasibility study, when commissioned by the City, to evaluate a potential ski amenity gondola, and (ii) contribute toward the construction of the Richardson Flats parking improvements described in the last paragraph of Section 3.1 of this Agreement, which shall be constructed in accordance with the specifications and conditions attached hereto as Schedule 3.1. The parking improvements shall be constructed in phases as established during the MPD for those improvements in cooperation with Summit County. Construction of the parking improvements will be assured through a form of completion bonding consisting of a draw-down letter of credit or other similar instrument in an amount equal to the good faith estimated cost to construct the parking improvements, but in an amount not to exceed $1,800,000. In the event any permit application is denied such that the parking improvements cannot be constructed, the City shall be entitled to draw the entire amount of the completion bond, letter of credit or similar instrument (as the case may be), and DEVELOPER shall have no further obligation to construct the parking improvements.

2.9.3 **Historic Preservation.** The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant

structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at the Daly West site is historically significant.

2.9.4 **Enhanced Environmental Protection.** DEVELOPER shall limit the construction or installation of wood-burning devices to one wood-burning device in each of the 54 single-family homes in the Project. DEVELOPER shall not request approval from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within the Project, DEVELOPER shall have the right to construct one wood-burning device in each such lodge or hotel, except the Montage which may have three.

2.9.5 **Lady Morgan Springs Open Space (Passive Use).** The Lady Morgan Springs Area[13], shall be restricted, by conservation easements acceptable to the City, and signs and monitoring, if necessary, to limit use of the area to skiing (without cutting runs, glading, or thinning trees) and daytime recreational hiking. Neither construction activity nor motorized vehicular use of any kind shall be allowed in the Lady Morgan Springs Area, except as allowed, with City staff approval, for forestry and wetlands management.

2.9.6 **Open Space (Active).** All land outside of the development areas (ski terrain and open space designated on Exhibit A) will be zoned as Recreation Open Space (ROS-MPD). Upon issuance of the first Small Scale MPD for any portion of the Project, DEVELOPER and DEER VALLEY shall execute a conservation easement, for the benefit of the City and a third party conservation trust (or similar entity), to limit their use of the

[13] Described and depicted on Exhibit J, and as further defined in the Small Scale MPD process.

Flagstaff Mountain ski terrain to construction, development and operation of ski and mountain bike lifts, ski and mountain bike runs, one skier day lodge, and other similar winter and summer recreational uses and services. Such conservation easements shall prohibit any hotel, lodging, residential or commercial construction or use on ROS-zoned land in Flagstaff Mountain. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.7 **Open Space (Prospect Ridge).** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall grant to the City a conservation easement, with free public trail access, without encumbrances, over acreage located on Prospect Ridge, contiguous with City-owned open space. The conservation easement area on Prospect Ridge is identified on Exhibit K attached hereto. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.8 **Open Space (Iron Mountain).** Upon the issuance of any Small Scale MPD, for any portion of the Project, DEVELOPER shall deed restrict or transfer to Park City, the Iron Mountain Parcels with City-approved encumbrances. In connection with such dedication, DEVELOPER shall reserve to DEVELOPER the right to lease to third parties the Iron Mountain Parcels for ski and other environmentally sensitive recreational uses. Such reservation shall not include the right to cut runs, glade, or thin trees, or construct or install ski lifts or developed alpine ski runs. DEVELOPER shall also reserve the right to retain all rent, proceeds and other consideration resulting from or generated by DEVELOPER leasing the Iron Mountain Parcels to third parties for ski and recreation-related uses. DEVELOPER shall indemnify, defend and hold the City harmless from any claim

00806099 B: 1850 P: 1794 Page 42 of 103 Summit County

arising from DEVELOPER's or a third party lessee's use of the Iron Mountain Parcels. Nothing herein should be construed to limit or waive governmental immunity with respect to claims made against the City.

2.9.9 **Neighborhood-Specific Design Guidelines.** DEVELOPER shall incorporate a Master Resort Association for Flagstaff Mountain and a Project-specific Property Owners' Association for the Mountain Village and Northside Neighborhood areas to cooperatively manage certain aspects of the Project. The Design Guidelines for both the Project and Bonanza Flats must emphasize a strong, common architectural theme, and shall be enforceable by one or more of the above-mentioned Associations.

2.9.10 **Public Safety.** A comprehensive emergency response plan will be required. The proposal includes a public safety site, at a minimum. The final public safety and emergency access plan must be determined prior to any permit issuance and only after coordination with the affected entities, such as the Park City Fire Service District. To the extent the Montage hotel structure requires additional safety equipment or infrastructure to achieve a minimum standard that will not result in a degradation of the Park City Fire District's I.S.O. rating, and to the extent ongoing tax revenues and impact fees generated by the Montage are insufficient to cover the costs of such additional equipment and infrastructure, any such shortfall shall be paid by DEVELOPER. Changes to any applicable Technical Report must be approved by the Park City Fire Marshall.

2.9.11 **Sandridge Parking Lots**. Prior to the issuance of a Small Scale MPD for any portion of Flagstaff Mountain, DEVELOPER shall irrevocably offer to dedicate to the City a conversation easement, or deed, satisfactory to the City to preserve the Sandridge

Parking Lots, described in Exhibit L as a public parking facility. Such interest shall be offered with no outstanding monetary encumbrances.

2.9.12 **Sandridge Heights Property**. Developer further agrees to limit its use of its Sandridge Heights property, described in Exhibit L, to either affordable housing or open space.

2.10 **FLAGSTAFF MOUNTAIN MITIGATION MEASURES:**

2.10.1 **Water System.** DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system within Flagstaff Mountain to serve the Project, including all fire flow and irrigation needs.

2.10.1.1 **Withdrawal of Water Protests.** DEVELOPER shall immediately withdraw its protests to the City's pending water change application(s) before the State Engineer and agrees not to protest future City applications before the State Engineer.

2.10.1.2 **Water Source.** DEVELOPER shall design and construct a water source and delivery system to transport water from the water source to Flagstaff Mountain and to dedicate that system to the City. DEVELOPER and the City anticipate that such delivery system will include the development of a well of sufficient capacity to serve the Project.

2.10.1.3 **Group II Rights.** The City and DEVELOPER agree to file a joint application with the State Engineer to convert to municipal use within the boundaries of the Park City Water Service District all "Group II" water rights owned by both parties. The joint application will list all mutual points of diversion, all of the City's municipal sources, and all of DEVELOPER's sources including the proposed Ontario and Empire Canyon

Wells. DEVELOPER and the City shall divide the Group II rights approved for municipal use evenly, with DEVELOPER and the City each taking ownership of one-half of the total approved rights. DEVELOPER agrees to sell exclusively to the City its portion of the approved Group II water rights and DEVELOPER's interest in its Theriot Springs and Haueter Springs water rights (Weber Decree Award #456, #467 and #468) collectively referred to herein as the "Committed Water".

2.10.1.4 **Committed Water.** Once approved for municipal use, all Committed Water shall be leased to the City at a nominal cost and will therefore be unavailable for sale to others. DEVELOPER shall dedicate the Committed Water to the City, and the City shall pay to DEVELOPER from time to time an amount equal to the water development impact fees actually collected by the Park City Water Service District from the development of Flagstaff Mountain. Each such payment from the City to DEVELOPER shall be paid within 30 days following the receipt by the Park City Water Service District of each such water development impact fee.

2.10.1.5 **Excess Water Rights.** If after ten (10) years or 90% buildout of Flagstaff Mountain and Bonanza Flats, whichever last occurs, DEVELOPER retains water rights in excess of the water demand for both projects, the City may purchase the excess water rights from DEVELOPER at fair market value based on an appraisal from a mutually agreed upon appraiser or the City may relinquish its interest in the excess water rights. The City shall elect to either purchase (some or all of the

00806099 B: 1850 P: 1794 Page 45 of 103 Summit County

excess water rights) or relinquish its interest in the excess water rights within 180 days of written notice of the expiration of 10 years or 90% buildout of both projects, whichever last occurs. If the City takes no action within the 180 days, City will be deemed to have relinquished its interest in the excess water rights.

2.10.1.6 **Impact Fees and Water Rates.** The City will charge water development and connection impact fees and water rates within the Project in an amount equal to the water development and connection impact fees and water rates charged to other water users within the Park City Water Service District, unless extraordinary costs can be identified by the City and fairly assigned to the water users within the Project.

2.10.2 **Subsequent Agreements.** Since the time the original Agreement was adopted and executed, the City and DEVELOPER have entered into agreements that impact, implement and/or clarify certain provisions of the original Agreement including (i) An Agreement For A Joint Well Development Program dated January 14, 2000, (ii) a Memorandum of Understanding, dated January 14, 2000, Between Park City Municipal Corporation and United Park City Mines Company Clarifying and Implementing the Water Service and Water Source Development Provisions of the Development Agreement of June 24, 1999, and (iii) the Water Agreement dated effective as of March 2, 2007 (collectively, the Subsequent Agreements). The fact that this Agreement is styled as an amended and restated agreement shall not operate or be deemed to supersede, contravene, or amend the terms, conditions or provisions of the Subsequent Agreements.

2.10.3 Transportation and Traffic Mitigation. DEVELOPER has agreed to provide the following transportation and traffic mitigation measures.[14] Prior to the issuance of a Certificate of Occupancy within the Mountain Village,[15] the DEVELOPER shall provide the following to reduce the traffic anticipated by the Project:

2.10.3.1 **Van and Shuttle Service.** DEVELOPER shall provide for its owners, employees and guests, van and shuttle service alternatives consisting of regular circulator service within the Mountain Village and service from the Mountain Village to key destinations such as the Salt Lake International Airport, Main Street, Silver Lake, golf courses, and recreational trail heads.

2.10.3.2 **Road and Intersection Improvements.** Attached hereto as Exhibit M is a map and a more detailed list of improvements, which shall be constructed by DEVELOPER in satisfaction of this obligation. Prior to the construction of any of the improvements described below, the City shall review and approve or reject with suggested changes all plans, drawings and specifications with respect to the alignment and construction of such road and intersection improvements. Following DEVELOPER's completion of the construction of such improvements, DEVELOPER shall offer to dedicate such improvements to the appropriate governmental entity.

[14] However, within the Small Scale MPD process, the City may conclude that these transportation and traffic measures should be reduced, and will modify DEVELOPER's obligations accordingly.
[15] Except for DEER VALLEY's day lodge pursuant to paragraph 2.5 herein.

00806099 B: 1850 P: 1794 Page 47 of 103 Summit County

2.10.3.3 **Contribution to Marsac Roundabout.** DEVELOPER shall financially participate in the reconstruction of the intersection of Marsac Avenue and Deer Valley Drive. DEVELOPER is responsible for paying its proportionate share (determined by projected traffic generation) of the City's cost of such reconstruction to mitigate the impact of the Flagstaff Mountain and Bonanza Flats projects on the intersection.

2.10.3.4 **Runaway Truck Lane**. DEVELOPER, or an affiliate of DEVELOPER, shall construct a run-away truck lane on the Mine Road section of S.R. 224, as described on Exhibit N attached hereto. DEVELOPER expects to dedicate the Runaway Truck Lane to UDOT.

2.10.3.5 **Mine Road Widening**. Upon Planning Commission recommendation, DEVELOPER shall widen the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.3.6 **Mine Road Passing Lane**. Upon Planning Commission recommendation, DEVELOPER shall create and dedicate a passing lane on the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.3.7 **Drainage Improvements.** DEVELOPER shall improve drainage to S.R. 224 as described on Exhibit M attached hereto.

2.10.3.8 **Landscaping.** Upon Planning Commission approval, DEVELOPER may construct and create, at DEVELOPER'S sole cost and expense, landscape improvements in the area depicted on

Exhibit M, uphill from the intersection of S.R. 224 with Hillside to act as a Project entry statement.

2.10.4 **Construction Mitigation.** DEVELOPER shall provide the following measures, all to the reasonable satisfaction of the City's Chief Building Official, to mitigate the impact of construction within Flagstaff Mountain. DEVELOPER shall also adhere to the usual construction impact mitigation measures required by the City. Additional reasonable site-specific mitigation measures may be required at the Small Scale MPD phase. These measures will be permanently reflected in Covenants, Conditions and Restrictions of each development parcel. The Detailed Construction Phasing Plan to be submitted by DEVELOPER to the City shall include, without limitation, provisions pertaining to:

2.10.4.1 Limits of Disturbance and Vegetation Protection for all construction, including construction of public improvements.

2.10.4.2 Construction staging, on-site batch plants, and materials stockpiling[16] and recycling in the Daly West area to keep all excavated materials on site during the Project infrastructure and construction phases.

2.10.4.3 Construction traffic routing plan to minimize traffic impacts on Old Town and residential areas, by only allowing construction traffic to use current state roads, unless otherwise directed by the City.

2.10.4.4 Dust and soils monitoring and containment, along with remediation of contaminated mining waste within the areas that are disturbed during the construction of the improvements within the Project and erosion and runoff controls for the entire Project

[16] Developer shall stockpile all earthen material on site.

2.10.4.5 Temporary public access trails throughout construction.

2.10.4.6 Tools and equipment storage on-site adequate to serve all construction.

2.10.5 **Employee/Affordable Housing.** DEVELOPER shall provide deed-restricted employee/affordable housing units ("Affordable Unit Equivalents" or "AUEs") as defined by the City's affordable housing policy in an amount equal to 10% of the residential Unit Equivalents and 20% of the commercial Unit Equivalents approved by the City for the Project (collectively, the "Base AUEs"). The employee/affordable housing requirement for the Project, including the Montage, is 98.9 Base AUEs. One AUE equals 800 square feet. In addition to the Base AUEs, DEVELOPER has committed to construct, off-site, 20 additional AUEs (the "Additional AUEs") as an additional community benefit for the Project. Within 24 months from the effective date of this Agreement, the DEVELOPER (or any assignee thereof) shall either (i) begin construction of the 20 Additional AUEs, or (ii) post a financial guarantee in a form acceptable to the City Attorney in favor of the City equal to 10 percent of the estimated construction costs of the Additional AUEs. Each Additional AUE shall be sold or rented at prices and terms consistent with the City's affordable housing guidelines in effect at the time a Certificate of Occupancy is issued for the AUE. The calculation of total AUEs is detailed in the following table:

Type of Use	Unit Equivalents	Mitigation Rate	AUEs Required
Residential			
Residential Units	785	0.1	78.50
Single Family Home Sites	54	0.1	5.40
Subtotal Residential	***839***		***83.90***
Type of Use	**Square Footage / 1,000 SF**	**Mitigation Rate**	**AUEs Required**
Commercial			
Commercial Unit Equivalents	75	0.2	15.00
Subtotal Commercial	***75***		***15.00***
Base AUEs On-Site (25%): 24.725			
Base AUEs Off-Site (75%): 74.175 *			
Total Base AUEs			**98.90**
Additional AUEs Contributed by Developer (located Quinns Junction)			**20.00**
TOTAL AUEs			***118.00***

*May be located at Quinns Junction, consistent with the City's approved employee/affordable housing plan.

A minimum of 25% of the Base AUEs shall be located on-site within the Project; however, at DEVELOPER'S option, any such on-site Base AUEs not actually constructed on-site or contractually committed to be constructed on-site may be constructed off-site on a 1.5-for-1 basis. DEVELOPER and the City shall consult with Mountainlands Housing Trust, or its equivalent (if any), to determine the type and location of employee/affordable housing which would be most effective in offsetting the demand generated from the Project. DEVELOPER shall provide the remaining 75% of the Base AUEs consistent with the City's approved employee/affordable housing plan. The employee/affordable housing will be phased with the Project in accordance with the approved Phasing Plan. Upon Planning Commission recommendation, the Housing Authority may direct DEVELOPER to:

2.10.5.1 Develop, subject to deed restrictions some of the remaining units on the 20-Acre Quinn's Junction Parcel; or

2.10.5.2 Donate in a form satisfactory to the City, without restrictions or encumbrances, the 20-Acre Quinn's Junction Parcel to the City in lieu of some or all of the remaining portion of DEVELOPER's affordable housing obligation; or

2.10.5.3 Build the units on an alternate parcel provided to DEVELOPER by the City. DEVELOPER must donate the 20-Acre Quinn's Junction Parcel to the City if the City offers to donate otherwise suitable land to DEVELOPER. If the City and DEVELOPER exchange parcels with respect to the new employee/affordable housing units, then DEVELOPER shall construct on such alternate parcel such number of new employee/affordable housing units, up to the required number of units, for which DEVELOPER is able to obtain approval. In no event shall the cost incurred by DEVELOPER to construct the new employee/affordable housing units on an alternate parcel provided by the City exceed the cost which DEVELOPER would have incurred to construct such new employee/affordable housing units on the 20-Acre Quinn's Junction Parcel; or

2.10.5.4 If mutually acceptable to DEVELOPER and the City, pay to the City a fee in lieu of constructing employee/affordable housing, consistent with the City's affordable housing policy, if such payment in lieu of constructing employee/affordable housing results in the construction or dedication of actual units for affordable /employee housing; or

2.10.5.5 Satisfy its obligation in a manner otherwise consistent with the City's affordable housing policy.

2.10.6 **5-Year Irrevocable Offer to Annex the 20-Acre Quinn's Junction Parcel**. For the next five years from the date of this Amended and Restated Agreement, DEVELOPER hereby irrevocably offers to annex the 20-Acre Quinn's Junction Parcel to the City.

00806099 B: 1850 P: 1794 Page 52 of 103 Summit County

SECTION III. ADDITIONAL PUBLIC BENEFITS

In addition to the foregoing, DEVELOPER offers the following inducements to contract:

3.1 **Richardson Flats**. DEVELOPER unconditionally offers to annex Richardson Flats to the City and, regardless of the annexation of Richardson Flats, to restrict development of Richardson Flats to one of the following options to be selected by DEVELOPER, at DEVELOPER'S sole discretion:

Option 1. Under Option one DEVELOPER must limit the use of Richardson Flats to golf (with the requisite clubhouse, maintenance buildings and other related improvements), equestrian uses (including the construction of an arena or indoor equestrian center), and/or such other public recreational opportunities or special events as the City may deem proper. In the event DEVELOPER is able to obtain necessary approvals from EPA and/or DEQ, then DEVELOPER must construct on Richardson Flats a golf course, clubhouse, and driving range with adequate[17] provisions for defined public access.

Option 2. Under Option two, DEVELOPER must limit the use of Richardson Flats to an 18-hole golf course (with the requisite clubhouse, maintenance buildings and other related improvements)[18] and would make available to the City a site for a second 18-hole golf course. The site to be donated to the City would not include land in need of environmental remediation. If a second golf course is constructed under Option two, then the City and DEVELOPER shall work cooperatively to develop shared facilities such as a driving range and golf maintenance shops.

Option 3. If, after diligent efforts, DEVELOPER cannot receive EPA or DEQ approval of the aforementioned recreational

[17] The course must be operated to maximize play.
[18] Under Option 2 DEVELOPER may in the City's sole discretion be afforded the right to use Richardson Flats for such other public recreational opportunities or special events as the City may deem proper.

improvements, DEVELOPER will perpetually deed restrict Richardson Flats to prevent further development.[19]

In addition to the foregoing provisions, DEVELOPER shall, in part as an additional public benefit and in part as a traffic mitigation measure, provide the City with fee title (unless the City otherwise agrees to a long term lease) to 30 acres at Richardson Flats. Such acreage will be used only for ball fields or similar recreational spaces, and improvements related thereto, and parking. On this acreage, DEVELOPER will provide a parking area which may be paved and which will accommodate segregated Montage and Empire Pass parking (up to 100 spaces), and parking for the City (up to 650 spaces), for a total of up to 750 spaces. This parking area will also serve as the location for Montage construction parking, and DEVELOPER or Montage shall be responsible for providing or arranging construction parking shuttles. The parking improvements may be constructed in phases. DEVELOPER will have naming rights for the ball fields or similar recreational spaces, and will not select a name that is inappropriate. The parking improvements (excluding the 100 dedicated Montage spaces and spaces required for construction parking and other operational needs) may be used by the City for reasonable ancillary uses such as special events. .

3.2 **Open Space/Transit Management Fund.** DEVELOPER shall pay on each transfer of DEVELOPER's land, and shall separately covenant with all successors in interest in a manner which runs with the land, to assess a 1% Open Space/Transit Management Fee on the gross sales price of all real property within the Project. 50% of the Open Space/Transit Management Fee shall belong to the Flagstaff Mountain Master Resort

[19] The timing of Richardson Flats development shall be addressed in the Construction Phasing and General Infrastructure Phasing Plans required in Sections 2.1.10 and 2.1.11 with development commencing as early as possible.

00806099 B: 1850 P: 1794 Page 54 of 103 Summit County

Association to reduce Master Resort Association dues associated with obligations assumed herein or to enhance the Master Resort Association's service to its members. 50% of the Open Space/Transit Management Fee shall be paid to the City to assist in funding the costs and expenses for enhanced transportation to the Project, recreation improvements and/or open space acquisition, maintenance or preservation. This Open Space/Transit Management Fee shall not apply to the transfer of real property within the Project either solely as security for financing (e.g. mortgage) or for nominal consideration solely to initially capitalize the development entity. DEVELOPER acknowledges that the Project requires an open space management fee to mitigate the adverse effects of the Project. As such, DEVELOPER covenants that it will pay this fee as a contractual obligation, and not as a regulated entity. DEVELOPER shall vigorously defend the imposition of such fees. DEVELOPER shall not take any action (contractually, judicially, or legislatively) to challenge or otherwise adversely affect the enforceability of the Open Space/Transit Management Fee as a valid and enforceable real covenant.

SECTION IV. IMPACT FEES/PLAN CHECK FEES

4.1 **Conditions of Approval and Impact Fees.** With respect to the development of Flagstaff Mountain, DEVELOPER accepts and agrees to comply with the impact, connection and building fees of the City currently in effect, or as amended, to the extent the amended fees are applied uniformly within an impact fee district. DEVELOPER acknowledges that the Project requires infrastructure supported by impact fees and finds the fees currently imposed to be a reasonable monetary expression of exactions that would otherwise be required at this time. As such, DEVELOPER covenants that it will pay impact fees as a contractual obligation, and not exclusively as a regulated entity. If the state legislature disallows the imposition of a regulatory impact fee, DEVELOPER will pay those impact fees in effect at the time of such change in state law throughout the remaining buildout of the Project. Further DEVELOPER

agrees to pay plan check fees in the amount of 65% of the building permit fee.

SECTION V. BONANZA FLATS DEVELOPMENT PARAMETERS

5.1 **Restrictions on Bonanza Flats Development.** DEVELOPER covenants that it will never apply, nor assist in any application, to the City or to Wasatch County for the development of Bonanza Flats in excess of the following maximum densities. Further, DEVELOPER shall amend its development application with Wasatch County, and shall restrict development in Bonanza Flats to the following maximum densities:

5.1.1 A maximum of 260 residential units (280 Unit Equivalents), of which no more than 160 units shall be Bonanza Flats single family home sites.

5.1.2 An 18-hole golf course, including the construction of no larger than a 20,000 sq. ft club house and other golf-related facilities, with Nordic skiing thereon during the winter, all as generally depicted on Exhibit O.

5.1.3 75,000 square feet of resort-related commercial uses.

5.1.4 Alpine and Nordic ski terrain, ski runs, ski lifts and other ski-related improvements, all as depicted on Exhibit O.

5.2 **Wasatch County Approval of Bonanza Flats Development Proposal.** DEVELOPER has a pending application in Wasatch County, with respect to Bonanza Flats, requesting density far in excess of that which the City regards as appropriate. As an inducement for the City to enter into this Agreement, DEVELOPER agrees to amend its development application with Wasatch County in order to reflect the terms and conditions of this Agreement regarding the development of Bonanza Flats. City's contractual restrictions on Bonanza Flats development are in no respect an endorsement of development on Bonanza Flats. DEVELOPER agrees that the portions of Bonanza Flats, as described on Exhibit C attached hereto, which are not to be developed shall be subjected to restrictive covenants or conservation easements, dedicated to a third party conservation trust (or

similar entity), in a form acceptable to the City, so that the real property which is not to be developed shall be limited in perpetuity to recreational and open-space uses. DEVELOPER and the City acknowledge that the annexation of Bonanza Flats to the City is not being considered at this time by either the City or by DEVELOPER.

5.3 **Snyderville Basin Sewer Improvement District Annexation.** Snyderville Basin Sewer Improvement District ("SBSID") must agree to annex Bonanza Flats and agree to provide sewer service within Bonanza Flats if Park City is to provide water service to the area. SBSID capacity shall be restricted in size to accommodate no more than the restricted densities agreed to herein. If Wasatch County approves the use of Park City water for culinary use in Bonanza Flats, then DEVELOPER must apply for and pursue annexation to SBSID.

5.4 **Annexation.** If Wasatch County recommends that DEVELOPER seek annexation to the City of Bonanza Flats, then DEVELOPER shall request that the City annex Bonanza Flats. In the event that DEVELOPER requests that the City annex Bonanza Flats, the City anticipates the execution of an interlocal agreement with Wasatch County to address fiscal issues in connection with the City's annexation of Bonanza Flats.

5.5 **Request for Transfer of Bonanza Flats Density to Flagstaff Mountain.** DEVELOPER may seek approval from the City of additional density within Flagstaff Mountain in exchange for DEVELOPER transferring approved density from Bonanza Flats and deed restricting such land as open space. City's contractual restrictions on development in Bonanza Flats in no way shall be construed as an endorsement of such densities either in Bonanza Flats nor transferred to the Mountain Village. Upon DEVELOPER's request, the City would consider such transfer. If favorably inclined to entertain such density transfer, the City would attempt in good faith to negotiate an interlocal agreement with Wasatch County to address fiscal issues associated with such action. In connection with any such request by DEVELOPER, the City may give higher priority

to the transfer of multifamily or lodging units and may consider many factors, including but not limited to the following:

5.5.1 The location and quality of open space within the Bonanza Flats property that would occur as a result of the transfer;

5.5.2 The suitability of increased density in the Mountain Village;

5.5.3 The potential reduction of traffic;

5.5.4 The potential positive impacts on the transportation system;

5.5.5 The visual and other impacts to the Mountain Village; and

5.5.6 The positive and negative impacts to the Bonanza Flats Property.

5.6 **Private Road.** Consistent with an approved phasing plan for Flagstaff Mountain, DEVELOPER may construct a private controlled access road between the Flagstaff Mountain and the Bonanza Flats development areas, provided that such private road is properly controlled to prevent through access to adjacent properties and deed restricted to prevent its extension beyond the terminus depicted in Exhibit C.

5.7 **Water Service.** DEVELOPER and the City acknowledge and agree that water service and sewer service to Bonanza Flats should be provided from the same basin in order to avoid any trans-basin transfer issues. Inasmuch as the City shall be providing water service to the Project, the City and DEVELOPER desire that the City provide water service to Bonanza Flats as well. If Wasatch County: 1) approves DEVELOPER's amended proposal for the limited development of Bonanza Flats detailed herein, and 2) approves DEVELOPER's proposal that the City provide water service to Bonanza Flats, then, subject to a City-approved infrastructure phasing plan, DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system, to service Bonanza Flats, including all fire flow and irrigation needs. DEVELOPER shall work cooperatively with the City to develop a water source or sources, including, but not limited to, making well sites, water rights and easements available to the City. The City shall provide culinary water to Bonanza Flats according to the terms of this Agreement. DEVELOPER will

00806099 B: 1850 P: 1794 Page 58 of 103 Summit County

construct all infrastructure, including a source of water necessary to provide water service to Bonanza Flats. City water development and connection fees, as well as water rates, shall be the same as those imposed in the Project, unless the City can identify and fairly assign extraordinary costs to end users within Bonanza Flats. No water from a Weber Drainage Basin source shall be used for outdoor uses in Bonanza Flats.

5.8 **No Annexation Alternative.** If Bonanza Flats is not annexed into the City, and if the requirements described in Sections 5.3, 5.6 and 5.7 are satisfied, then DEVELOPER shall not build within Bonanza Flats more than the units described in Section 5.1 above.

5.9 **Conditions of Development of Bonanza Flats**. Regardless of the annexation of Bonanza Flats to the City, DEVELOPER agrees to the following:

5.9.1 The residential and commercial units constructed within Bonanza Flats shall not be located adjacent to the lakes within the Bonanza Flats property.

5.9.2 If Bonanza Flats is developed, but is not annexed DEVELOPER agrees to provide employee/affordable housing units consistent with its obligations in the Flagstaff Mountain annexation.

5.9.3 Within Bonanza Flats, DEVELOPER shall limit the construction of wood-burning devices to one wood-burning device per single family unit. DEVELOPER shall not request approval from Wasatch County or from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within Bonanza Flats, DEVELOPER may construct one wood-burning device in each such lodge or hotel.

5.9.4 DEVELOPER shall pursue an interlocal agreement with Wasatch County whereby the Park City Fire Protection District will provide fire protection services within Bonanza Flats.

5.9.5 Upon reallignment of S.R. 224, DEVELOPER shall prohibit

commercial snowmobile use within Bonanza Flats.

SECTION VI. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

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

SECTION VII. IMPLEMENTATION OF THIS AGREEMENT

7.1 **Processing and Approvals.** Site specific plans shall be deemed proposed Small Scale Master Plans and shall be subject to the process and limitations set forth in the Park City Municipal Corporation Land Management Code that is in effect when the DEVELOPER submits a complete application for a Small Scale MPD.

7.2 **Cooperation in the Event of Legal Challenge.** If any third party challenges the validity, or any provision, of this Agreement, (1) the Parties shall cooperate in defending such action or proceeding, and (2) DEVELOPER shall hold harmless, and shall indemnify the City for all costs (including attorneys' fees) associated with defending this Agreement. Nothing herein shall be construed as a waiver of governmental immunity, as applicable.

7.3 **Impossibility of Performance.** If this Agreement is delayed in its effect by actions beyond the control of City or DEVELOPER, this Agreement shall remain in full force and effect during such delay. If such delay in the effect of this Agreement extends for a period of more than one year, this Agreement shall be terminable by DEVELOPER or the City upon written notice to the other at any time after such initial one-year period. In the event of termination, all rights and obligations hereunder shall be deemed terminated, provided, however, that the parties shall cooperate to return to the status quo ante.

Section VIII. GENERAL PROVISIONS

8.1 **Covenants Running with the Land.** The provisions of this Agreement shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with all of the land subject to this Agreement. The burdens and benefits hereof shall bind and inure to the benefit of each

of the Parties hereto and all successors in interest to the Parties hereto. All successors in interest shall succeed only to those benefits and burdens of this Agreement which pertain to the portion of the Project to which the successor holds title. Such titleholder is not a third party beneficiary of the remainder of this Agreement or to zoning classifications and benefits relating to other portions of the Project.

8.2 **Transfer of Property.** DEVELOPER and DEER VALLEY shall have the right, without obtaining the City's consent or approval, to assign or transfer all or any portion of its rights, but not its obligations, under this Agreement to any party acquiring an interest or estate in the Project, or any portion thereof. Third party assumption of DEVELOPER's or DEER VALLEY's obligations under this Agreement shall not relieve DEVELOPER or DEER VALLEY of any responsibility or liability with respect to the expressly assumed obligation, unless the City expressly agrees in writing to the reduction or elimination of DEVELOPER's or DEER VALLEY's responsibility or liability. DEVELOPER and DEER VALLEY shall provide notice of any proposed or completed assignment or transfer. If DEVELOPER or DEER VALLEY transfers all or any portion of the property comprising Flagstaff Mountain, Richardson Flats, Sandridge or Bonanza Flats, the transferee shall succeed to all of DEVELOPER's or DEER VALLEY's rights under this Agreement. To the extent the City believes (in its sole discretion, considering the totality of the DEVELOPER's and/or DEER VALLEY's obligations) that the successor in interest has ample resources to secure the City's rights under this Agreement, the City may release DEVELOPER and/or DEER VALLEY from its proportionate liability under this Agreement.

8.3 **No Agency, Joint Venture or Partnership.** It is specifically understood and agreed to by and among the Parties that: (1) the subject development is a private development; (2) City, DEER VALLEY and DEVELOPER hereby renounce the existence of any form of agency relationship, joint venture or partnership among City, DEER VALLEY and DEVELOPER;

00806099 B: 1850 P: 1794 Page 61 of 103 Summit County

and (3) nothing contained herein shall be construed as creating any such relationship among City, DEER VALLEY and DEVELOPER.

SECTION IX. MISCELLANEOUS

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

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

9.3 **Severability.** If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

9.4 **Construction.** This Agreement has been reviewed and revised by legal counsel for DEVELOPER, DEER VALLEY and the City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement. Since the time the original Agreement was adopted and executed, many of the DEVELOPER'S obligations hereunder have been satisfied. The fact that this Agreement is styled as an amended and restated agreement shall not be deemed or construed to reinstate the DEVELOPER obligations that have been satisfied as of the date hereof.

9.5 **Notices.** Any notice or communication required hereunder between the Parties must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the Party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States

mail. If personally delivered, a notice is given when delivered to the Party to whom it is addressed. Any Party hereto may at any time, by giving ten (10) days written notice to the other Parties hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at the address set forth below:

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

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

If to DEVELOPER to:
United Park City Mines Company
c/o David J. Smith
P.O. Box 1450
Park City, UT 84060

Copy to:
Clark K. Taylor
VanCott Bagley Cornwall & McCarthy
P. O. Box 45340
Salt Lake City, Utah 84145

If to DEER VALLEY:
Deer Valley Resort Company
Attn: Bob Wheaton, President
2250 Deer Valley Drive South
P.O. Box 889
Park City, Utah 84060

Copy to:

_____
General Counsel
Royal Street Corporation
7620 Royal Street East, Suite 205
P.O. Box 3179
Park City, Utah 84060

9.6 **No Third Party Beneficiary.** This Agreement is made and entered into for the sole protection and benefit of the Parties and their assigns. No other party shall have any right of action based upon any provision of this Agreement whether as third party beneficiary or otherwise.

9.7 **Counterparts and Exhibits.** This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of forty-two (42) pages, including notary acknowledgment forms, and in addition, sixteen (16) exhibits, which constitute the entire understanding and agreement of the Parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

Exhibit A	Map and Legal description of Flagstaff Mountain
Exhibit B	Map and Legal description of the Iron Mountain Parcels
Exhibit C	Map and Legal description of Bonanza Flats
Exhibit D	Map and Legal description of Richardson Flats
Exhibit E	Map and Legal description of 20-Acre Quinn's Junction Parcel
Exhibit F	Deer Valley Ski Area Master Plan
Exhibit G	Deer Valley Resort Company Ski Run Construction and Revegetation Standards
Exhibit H	Guardsman Realignment
Exhibit I	Emergency Access
Exhibit J	Lady Morgan Springs Open Space Area
Exhibit K	Approximate Location of Prospect Ridge Open Space
Exhibit L	Map and Legal description of Sandridge Parking Lots and Sandridge Heights parcels
Exhibit M	Road and Intersection Improvements Detail
Exhibit N	Runaway Truck Lane
Exhibit O	Bonanza Flats golf course and ski improvements

Exhibit P Zoning Map for Flagstaff Mountain

9.8 **Attorneys' Fees.** In the event of a dispute between any of the Parties arising under this Agreement, the prevailing Party shall be awarded its attorneys' fees and costs to enforce the terms of this Agreement.

9.9 **Duration.** This Agreement shall continue in force and effect until all obligations hereto have been satisfied. DEVELOPER shall record the approved annexation plat for Flagstaff Mountain within 30 days of the City's adoption of an annexation ordinance to annex Flagstaff Mountain. The Large Scale Master Plan for Flagstaff Mountain granted herein shall continue in force and effect for a minimum of four years from its issuance and shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Upon expiration of the minimum four-year period, approval will lapse after two additional years of Inaction following the expiration of such four-year period, unless extended for up to two years by the Planning Commission.

IN WITNESS WHEREOF, this Agreement has been executed by UPCM and by DEER VALLEY by persons duly authorized to execute the same and by the City of Park City, acting by and through its City Council effective as of the 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION

By: _____
Dana Williams, Mayor

ATTEST: City Clerk

By: _____
Janet Scott, City Recorder

APPROVED AS TO FORM:

_____
Mark D. Harrington, City Attorney

DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

00806099 B: 1850 P: 1794 Page 66 of 103 Summit County

DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4540 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley, Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

ARIZONA
STATE OF ~~UTAH~~)
MARICOPA : ss
COUNTY OF ~~SUMMIT~~)

On this 1 day of MARCH, 2007 before me, Constance M Richards, the undersigned Notary Public, personally appeared **Robert Wells**, personally known to me to be the Vice President of Royal Street of Utah, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

OFFICIAL SEAL
CONSTANCE M. RICHARDS
Notary Public - State of Arizona
MARICOPA COUNTY
My Commission Expires Feb. 1, 2008

Constance M Richards
Notary Public, State of ~~Utah~~ AZ
Residing in Maricopa County, AZ

00806099 B: 1850 P: 1794 Page 68 of 103 Summit County

SCHEDULE 3.1

RICHARDSON FLATS PARKING AREA SPECIFICATIONS

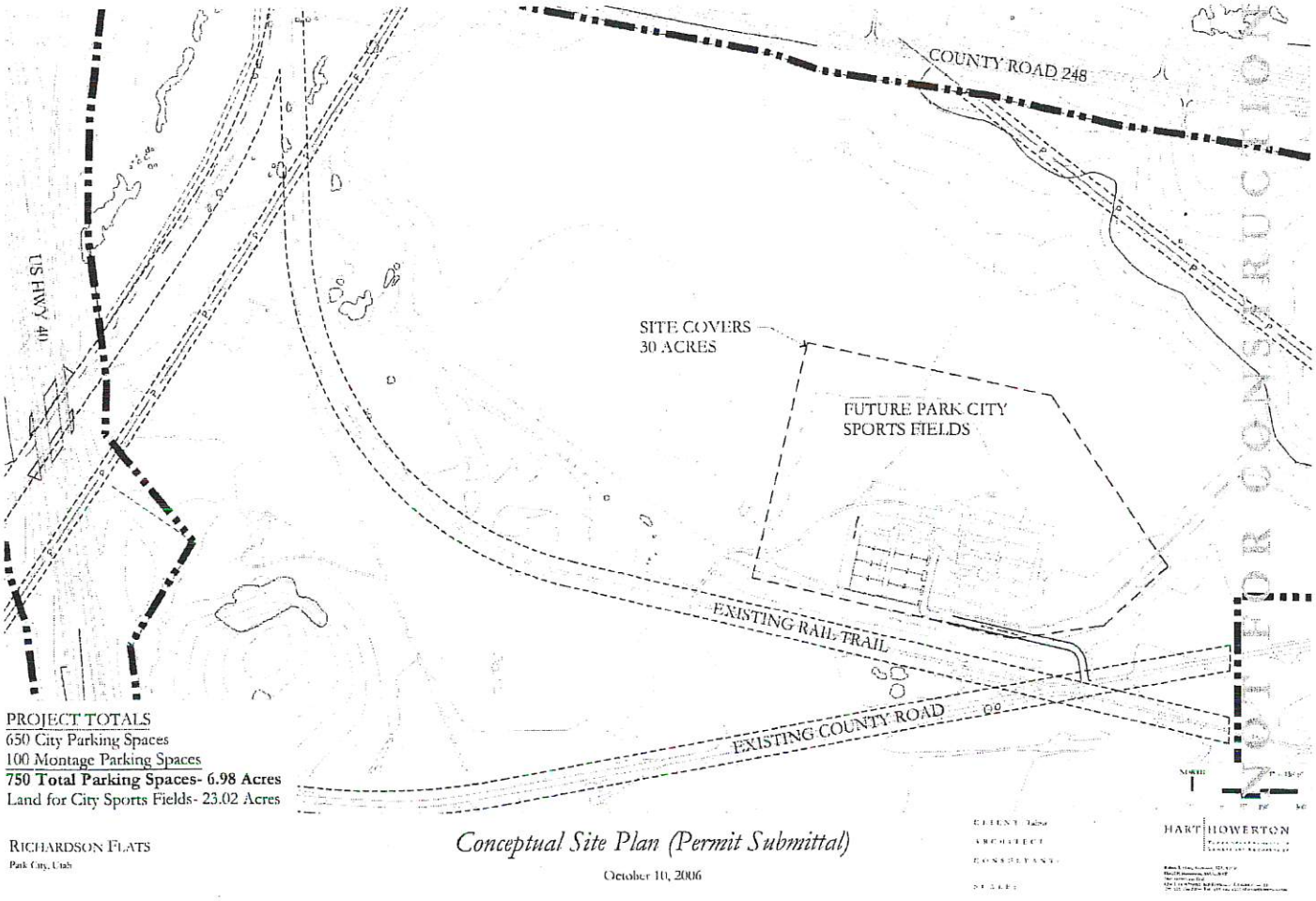
Talisker or United Park City Mines Company will provide the City with fee title (unless the City otherwise agrees to a long term lease) to 30 acres at Richardson Flats (map attached). The use of this land is provided on the basis that it will be only for ball fields or similar recreational spaces (and related improvements) and parking. On this acreage, Talisker will provide a paved area which will accommodate segregated Montage and Empire Pass parking (up to 100 spaces) and parking for the City (up to 650 spaces) for a total of up to 750 spaces. The cost of improving the existing County road leading to the site shall be paid for by the Developer, and shall be subject to a late comer's agreement. The parking improvements shall be constructed in phases as established during the MPD for those improvements in cooperation with Summit County. The parking improvements (excluding the 100 dedicated Montage spaces and spaces required for construction parking and other operational needs) may be used by the City for reasonable ancillary uses such as special events. Construction of the parking improvements will be assured through a form of completion bonding consisting of a draw-down letter of credit or other similar instrument in an amount equivalent to the good faith estimated cost to construct the parking improvements, but in an amount not to exceed $1,800,000. In the event any permit application is denied such that the parking improvements cannot be constructed, the City shall be entitled to draw the entire amount of the completion bond, letter of credit or similar instrument (as the case may be), and DEVELOPER shall have no further obligation to construct the parking improvements.

Additional specifications are as follows:

1. Adequate space will be provided for drainage & snow storage.
2. The area will have reasonably flat terrain.
3. The parking lot will allow adequate bus travel through the parking area.
4. An allowance for signs and street lights is included.
5. The lot will be paved to accommodate the weight of City busses, in accordance with applicable Summit County construction standards and/or the Park City Construction Specifications and Standard Drawings as reasonably applied by the City engineer and the DEVELOPER'S design engineer.

The precise layout and cost of the ball fields or similar recreational spaces within the 30 acre parcel, and improvements related thereto, are the City's responsibility.

00806099 B: 1850 P: 1794 Page 69 of 103 Summit County



00806099 B: 1850 P: 1794 Page 70 of 103 Summit County

EXHIBIT D – 1
DEED RESTRICTION

EXHIBIT A
TO
GRANT OF TALISKER CONSERVATION DEED RESTRICTION

[Insert Legal Description of the Property]

00806099 B: 1850 P: 1794 Page 72 of 103 Summit County

WHEN RECORDED, MAIL TO:
Mark D. Harrington, City Attorney
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

COPY

TALISKER CONSERVATION DEED RESTRICTION

THIS GRANT OF CONSERVATION DEED RESTRICTION ("Deed Restriction") is made effective as of the 2nd day of March, 2007, by UNITED PARK CITY MINES COMPANY, a Delaware corporation ("UPMC"), its subsidiary, TALISKER LAND HOLDINGS, LLC ("TLH"), and Royal Street Land Company ("RSLC"), which contribute, grant and convey the rights described hereafter to PARK CITY MUNICIAL CORPORATION, a city and political subdivision of the STATE OF UTAH located in Summit County, Utah ("City"). UPCMC, TLH and RSLC are collectively referred to herein as "Grantor", and City is referred to herein as "Grantee". Grantor and Grantee are sometimes collectively referred to herein as the "Parties".

WITNESSETH:

WHEREAS, Grantor owns certain real property located in Park City and Summit County, Utah (the "Property") more particularly described on Exhibit A attached hereto and made a part hereof; and

WHEREAS, the Property possesses natural, scenic, open space, public recreation, wildlife and wetland values described in Section 170(h)(4)(A) of the Internal Revenue Code of 1986 (the "Code") (collectively referred to herein as "Conservation Values"); and

WHEREAS, the specific Conservation Values of the Property are documented in materials sometimes referred to as the "Baseline Documentation," which consists of reports, maps, photographs and other documentation intended to provide the Parties with an accurate representation of the Property at the time of the granting of the Deed Restriction as defined below; and

WHEREAS, the Property is appropriate for substantial and regular skiing, year-round recreational and other uses as hereinafter described as the Reserved Use Rights, and the Property is necessary to the operation of the Park City Mountain Resort; and

WHEREAS, Grantor intends that the Conservation Values of the Property be preserved and maintained by the continuation of land use patterns, including, without limitation, those existing at the time of the recording of this Deed Restriction, subject to the Reserved Use Rights; and

WHEREAS, Grantor further intends, as owner of the Property, to preserve and protect the conservation values of the Property in perpetuity, subject to the Reserved Use Rights; and

WHEREAS, GRANTEE is a political subdivision of the State of Utah described in Code Section 170(b)(1)(A)(v), (c)(1) and (h)(3)(A); and

WHEREAS, Grantee agrees by accepting this grant that the Deed Restriction contained herein significantly furthers a clearly delineated local governmental policy of Grantee, and that Grantee will honor the intentions of Grantor stated herein to preserve and protect in perpetuity the Conservation Values of the Property for the benefit of this generation and the generations to come;

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants, terms, conditions, and restrictions contained herein, and pursuant to the laws of the State of Utah and in particular U.C.A. Title 57, Chapter 18, Grantor hereby contributes, grants and conveys to Grantee a conservation Deed Restriction in perpetuity over the Property of the nature and character and to the extent set forth herein (the "Deed Restriction").

1. Purpose. It is the purpose of the Deed Restriction to prevent residential development on the Property and, subject to the Reserved Use Rights described in Section 3 of this Deed Restriction, to assure that the Property will be retained forever in its open, generally undeveloped condition as provided herein and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. Grantor intends that the Deed Restriction will confine the use of the Property to those activities, including without limitation the Reserved Use Rights, that are consistent with the terms of this Deed Restriction.

2. Rights of Grantee. To accomplish the purpose of this Deed Restriction, the following rights are conveyed to Grantee by this Deed Restriction, subject at all times to the Reserved Use Rights:

(a) The right to preserve and protect the Conservation Values of the Property;

(b) The right to enter upon the Property at reasonable times in order to monitor Grantor's compliance with and otherwise enforce the terms of this Deed Restriction; provided that such entry shall be upon prior reasonable notice to Grantor and to Grantor's tenants and subtenants, and Grantee shall not unreasonably interfere with Grantor's use and quiet enjoyment of the Property, whether directly or through tenants or subtenants;

(c) The right to prevent any activity on or use of the Property that is inconsistent with the terms of this Deed Restriction and to enforce the restoration of such areas or features of the Property that may be damaged by inconsistent activity or use, pursuant to Section 7 hereof; and

(d) The right to enforce this Deed Restriction by appropriate legal proceedings, after providing Grantor with reasonable notice and opportunity to cure, as provided in section 7 herein.

3. Reserved Use Rights. The following uses and practices (collectively referred to herein as the "Reserved Use Rights"), while not an exhaustive recital of permitted uses and practices, are consistent with the purpose of the Deed Restriction, and the following purposes

and practices shall not be precluded or prevented by this Deed Restriction to the extent they are not inconsistent with Conservation Values:

(a) Until the expiration or earlier termination of that certain Lease dated as of January 1, 1971, by and between UPCMC and Treasure Mountain Resort Company ("Current Lessee"), as now amended, as the term may be extended from time to time (the "Lease"), all uses, practices and activities permitted under the Lease. The Parties agree that all permitted uses under the Lease are consistent with Conservation Values. Future amendments to or replacements of said Lease shall also be permitted, provided that such are consistent with applicable zoning requirements and this Deed Restriction.

(b) Upon and after the expiration or earlier termination of the Lease:

(i) Recreational, entertainment, and retail usages not inconsistent with Conservation Values.

(ii) All uses, practices and activities incident to the operation, maintenance, repair and replacement of the Park City Mountain Resort and related facilities when done in a manner not inconsistent with Conservation Values.

(iii) Substantial and regular skiing uses consisting of ski lifts, ski runs, and other winter and summer recreational and resort facilities and uses incident or related thereto, such facilities and uses to include (i) fuel storage and dispensing, (ii) bomb caches for avalanche control, (iii) maintenance facilities, (iv) vehicle fleet maintenance and operations, (v) bike trails, (vi) avalanche hazard reduction, (vii) forestry management, (viii) night skiing operations and related lighting, (ix) day lodges and restaurants, (x) yurts, (xi) mobile or modular units for security personnel, (xii) culinary water lines, pump stations and storage tanks, and (xiii) snowmaking water lines, pump stations, storage tanks and storage ponds, all of which are to be implemented in a manner not inconsistent with Conservation Values;

(iv) The construction, development and operation of ski-related development and other allowed uses as provided by the PCMR Development Agreement dated on or about June 25, 1998 (as amended from to time in a manner not inconsistent with Conservation Values), including activities conducted under Master Festival Licenses, and recreational, entertainment, and retail usages that are not inconsistent with the Development Agreement, underlying zoning or with Conservation Values;

(v) The construction, installation, use, maintenance, repair, replacement and relocation of water wells, water lines, sanitary sewer lines, storm sewer lines and the right to discharge their flows, natural gas lines, electric power lines, cable television lines, telephone lines, and other utility lines, together with the right to temporarily stockpile construction materials and equipment as approved by the Grantee, so long as such uses are necessary for the Reserved Use Rights, are located in disturbed areas such as ski runs or existing utility corridors

(unless otherwise approved by the Grantee) and are not inconsistent with Conservation Values;

(vi) The construction, installation, use, maintenance, repair, replacement and relocation of secondary access roads provided all applicable land use approvals are obtained from Grantee (nothing herein shall be deemed as such approval) and such are done in a manner not inconsistent with Conservation Values;

(vii) All activities on the Property that are necessary to perform investigation, remediation, closure and/or reclamation work consistent with or required by law with respect to any portion of the Property that has been used previously for mining activities or mining operations;

(viiii) The right to access all subsurface oil, gas or other minerals by subsurface techniques to the maximum extent permitted by a "Qualified Mineral Interest" within the meaning of Section 170(h)(6) of the Code provided that such rights are exercised only without use of any surface mining method and only in a manner which is not inconsistent with the Conservation Values.

(ix) Passive uses otherwise allowed by the Park City Land Management Code in the ROS District intended to preserve and protect the Conservation Values.

4. Prohibited Uses and Practices. Any activity on or use of the Property inconsistent with the purpose of the Deed Restriction is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:

(a) Any residential construction or use including hotels and lodging, and any surface mining, use of surface mining methods or mining by any method inconsistent with Conservation Values; and

(b) Hunting or trapping for any purpose other than predatory or problem animal control.

The foregoing prohibited activities and uses may be amended by the express written agreement of the Grantee and Grantor, provided such amendment is not inconsistent with either Section 170(h) of the Code or Conservation Values.

5. Existing Liens. The Property is subject to all existing easements and other liens and encumbrances of record.

6. Reserved Rights. Grantor reserves to Grantor and to Grantor's successors and assigns as the owner of the Property all rights accruing from the ownership of the Property, including the right to engage in or permit or invite others to engage in all uses of the Property that are consistent with the purpose of the Deed Restriction and that are not expressly prohibited herein, including without limitation the right to engage in or permit others to engage in Reserved Use Rights.

6.1 Minor Boundary Adjustments. Grantor reserves the right to make reasonable and minor boundary line adjustments in the legal description of the Property, provided that any such adjustments are consistent with the Reserved Use Rights and provided that the total area of the Property that is subject to the Deed Restriction shall not be reduced as the result of any such boundary line adjustments. The Grantee shall execute, acknowledge and record in the Office of the Recorder of Summit County, Utah any amendments to this Deed Restriction proposed by Grantor for such purpose so long as such adjustments are not inconsistent with Conservation Values.

6.2 Notice of New Uses. Grantor agrees to notify Grantee in writing at least 30 days in advance of any change in use or exercise of any Reserved Use Right which may have an adverse impact on any Conservation Value.

7. Grantee's Remedies. If Grantee determines that Grantor is in violation of the terms of this Deed Restriction or that a violation is threatened, Grantee shall give written notice to both Grantor and Current Lessee of such violation and demand corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the terms of this Deed Restriction, to restore the portion of the Property so injured. If Grantor fails to cure the violation within thirty (30) days after receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty (30) day period, fails to begin curing such violation within the thirty (30) day period, or fails to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Deed Restriction, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, to recover any damages to which it may be entitled for violation of the terms of this Deed Restriction or injury to any Conservation Values protected by the Deed Restriction, including damages for the loss of scenic, aesthetic, or environmental values, and to require the restoration of the Property to the condition that existed prior to any such injury. Without limiting Grantor's liability therefor, Grantee, in its sole discretion, may apply any damages recovered to the cost of undertaking any corrective action on the Property. If Grantee, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Conservation Values of the Property, Grantee may pursue its remedies under this Section without prior notice to Grantor or without waiting for the period provided for cure to expire. Grantee's rights under this Section apply equally in the event of either actual or threatened violations of the terms of this Deed Restriction, and Grantor agrees that Grantee's remedies at law for any violation of the terms of this Deed Restriction are inadequate and that Grantee shall be entitled to the injunctive relief described in this Section, both prohibitive and mandatory, in addition to such other relief to which Grantee may be entitled, including specific performance of the terms of this Deed Restriction, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's remedies described in this Section shall be cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity. Current Lessee shall, with at least simultaneous notice to Grantor, have the right, but not the duty, to undertake any above described cures on behalf of Grantor if Grantor has not commenced such cure at least five days before the end of the cure period described herein.

7.1 Costs of Enforcement. Any costs incurred by Grantee in enforcing the terms of this Deed Restriction against Grantor, including, without limitation, costs of suit and attorneys' fees, and any costs of restoration necessitated by Grantor's violation of the terms of this Deed Restriction shall be borne by Grantor. If Grantor prevails in any action to enforce the terms of this Deed Restriction, Grantor's costs of suit, including, without limitation, attorneys' fees, shall be borne by Grantee.

7.2 Grantee's Enforcement. Failure by Grantee to immediately enforce this Deed Restriction in the event of any breach of any term of this Deed Restriction by Grantor shall not be deemed or construed to be a waiver by Grantee of such term or of any subsequent breach of the same or any other term of this Deed Restriction.

7.3 Waiver of Certain Defenses. Grantor hereby waives any defense of laches, estoppel, or prescription.

7.4 Acts Beyond Grantor's Control. Nothing contained in this Deed Restriction shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

8. Access. No specific right of access by the general public to any specific portion of the Property is conveyed by this Deed Restriction, but the overall operation of the Property shall be such as to provide the Public substantial and regular access for recreational and scenic uses.

9. Costs and Liabilities. Grantor retains all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of adequate comprehensive general liability insurance coverage. Grantor shall keep the Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by Grantor.

9.1 Taxes. Grantor shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), including any taxes imposed upon, or incurred as a result of, the Deed Restriction, and shall furnish Grantee with satisfactory evidence of payment upon request.

9.2 Hold Harmless. Grantor shall hold harmless, indemnify, and defend Grantee and its members, directors, officers, employees, agents, and contractors (collectively "Indemnified Parties") from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, claims, demands or judgments, including, without limitation, reasonable attorneys' fees arising from or in any connection with: (a) injury to or the death of any person, or physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Property, regardless of cause, unless due solely to the negligence of any of the Indemnified Parties; (b) the obligations specified in Sections 9 and 9.1; and (c) the existence or administration of this Deed Restriction.

10. Property Interest; Condemnation or Extinguishment. The Deed Restriction constitutes a real property interest immediately vested in Grantee, which the Parties agree can not be extinguished except by (i) a super majority vote by at least 80% of the City Council and a vote of the City residents, and (ii) a judicial action as permitted under Treas. Reg. 1.170A-14(g)(6)(i), and which, for the purposes of this Deed Restriction, the Parties stipulate to have a fair market value determined in accordance with the requirements of the Code and Treas. Reg. 1.170A-14(g)(6)(ii), as applicable to conservation contributions. Grantee acknowledges that Grantor is making a bargain contribution as described in the eighth sentence of Treas. Reg. 1.170A-14(h)(3)(i), but makes no representation as to the tax consequences of the transaction contemplated by this Deed Restriction. Grantor will obtain independent tax counsel and be solely responsible for compliance requirements of the Code. The values as of the date of this Deed Restriction shall be those values used to calculate the deduction, if any, for federal income tax purposes allowable by reason of this Deed Restriction, pursuant to Section 170(h) of the Code. If the Deed Restriction is taken, in whole or in part, by exercise of the power of eminent domain or by an extinguishment by judicial proceeding permitted under Treas. Reg. 1.170A-14(g)(6)(i), Grantee shall be entitled to compensation in accordance with applicable law (but in no event less than the amount required to be received under Treas. Reg. 1.170A-14(g)(6)(ii)) and such proceeds shall be used in solely in accordance with Treas. Reg. 1.170A-14(c)(2).

11. Transfer, Assignment and Substitution of Conservation Easement. The Deed Restriction is not transferable by Grantee so long as the Lease is in effect. Grantor agrees (to the extent it can be done in compliance with all provisions of the Code and Treasury Regulations then in effect) that, upon Grantee's request after the Lease is no longer in effect, Grantor will cooperate with the City and will take all reasonable steps necessary to substitute for this Deed Restriction a Conservation Easement having identical substantive terms. Further, within a reasonable time after the expiration or other termination of the Lease, the Grantee shall, to the extent permitted by the Code and Treasury Regulations then in effect, transfer the Deed Restriction (or Conservation Easement, if substituted as provided above) to a non-governmental eligible donee within the meaning of Treas. Reg. 1.170A-14(c)(1) in a properly documented transfer complying with all requirements of law including, without limit, Treas. Reg. 1.170A-14(c)(2).

12. Estoppel Certificates. Upon request by Grantor, Grantee shall within thirty (30) days execute and deliver to Grantor any document, including an estoppel certificate, which certifies Grantor's compliance with any obligation of Grantor contained in this Deed Restriction and otherwise evidences the status of this Deed Restriction as may be requested by Grantor.

13. Baseline Documentation. The Parties acknowledge that an inventory of Baseline Documentation relating to the Property has been completed based upon information available to Grantor on the date hereof and which has been provided by Grantor to Grantee. Copies of this inventory of Baseline Documentation are on file in Grantee's offices and in Grantor's offices. The Parties acknowledge that this collection of Baseline Documentation contains an accurate representation of the condition of the Property subject to the Deed Restriction and the natural

resources associated with the Property as of the date of the execution of this Deed Restriction in accordance with Treasury Regulation § 1.170A-14(g)(5)(i). Notwithstanding the foregoing, in the event of a controversy arising with respect to the nature of the biological and/or physical condition of the Property, the Parties shall not be foreclosed from using any and all other relevant or material documents, surveys, reports and other information to assist in the resolution of that controversy.

14. Notices. Any notice, demand, request, consent, approval, or communication that any Party to this Deed Restriction desires or is required to give to the other Parties shall be in writing and shall be served either personally or sent by first class mail, postage prepaid, addressed as follows:

To United Park City Mines Company, Grantor:	United Park City Mines Company Attn.: David J. Smith 900 Main Street, Suite 6107 P. O. Box 1450 Park City, UT 84060
To Talisker Land Holdings, LLC, Grantor:	Talisker Land Holdings, LLC Attn.: David J. Smith 900 Main Street, Suite 6111 P. O. Box 4349 Park City, Utah 84060
To Royal Street Land Company, Grantor:	Royal Street Land Company Attn: Robert W. Wells 7620 Royal Street East P. O. Box 3179 Park City, UT 84060
To Park City Municipal Corporation, Grantee:	Office of the Mayor 445 Marsac Avenue Park City, UT 84060

or to such other address as any Party to this Agreement from time to time shall designate by written notice to the other Party.

15. Recordation. Grantee shall record this Deed Restriction in a timely fashion in the Office of the Recorder of Summit County, Utah, and Grantee may re-record it at any time as may be required to preserve Grantee's rights in the Deed Restriction.

16. General Provisions.

(a) Controlling Law. The Code, Treasury Regulations and laws of the State of Utah shall govern the interpretation and performance of this Deed Restriction.

(b) Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Deed Restriction shall be liberally construed in favor of preserving Conservation Values and to effect the purpose of the Deed Restriction and the policy and purposes of both Utah statute and Section 170(h) of the Code. If any provision in this Deed Restriction is found to be ambiguous, an interpretation consistent with Conservation Values and the purpose of the Deed Restriction that would render the provision valid shall be favored over any such interpretation that would render it invalid.

(c) Severability. If any provision of this Deed Restriction, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Deed Restriction, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

(d) Entire Agreement. This Deed Restriction sets forth the entire agreement of the Parties hereto with respect to the Deed Restriction and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Deed Restriction, all of which are merged herein.

(e) Amendments. Any amendments to this Deed Restriction must be in writing and must be executed by all Parties hereto.

(f) No Forfeiture. Nothing contained herein will result in the forfeiture or reversion of Grantor's title in any respect.

(g) Successors. The covenants, terms, conditions, and restrictions of this Deed Restriction shall be binding upon, and inure to the benefit of, the Parties hereto and their respective successors, and assigns and shall continue as a servitude running in perpetuity with the Property.

(h) Termination of Rights and Obligations. A Party's rights and obligations under this Deed Restriction (but no part of the Deed Restriction itself) shall terminate upon transfer of the Party's interest in the Deed Restriction or the Property, as the case may be, except that responsibility for acts or omissions occurring prior to transfer shall survive transfer.

(i) Captions. The captions in this Deed Restriction have been inserted solely for convenience of reference and are not a part of this Deed Restriction and shall have no effect upon the construction or interpretation hereof.

IN WITNESS WHEREOF Grantor and Grantee have caused this Deed Restriction to be executed by persons duly authorized to execute the same as of the day and year first above written.

[signatures follow on next pages]

GRANTOR:

UNITED PARK CITY MINES COMPANY, a Delaware corporation

By: _____
David J. Smith, Authorized Signing Officer

TALISKER LAND HOLDINGS, LLC, a Delaware limited liability company

By: _____
David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of United Park City Mines Company, a Delaware corporation.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

_____
NOTARY PUBLIC
Residing at: Oakley, Utah

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of Talisker Land Holdings, LLC, a Delaware limited liability company.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

_____
NOTARY PUBLIC
Residing at: Oakley, Utah

ROYAL STREET LAND COMPANY, a
Utah corporation

By: _____
Robert W. Wells, Vice President

STATE OF ~~UTAH~~ ARIZONA)
: ss.
COUNTY OF ~~SUMMIT~~ MARICOPA)

The foregoing instrument was acknowledged before me this 1 day of March, 2007 by Robert W. Wells in his capacity as Vice President of Royal Street Land Company, a Utah corporation.

OFFICIAL SEAL
CONSTANCE M. RICHARDS
Notary Public - State of Arizona
MARICOPA COUNTY
My Commission Expires Feb. 1, 2008

_____
NOTARY PUBLIC
Residing at: Maricopa County, Az

11

GRANTEE:

PARK CITY MUNICIPAL CORPORATION,
a Utah city and political subdivision.

By: Dana Williams

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 2nd day of March, 2007 by Dana Williams, as the Mayor of Park City Municipal Corporation, a Utah city and political subdivision.

Notary Public
SABRA KARR DATOR
5729 Kingsford Avenue
Park City, Utah 84098
My Commission Expires
June 15, 2007
State of Utah

Sabra Karr Dator
NOTARY PUBLIC
Residing at: Summit Co.

LEGAL DESCRIPTION
PCMR LANDS DEED RESTRICTION
March 2, 2007

A parcel of land located in the southwest quarter of Section 16, Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at point is that North 00°30'11" West 934.67 feet along section line and West 3404.71 feet from the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the northernmost corner of King Road Estate, recorded February 26, 2002 as entry no. 612078, according to the official plat thereof on file and of record in the office of the recorder, Summit County, Utah; and running thence along the westerly boundary of said King Road Estate the following sixteen (16) courses: 1) South 11°44'40" West 75.86 feet; thence 2) South 08°16'31" East 93.02 feet; thence 3) South 03°34'29" West 97.70 feet; thence 4) South 11°54'04" West 151.80 feet; thence 5) South 03°04'59" West 97.45 feet; thence 6) South 16°59'41" East 157.20 feet; thence 7) South 11°10'49" East 123.76 feet; thence 8) South 19°07'06" West 182.56 feet; thence 9) South 17°58'26" East 97.99 feet; thence 10) South 08°24'14" West 124.71 feet; thence 11) South 14°01'12" West 102.12 feet; thence 12) South 21°15'12" West 223.98 feet; thence 13) South 00°02'02" West 420.00 feet; thence 14) South 09°57'58" East 290.00 feet; thence 15) South 38°02'02" West 601.95 feet; thence 16) South 21°27'58" East 195.08 feet to the northerly boundary of the Silver King Mining Reservation; thence along the northerly boundary of the Silver King Mining Reservation the following three (3) courses: 1) South 68°24'45" West 1065.03 feet; thence 2) South 61°30'44" West 93.44 feet; thence 3) South 67°30'00" West 25.28 feet to the westerly line of Section 21; thence along the westerly line of Section 21 South 01°49'17" East 266.83 feet; thence along the southerly line of the north half of Section 21 South 89°59'59" East 3204.88 feet; thence South 28°18'45" West 186.56 feet; thence South 29°09'57" West 315.97 feet; thence South 32°04'00" West 296.25 feet; thence South 47°29'30" West 405.07 feet; thence South 50°23'25" West 105.09 feet; thence South 56°00'00" West 94.90 feet; thence South 50°15'25" West 92.50 feet; thence South 40°35'50" West 110.80 feet; thence South 31°30'07" West 96.20 feet; thence South 27°54'51" West 126.00 feet; thence South 38°27'54" West 138.00 feet; thence South 33°26'55" West 136.00 feet; thence South 32°00'03" West 159.20 feet; thence South 32°14'53" West 101.60 feet; thence South 35°09'16" West 88.70 feet; thence South 46°47'25" West 123.00 feet; thence South 56°44'38" West 142.80 feet; thence South 15°21'41" West 116.30 feet; thence South 10°41'54" West 76.70 feet; thence North 71°42'35" West 163.49 feet; thence North 72°54'27" West 85.42 feet; thence South 86°11'16" West 94.42 feet; thence South 77°48'30" West 79.25 feet; thence South 77°19'44" West 85.84 feet; thence South 81°11'10" West 122.88 feet; thence South 67°45'58" West 149.28 feet; thence South 64°44'13" West 136.79 feet; thence South 82°14'00" West 672.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.00 feet; thence South 23°55'00" West 604.00 feet; thence South 10°48'36" West 569.75 feet; thence South 20°48'44" West 698.02 feet; thence South

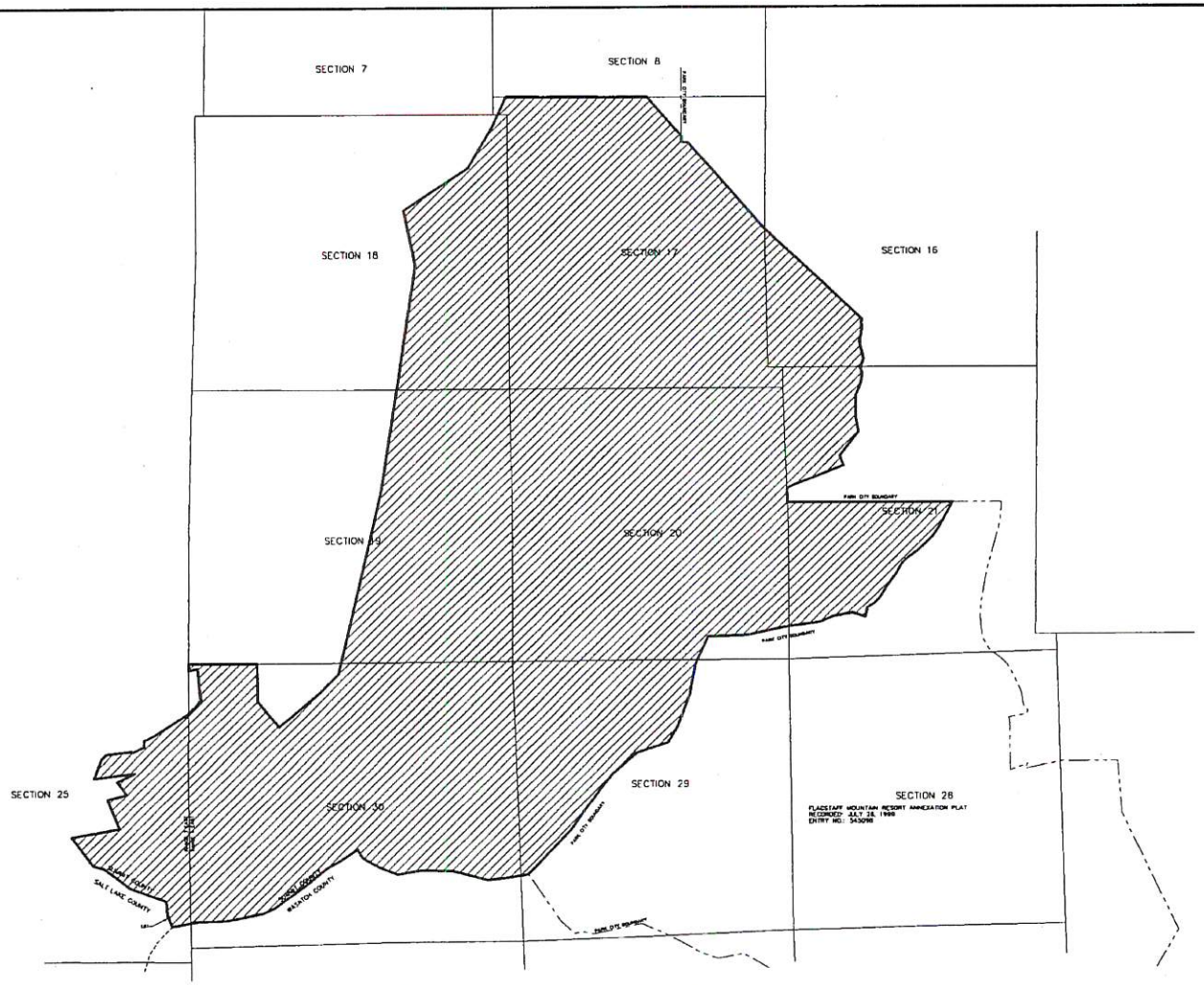
30°09'00" West 354.14 feet; thence South 71°34'40" West 644.26 feet; thence South 49°33'13" West 616.72 feet; thence South 37°33'27" West 779.84 feet; thence South 35°07'44" West 548.54 feet; thence South 44°09'00" West 1236.63 feet; thence South 79°45'30" West 288.30 feet; thence South 83°01'30" West 494.40 feet; thence North 75°15'30" West 705.70 feet; thence North 88°10'30" West 612.40 feet; thence South 79°33'30" West 453.20 feet; thence North 68°16'30" West 378.70 feet; thence North 60°54'30" West 368.90 feet; thence North 29°57'30" West 201.20 feet; thence South 56°08'00" West 402.00 feet; thence South 61°28'00" West 304.10 feet; thence South 50°42'00" West 479.60 feet; thence South 54°28'00" West 792.00 feet; thence South 65°22'00" West 244.50 feet; thence South 78°48'00" West 685.80 feet; thence South 86°10'00" West 265.50 feet; thence South 88°22'00" West 302.90 feet; thence South 79°23'00" West 267.90 feet; thence South 79°50'00" West 261.50 feet; thence North 23°02'08" West 123.79 feet; thence North 17°52'03" West 155.35 feet; thence North 05°10'26" West 233.33 feet; thence North 69°34'42" West 736.28 feet; thence North 52°50'00" West 624.65 feet; thence North 74°11'18" West 213.72 feet; thence North 36°49'35" West 701.84 feet; thence along the southerly line of the Matilda Lode, Mineral Survey No. 4959 North 80°12'00" East 936.47 feet; thence along the easterly line of the Matilda Lode, Mineral Survey No. 4959 North 21°36'00" West 612.00 feet; thence along the northerly line of the Fairbanks Fraction Lode, Mineral Survey No. 5364 North 75°31'00" East 388.60 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4760 North 35°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 63°32'00" East 372.80 feet; thence along the southerly line of the Malchite Lode, Lot 281 South 83°15'00" West 788.31 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.D. Lode, Lot 287 North 83°15'00" East 489.90 feet; thence along the easterly line of the R.K.D. Lode, Lot 287 South 24°08'00" East 21.90 feet; thence along the northerly line of the Roscamp Lode, Lot 286 North 64°44'00" East 250.80 feet; thence North 129.30 feet; thence North 63°07'00" East 231.20 feet; thence North 56°30'00" East 794.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 45°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 76°24'00" West 177.28 feet; thence North 01°35'00" East 137.93 feet; thence East along the southerly line of Section 19 1321.46 feet; thence South 00°00'07" West 727.38 feet; thence South 39°30'00" East 659.89 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 493.99 feet; thence North 13°09'11" East 3773.82 feet; thence North 09°05'46" East 4380.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 29°33'00" East 977.60 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 609.56 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'52" East 363.00 feet; thence (along the boundary of property owned by Park Properties) the following three (3) courses: 1) South 40°33'27" East 1007.17 feet; thence 2) South 130.35

feet; thence 3) East 119.98 feet to the southwesterly boundary of the parcel described in that Special Warranty Deed recorded October 30, 1975 as entry no. 129128 in the office of the recorder, Summit County, Utah; thence along said parcel South 40°33'27" East 643.53 feet to the southwesterly line of Parcel No. 7, described in the document recorded on March 18, 1971 as entry no. 112831 in the office of the recorder, Summit County, Utah; thence along the boundary of said Parcel No. 7 the following two (2) courses: 1) South 40°33'27" East 1600.00 feet; thence 2) South 46°37'01" East 2570.22 feet (deed South 46°54'22" East) to the point of beginning.

Description contains 2,931 acres, more or less.

X:\Empire\Docs\Talisker\Desc\259-pcmr deed restrict.doc

00806099 B: 1850 P: 1794 Page 88 of 103 Summit County



PCMR LANDS DEED RESTRICTION

(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talisker\plat\legal exhibit.dwg

EXHIBIT D – 2
CONSERVATION EASEMENT

COPY

WHEN RECORDED MAIL TO
Summit Land Conservancy
Attn: Cheryl Fox, Executive Director
1650 Park Avenue
P. O. Box 1775
Park City, UT 84060

CONSERVATION EASEMENT

THIS GRANT OF CONSERVATION EASEMENT ("Easement") is made effective as of the 2nd day of March, 2007, by UNITED PARK CITY MINES COMPANY, a Delaware corporation ("UPCMC") and its subsidiary, TALISKER LAND HOLDINGS, LLC ("TLH"), which contribute, grant and convey the rights described hereafter to SUMMIT LAND CONSERVANCY, a Utah non-profit corporation ("Summit"). UPCMC and TLH are collectively referred to herein as "Grantor" and Summit is referred to herein as "Grantee". Grantor and Grantee are sometimes collectively referred to herein as the "Parties".

WITNESSETH:

WHEREAS, Grantor owns certain real property located in Summit County, Utah (the "Property") more particularly described on Exhibit A attached hereto and made a part hereof; and

WHEREAS, the Property possesses natural, scenic, open space, and public recreation values as described in Section 170(h)(4)(A) of the Internal Revenue Code of 1986 (the "Code") (collectively referred to herein as "Conservation Values"); and

WHEREAS, the specific Conservation Values of the Property are documented in materials sometimes referred to as the "Baseline Documentation," which consists of narratives, maps, photographs and other documentation intended to provide the Parties with an accurate representation of the Property at the time of the granting of the Easement as defined below; and

WHEREAS, located on the Property is a certain historic mining structure and related improvements identified in the Baseline Documentation (collectively, the "Historic Mining Improvements"); and

WHEREAS, the Property is appropriate for substantial and regular year-round recreational and other uses as hereinafter described as the Reserved Use Rights,; and

WHEREAS, Grantor intends that the Conservation Values of the Property be preserved and maintained by the continuation of land use patterns, including, without limitation, those existing at the time of the recording of this Easement, subject to the Reserved Use Rights; and

WHEREAS, Grantor further intends, as owner of the Property, to preserve and protect the conservation values of the Property in perpetuity, subject to the Reserved Use Rights; and

00806099 B: 1850 P: 1794 Page 90 of 103 Summit County

WHEREAS, GRANTEE is a qualified organization described in Code Section 170(b)(1)(A)(vi), (c)(2) and (h)(3)(A); and

WHEREAS, Grantee agrees by accepting this grant that the Easement contained herein significantly furthers conservation values including a clearly delineated local governmental policy of Park City Municipal Corporation, and that Grantee will honor the intentions of Grantor stated herein to preserve and protect in perpetuity the Conservation Values of the Property for the benefit of this generation and the generations to come;

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants, terms, conditions, and restrictions contained herein, and pursuant to the laws of the State of Utah and in particular U.C.A. Title 57, Chapter 18, Grantor hereby contributes, grants and conveys to Grantee a Conservation Easement in perpetuity over the Property of the nature and character and to the extent set forth herein (the "Easement").

1. Purpose. It is the primary purpose of the Easement to prevent residential development on the Property and, subject to the Reserved Use Rights described in Section 3 of this Easement, to assure that the Property will be retained forever in its open, generally undeveloped condition as provided herein and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. Grantor intends that the Easement will confine the use of the Property to those activities, including without limitation the Reserved Use Rights, that are consistent with the terms of this Easement.

2. Rights of Grantee. To accomplish the purpose of this Easement, the following rights are conveyed to Grantee by this Easement, subject at all times to the Reserved Use Rights:

(a) The right to preserve and protect the Conservation Values of the Property;

(b) The right to enter upon the Property at reasonable times in order to monitor Grantor's compliance with and otherwise enforce the terms of this Easement; provided that such entry shall not unreasonably interfere with Grantor's use and quiet enjoyment of the Property;

(c) The right to prevent any activity on or use of the Property that is inconsistent with the terms of this Easement and to enforce the restoration of such areas or features of the Property that may be damaged by inconsistent activity or use, pursuant to Section 7 hereof; and

(d) The right to enforce this Easement by appropriate legal proceedings, after providing Grantor with reasonable notice and opportunity to cure, as provided in section 7 herein.

3. Reserved Use Rights. The following uses and practices (collectively referred to herein as the "Reserved Use Rights") are consistent with the purpose of the Easement, shall not be precluded or prevented by this Easement to the extent they are not inconsistent with Conservation Values:

(a) Substantial and regular recreational uses consisting of winter and summer recreational uses to include (i) bike, skiing, snowshoe and hiking trails, (ii) avalanche hazard reduction, (iii) forestry management, and (iv) other passive recreational activities (e.g., ornithology and botany);;

(b) the establishment and maintenance of culinary water lines, pump stations and storage tanks, snowmaking water lines, pump stations, storage tanks and storage ponds, all of which are to be implemented in a manner not inconsistent with Conservation Values but which shall not involve the construction of any new buildings;

(c) The protection, maintenance, repair, renovation, restoration and use of the Historic Mining Improvements by Grantor subject to the approval of Park City Municipal Corporation, in cooperation with the Utah Historic Preservation Society, and in a manner not inconsistent with the Conservation Values;

(d) The construction, installation, use, maintenance, repair, replacement and relocation of utilities including water wells, water lines, sanitary sewer lines, storm sewer lines [and the right to discharge their flows], natural gas lines, electric power lines, cable television lines, telephone lines, and other utility lines, together with the right to temporarily stockpile materials and equipment as expressly approved in writing by the Grantee, so long as such uses are necessary for the Reserved Use Rights, are located in disturbed areas such as ski runs or existing utility corridors (unless otherwise approved by the Grantee) and are not inconsistent with Conservation Values;

(e) The use, maintenance and repair of existing roads (no new roads may be constructed) provided all applicable land use approvals are obtained from Park City Municipal Corporation (nothing herein shall be deemed as such approval) and such are done in a manner not inconsistent with Conservation Values;

(f) All activities on the Property that are necessary to perform investigation, remediation, closure and/or reclamation work consistent with or required by law with respect to any portion of the Property that has been used previously for mining activities or mining operations;

(g) The right to access all subsurface oil, gas or other minerals by subsurface techniques to the maximum extent permitted by a "Qualified Mineral Interest" within the meaning of Section 170(h)(6) of the Code provided that such rights are exercised only without use of any surface mining method and only in a manner which is not inconsistent with the Conservation Values.

(h) Passive uses otherwise allowed by the Park City Land Management Code in the ROS District intended to preserve and protect the Conservation Values.

4. Prohibited Uses and Practices. Any activity on or use of the Property inconsistent with the purpose of the Easement is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:

(a) Any residential development or use including hotels condominiums and overnight lodging, and any surface mining, use of surface mining methods or mining by any method inconsistent with Conservation Values; and

(b) Hunting or trapping for any purpose other than predatory or problem animal control.

5. Existing Encumbrances. The Property is subject to all existing easements and other encumbrances of record.

6. Reserved Rights. Grantor reserves to Grantor and to Grantor's successors and assigns as the owner of the Property all rights accruing from the ownership of the Property, including the right to engage in or permit or invite others to engage in all uses of the Property that are consistent with the purpose of the Easement and that are not expressly prohibited herein, including without limitation the right to engage in or permit others to engage in Reserved Use Rights.

6.1 Minor Boundary Adjustments. Grantor reserves the right to make reasonable and minor boundary line adjustments in the legal description of the Property, provided that any such adjustments are consistent with the Reserved Use Rights and provided that the total area of the Property that is subject to the Easement shall not be reduced as the result of any such boundary line adjustments. The Grantee shall execute, acknowledge and record in the Office of the Recorder of Summit County, Utah any amendments to this Easement proposed by Grantor for such purpose so long as such adjustments are not inconsistent with Conservation Values.

6.2 Notice of Reserved Use Rights and New Uses and Other Purposes. Grantor agrees to notify Grantee in writing at least 30 days in advance of any change in use or exercise of any Reserved Use Right or other activity undertaken by Grantor which may have an adverse impact on any Conservation Value. The purpose of requiring Grantor to notify Grantee prior to undertaking certain permitted activities, such as those provided in Paragraph 3 above, is to afford Grantee an adequate opportunity to monitor the activities in question to ensure that they are designed and carried out in a manner consistent with the terms and Purpose of this Easement Agreement. Therefore the notice shall describe the activity in sufficient detail to permit Grantee to make an informed judgment as to the consistency of the intended action with the requirements and Purpose of this Easement Agreement. Grantor further agrees to give written notice to Grantee of the transfer of any interest in the Property, including but not limited to any sale, gift, or long-term lease, at least thirty (30) days prior to the date of such transfer.

7. Grantee's Remedies. If Grantee determines that Grantor is in violation of the terms of this Easement or that a violation is threatened, Grantee shall give written notice to both Grantor and Current Lessee of such violation and demand corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the terms of this Easement, to restore the portion of the Property so injured. If Grantor fails to cure the violation within thirty (30) days after receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty (30) day period, fails to begin curing such violation within the thirty (30) day period, or

fails to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Easement, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, to recover any damages to which it may be entitled for violation of the terms of this Easement or injury to any Conservation Values protected by the Easement, including damages for the loss of scenic, aesthetic, or environmental values, and to require the restoration of the Property to the condition that existed prior to any such injury. Without limiting Grantor's liability therefor, Grantee, in its sole discretion, may apply any damages recovered to the cost of undertaking any corrective action on the Property. If Grantee, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Conservation Values of the Property, Grantee may pursue its remedies under this Section without prior notice to Grantor or without waiting for the period provided for cure to expire. Grantee's rights under this Section apply equally in the event of either actual or threatened violations of the terms of this Easement, and Grantor agrees that Grantee's remedies at law for any violation of the terms of this Easement are inadequate and that Grantee shall be entitled to the injunctive relief described in this Section, both prohibitive and mandatory, in addition to such other relief to which Grantee may be entitled, including specific performance of the terms of this Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's remedies described in this Section shall be cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity. Current Lessee shall, with at least simultaneous notice to Grantor, have the right, but not the duty, to undertake any above described cures on behalf of Grantor if Grantor has not commenced such cure at least five days before the end of the cure period described herein.

7.1 Costs of Enforcement. Any costs incurred by Grantee in enforcing the terms of this Easement against Grantor, including, without limitation, costs of suit and attorneys' fees, the reasonable fees and expenses of any expert engaged by Grantee, and any costs of restoration necessitated by Grantor's violation of the terms of this Easement shall be borne by Grantor. If Grantor prevails in any action to enforce the terms of this Easement, Grantor's costs of suit, including, without limitation, attorneys' fees, shall be borne by Grantee.

7.2 Grantee's Enforcement. Failure by Grantee to immediately enforce this Easement in the event of any breach of any term of this Easement by Grantor shall not be deemed or construed to be a waiver by Grantee of such term or of any subsequent breach of the same or any other term of this Easement.

7.3 Waiver of Certain Defenses. Grantor hereby waives any defense of laches, estoppel, or prescription.

7.4 Acts Beyond Grantor's Control. Nothing contained in this Easement shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

8. Access. No specific right of access by the general public to any specific portion of the Property is conveyed by this Easement, but the overall operation of the Property shall be such as to provide the Public substantial and regular access for recreational and scenic uses However, Grantor agrees with Grantee to refrain from taking any action to post against, prohibit, charge a fee, or otherwise discourage access and use of established trails as shown on Exhibit B by the general public for traditional, daytime, non- intensive outdoor recreation such as back country skiing, hiking, mountain biking, trail running, and other activities that are permitted in Park City's ROS zones; except that Grantor and Grantee may mutually agree in writing to temporarily restrict public access on the public trails, but only to the extent and for the duration necessary to assure safety, to permit necessary maintenance, or to preserve important scenic, ecological, or other Conservation Values of the Property. Notwithstanding any public use of the Property and any insurance coverage therefore, neither the Grantor nor the Grantee assumes any obligation to maintain the Property for public recreational use, and Grantor and Grantee claim all the rights and immunities against liabilities for injury to the public to the fullest extent of the law under Utah Code Annotated §57-14-3 and §57-14-4 and or any tort claims act for government, and/or charitable immunity statutes for nonprofits.

9. Costs and Liabilities. Grantor retains sole and exclusive responsibility and shall bear all costs, expenses, fees, and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of comprehensive general liability insurance coverage with a limit of at least $2,000,000. Grantor shall keep the Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by Grantor.

9.1 Taxes. Grantor shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), including any taxes imposed upon, or incurred as a result of, the Easement, and shall furnish Grantee with satisfactory evidence of payment upon request.

9.2 Hold Harmless. Grantor shall hold harmless, indemnify, and defend Grantee and its members, directors, officers, employees, agents, and contractors (collectively "Indemnified Parties") from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, claims, demands or judgments, including, without limitation, reasonable attorneys' fees arising from or in any connection with: (a) injury to or the death of any person, or physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Property, regardless of cause, unless due solely to the negligence of any of the Indemnified Parties; (b) the obligations specified in Sections 9 and 9.1; and (c) the existence or administration of this Easement.

9.3 Insurance. The Grantor covenants and warrants that it will maintain Public Liability Insurance, with sound and reputable insurers licensed to transact business in the State of Utah, in the amount of at least $2,000,000.00 insuring against the risks posed by the construction, maintenance, operation, repair, inspection and public trail use of the easement area. The Grantor shall name the Grantee as an additional insured on the liability insurance policy. Upon request, Grantor shall provide Grantee with a certificate of insurance confirming the foregoing coverage.

9.4 Hazardous Materials. Grantor also agrees to defend and indemnify Grantee against obligations arising from past, present or future dumping of hazardous materials on the Property, and any obligations associated with their cleanup or containment.

10. Property Interest; Condemnation or Extinguishment. The Easement constitutes a real property interest immediately vested in Grantee, which the Parties agree can not be extinguished except by a judicial action as permitted under Treas. Reg. 1.170A-14(g)(6)(i), and which, for the purposes of this Easement, the Parties stipulate to have a fair market value determined in accordance with the requirements of the Code and Treas. Reg. 1.170A-14(g)(6)(ii), as applicable to conservation contributions. Grantor will obtain independent tax counsel and be solely responsible for compliance requirements of the Code with respect to the establishment of the fair market value of the Property upon recordation of this Easement; it being understood that Grantee shall have no responsibility relative to the establishment of values for the Property. The values as of the date of this Easement shall be those values used to calculate the deduction, if any, for federal income tax purposes allowable by reason of this Easement, pursuant to Section 170(h) of the Code. If the Easement is taken, in whole or in part, by exercise of the power of eminent domain or by an extinguishment by judicial proceeding permitted under Treas. Reg. 1.170A-14(g)(6)(i), Grantee shall be entitled to compensation in accordance with applicable law (but in no event less than the amount required to be received under Treas. Reg. 1.170A-14(g)(6)(ii)) and such proceeds shall be used in solely in accordance with Treas. Reg. 1.170A-14(c)(2).

11. Assignment. The Easement is not transferable by Grantee except to a non-governmental eligible donee within the meaning of Treas. Reg. 1.170A-14(c)(1) in a properly documented transfer complying with all requirements of law including, without limit, Treas. Reg. 1.170A-14(c)(2).

12. Estoppel Certificates. Upon request by Grantor, Grantee shall within thirty (30) days execute and deliver to Grantor any document, including an estoppel certificate, which certifies Grantor's compliance with any obligation of Grantor contained in this Easement and otherwise evidences the status of this Easement as may be requested by Grantor.

13. Baseline Documentation. The Parties acknowledge that an inventory of Baseline Documentation relating to the Property has been completed based upon information available to Grantor on the date hereof and which has been provided by Grantor to Grantee. Copies of this inventory of Baseline Documentation are on file in Grantee's offices and in Grantor's offices. The Parties acknowledge that this collection of Baseline Documentation contains an accurate representation of the condition of the Property subject to the Easement and the natural resources associated with the Property as of the date of the execution of this Easement in accordance with Treasury Regulation § 1.170A-14(g)(5)(i). Notwithstanding the foregoing, in the event of a controversy arising with respect to the nature of the biological and/or physical condition of the Property, the Parties shall not be foreclosed from using any and all other relevant or material documents, surveys, reports and other information to assist in the resolution of that controversy.

14. Notices. Any notice, demand, request, consent, approval, or communication that any Party to this Easement desires or is required to give to the other Parties shall be in writing

and shall be served either personally or sent by first class mail, postage prepaid, or by other courier providing reliable proof of delivery, and addressed as follows:

To United Park City Mines Company, Grantor:	United Park City Mines Company Attn.: David J. Smith 900 Main Street, Suite 6107 P. O. Box 1450 Park City, Utah 84060
To Talisker Land Holdings, LLC, Grantor:	Talisker Land Holdings, LLC Attn.: David J. Smith 900 Main Street, Suite 6111 P. O. Box 4349 Park City, Utah 84060
To Summit Land Conservancy, Grantee:	Summit Land Conservancy Attn: Cheryl Fox, Executive Director 1650 Park Avenue PO Box 1775 Park City, UT 84060

or to such other address as any Party to this Agreement from time to time shall designate by written notice to the other Party.

15. Recordation. Grantee shall record this Easement in a timely fashion in the Office of the Recorder of Summit County, Utah, and Grantee may re-record it at any time as may be required to preserve Grantee's rights in the Easement.

16. General Provisions.

(a) Controlling Law. The Code, Treasury Regulations and laws of the State of Utah shall govern the interpretation and performance of this Easement.

(b) Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Easement shall be liberally construed in favor of preserving Conservation Values and to effect the purpose of the Easement and the policy and purposes of both Utah statute and Section 170(h) of the Code. If any provision in this Easement is found to be ambiguous, an interpretation consistent with Conservation Values and the purpose of the Easement that would render the provision valid shall be favored over any such interpretation that would render it invalid.

(c) Severability. If any provision of this Easement, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

(d) Entire Agreement. This Easement sets forth the entire agreement of the Parties hereto with respect to the Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Easement, all of which are merged herein.

(e) Amendments. The Parties may by mutual written agreement jointly amend this Easement; provided that no amendment shall be made that would not be in compliance with the then existing Code or the Treasury Regulations (including the interpretation or application thereof by any court) or that would adversely affect the qualification of this Easement or the status of Grantee under any applicable laws, including Sections 170(h) and 501(c)(3) of the Code, the Treasury Regulations, and the laws of the State of Utah, as then existing. Any such amendment shall be consistent with the purpose of this Easement, shall not affect its duration, shall not permit any of the prohibited uses and practices described herein including residential, hotel and lodging uses and development, and shall not permit any impairment of the Conservation Values of the Property. Any such amendment shall be filed in the Summit County Recorder's office. Nothing in this paragraph shall require Grantor or Grantee to agree to any amendment or to consult or negotiate regarding any amendment.

(f) No Forfeiture. Nothing contained herein will result in the forfeiture or reversion of Grantor's title in any respect.

(g) Successors. The covenants, terms, conditions, and restrictions of this Easement shall be binding upon, and inure to the benefit of, the Parties hereto and their respective successors, and assigns and shall continue as a servitude running in perpetuity with the Property.

(h) Termination of Rights and Obligations. A Party's rights and obligations under this Easement (but no part of the Easement itself) shall terminate upon transfer of the Party's interest in the Easement or the Property, as the case may be, except that responsibility for acts or omissions occurring prior to transfer shall survive transfer.

(i) Captions. The captions in this Easement have been inserted solely for convenience of reference and are not a part of this Easement and shall have no effect upon the construction or interpretation hereof.

IN WITNESS WHEREOF Grantor and Grantee have caused this Easement to be executed by persons duly authorized to execute the same effective as of the day and year first above written.

GRANTOR:

UNITED PARK CITY MINES COMPANY, a Delaware corporation

By: _____
David J. Smith, Authorized Signing Officer

TALISKER LAND HOLDINGS, LLC, a Delaware limited liability company

By: _____
David J. Smith, Authorized Signing Officer

GRANTEE:

SUMMIT LAND CONSERVANCY,
a Utah non-profit corporation.

By: _____
Richard Sheinberg, President

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of United Park City Mines Company, a Delaware corporation.

_____
NOTARY PUBLIC
Residing at: Oakley, Utah

My Commission Expires:

10-11-07

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of Talisker Land Holdings, LLC, a Delaware limited liability company.

NOTARY PUBLIC
Residing at: Oakley, Utah

My Commission Expires:

10-11-07

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by Richard Sheinberg, as the President of Summit Lands Conservancy, a Utah non-profit corporation.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

NOTARY PUBLIC
Residing at: Oakley, Utah

My Commission Expires:

10-11-07

EXHIBIT A
TO
CONSERVATION EASEMENT

[Insert Legal Description of the Property]

(Attached)

00806099 B: 1850 P: 1794 Page 101 of 103 Summit County

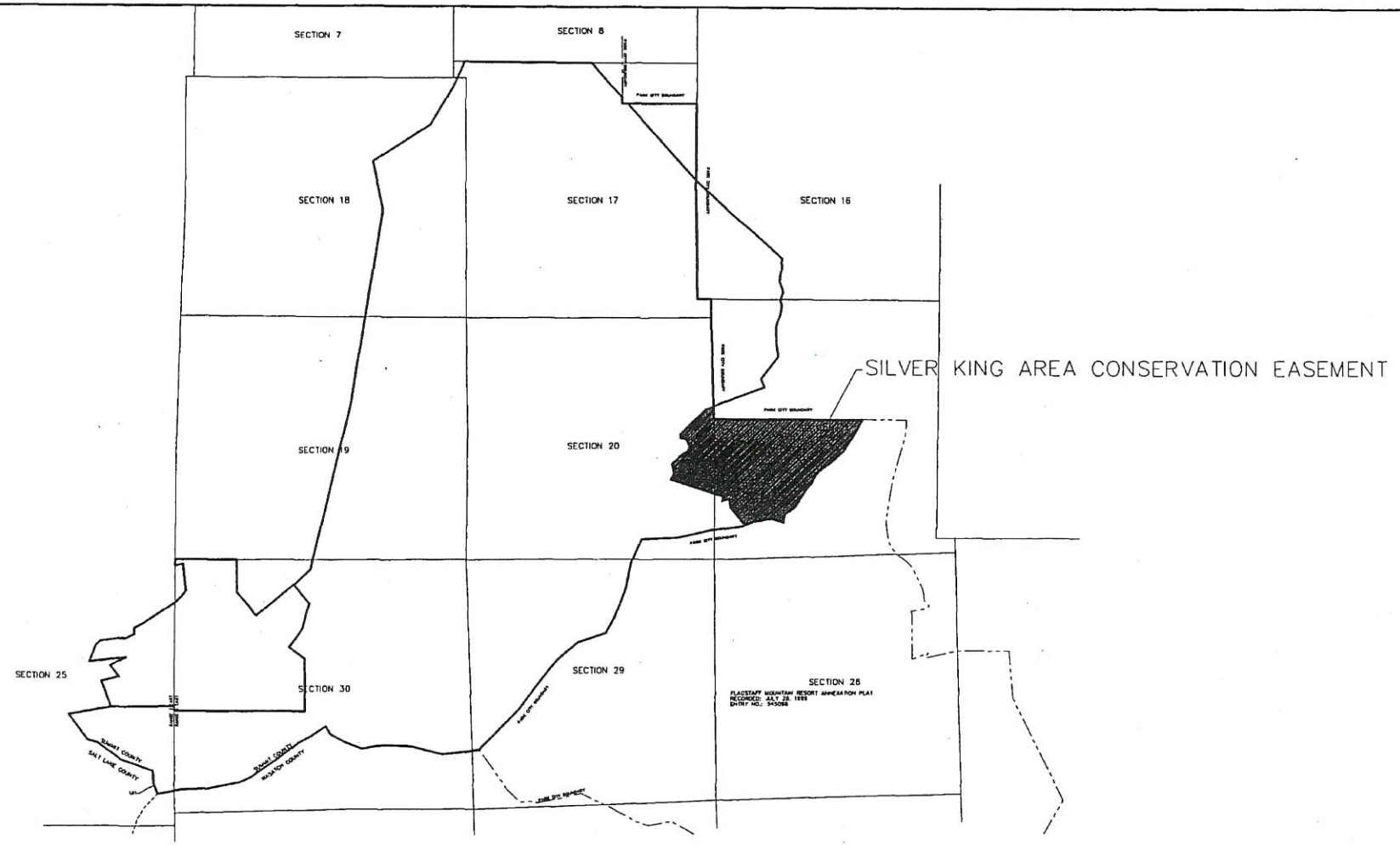
LEGAL DESCRIPTION
SILVER KING AREA CONSERVATION EASEMENT
March 2, 2007

A parcel of land located in the east half of Section 20 and the south half of Section 21, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at a point on the north line of the south half of Section 21, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the northwestern corner of the Flagstaff Mountain Resort Annexation Plat, recorded July 28, 1999 as entry no. 545098 in the office of the recorder, Summit County,Utah; and running thence along the northwestern boundary of said Flagstaff Mountain Resort Annexation Plat the following twenty-seven (27) courses: 1) South 28°18'45" West 186.56 feet; thence 2) South 29°09'57" West 315.97 feet; thence 3) South 32°04'00" West 296.25 feet; thence 4) South 47°29'30" West 405.07 feet; thence 5) South 50°23'25" West 105.09 feet; thence 6) South 56°00'00" West 94.90 feet; thence 7) South 50°15'25" West 92.50 feet; thence 8) South 40°35'50" West 110.80 feet; thence 9) South 31°30'07" West 96.20 feet; thence 10) South 27°54'51" West 126.00 feet; thence 11) South 38°27'54" West 138.00 feet; thence 12) South 33°26'55" West 136.00 feet; thence 13) South 32°00'03" West 159.20 feet; thence 14) South 32°14'53" West 101.60 feet; thence 15) South 35°09'16" West 88.70 feet; thence 16) South 46°47'25" West 123.00 feet; thence 17) South 56°44'38" West 142.80 feet; thence 18) South 15°21'41" West 116.30 feet; thence 19) South 10°41'54" West 76.70 feet; thence 20) North 71°42'35" West 163.49 feet; thence 21) North 72°54'27" West 85.42 feet; thence 22) South 86°11'16" West 94.42 feet; thence 23) South 77°48'30" West 79.25 feet; thence 24) South 77°19'44" West 85.84 feet; thence 25) South 81°11'10" West 122.88 feet; thence 26) South 67°45'58" West 149.28 feet; thence 27) South 64°44'12" West 50.80 feet; thence North 85°19'13" West 26.72 feet; thence North 38°07'58" West 492.94 feet; thence North 10°07'30" West 212.80 feet; thence South 71°23'17" West 141.94 feet; thence North 08°33'57" East 80.65 feet; thence North 71°14'09" West 1185.64 feet; thence North 27°00'44" East 149.76 feet; thence North 13°42'15" West 216.34 feet; thence North 50°17'45" East 117.77 feet; thence North 40°17'45" East 142.11 feet; thence North 58°48'26" East 193.35 feet; thence North 19°44'22" East 106.66 feet; thence North 23°13'01" West 168.03 feet; thence North 73°32'40" West 146.17 feet; thence North 03°13'23" West 78.48 feet; thence North 45°49'43" East 766.88 feet; thence North 69°44'01" East 184.61 feet to the west line of Section 21, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence along the west line of said Section 21 South 01°49'17" East 266.56 feet; thence along the north line of the south half of said Section 21 South 89°59'59" East 3204.88 feet to the point of beginning.

Description contains 143.40 acres, more or less.

X:\Empire\Docs\Talisker\Desc\258-slvr cons esmt.doc



SILVER KING AREA CONSERVATION EASEMENT

SHEET 1 OF 2

JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talisker\plat\annexation-shtl.dwg

(435) 649-9467

Alliance Engineering

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2007 A.D.	APPROVED AS TO FORM THIS _____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	_____ FEE _____ RECORDER

00806099 B: 1850 P: 1794 Page 103 of 103 Summit County

Recorded at the request of and return to: Park City Municipal Corp.
Attn: City Recorder
P.O. Box 1480, Park City, UT 84060

Recorded this ___ day of _____, 2007
at Book #___ Page #___

ENTRY NO. 00806100
03/02/2007 02:42:51 PM B: 1850 P: 1897
Agreement PAGE 1 / 49
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
FEE $ 0.00 BY PARK CITY MUNICIPAL CORP

AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR FLAGSTAFF MOUNTAIN, BONANZA FLATS, RICHARDSON FLATS, THE 20-Acre QUINN'S JUNCTION PARCEL AND IRON MOUNTAIN

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT ("Agreement") is entered into as of the 2nd day of March, 2007, by and between UNITED PARK CITY MINES COMPANY, ("UPCM" or "DEVELOPER"), DEER VALLEY RESORT COMPANY, ("DEER VALLEY"), and PARK CITY MUNICIPAL CORPORATION, a third class city of the State of Utah ("City") (collectively, the "Parties").

RECITALS

A. WHEREAS, DEVELOPER and DEER VALLEY own approximately: 1,600 of 1,750 acres of patented mining claims located in the unincorporated Flagstaff Mountain area of Summit County, more particularly described and depicted in Exhibit A attached hereto (hereafter, "Flagstaff Mountain"); approximately 106 acres of patented mining claims located on Iron Mountain within an unincorporated area of Summit County more particularly described and depicted in Exhibit B attached hereto (hereafter, "the Iron Mountain Parcels"); approximately 1,500 acres of patented mining claims, constituting all of UPCM's land located in the unincorporated Bonanza Flats area of Wasatch County more particularly described and depicted in Exhibit C attached hereto (hereafter, "Bonanza Flats"); all of UPCM's land east of U.S. 40 and south of S.R. 248 constituting approximately 650 acres of real property owned in fee simple located immediately east of U.S. 40 and south of S.R. 248 within an unincorporated area

of Summit County more particularly described and depicted in Exhibit D attached hereto (hereafter, "Richardson Flats"); and approximately 20-Acres of real property owned in fee simple located west of U.S. 40 and south of S.R. 248 within an unincorporated area of Summit County more particularly described and depicted in Exhibit E attached hereto (hereafter, "the 20-Acre Quinn's Junction Parcel");

B. WHEREAS, on May 17, 1994 DEVELOPER filed an application for annexation to Park City of Flagstaff Mountain, consisting of DEVELOPER's, DEER VALLEY's and Northside Neighborhood Property Owners' land, together totaling an area of approximately 1,750 acres;

C. WHEREAS, on May 10, 1997 the Park City Council unanimously resolved by Resolution 10-97 to annex Flagstaff Mountain under certain Development Parameters;

D. WHEREAS, on July 8, 1998 DEVELOPER requested reconsideration by the City of Resolution 10-97 and offered certain incentives for limiting development of the Bonanza Flats, Richardson Flats and the Iron Mountain Parcels;

E. WHEREAS, on September 10, 1998 the Park City Council unanimously adopted a resolution to rescind Resolution No. 10-97 and to adopt new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats and the Iron Mountain Parcels, as set forth in this Agreement;

F. WHEREAS, in the intervening months since the City Council adopted the September 10, 1998 development parameters, the DEVELOPER further refined its proposal by offering to move 16 single family homes from the sensitive Prospect Ridge area to the Mountain Village and to constrain development in the Northside Neighborhood to reduce site disturbance and to facilitate sale to a conservation buyer for a time certain;

G. WHEREAS, the Parties intended to enter into the original Agreement to establish new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and the Iron Mountain Parcels and to establish a time certain for annexation of Flagstaff Mountain (now referred to generally as Empire Pass) into the City;

H. WHEREAS, the Parties in fact entered into the original Agreement on or about June 24, 1999; and

I. WHEREAS, the Parties desire to amend and restate the original Agreement in connection with the development of a project known as the Montage Resort & Spa which is presently planned to include 192 hotel rooms and suites, with spa, restaurant and conference facilities, and a residential component that consists of resort condominiums.

NOW, THEREFORE, in consideration of the foregoing recitals and the covenants hereafter set forth, the sufficiency of which the Parties hereby acknowledge, the Parties agree as follows:

SECTION I. DEFINITIONS

Unless the context requires a different meaning, any term or phrase used in this Agreement that has its first letter capitalized shall have that meaning given to it by the Park City Land Management Code (LMC) in effect on the date of a complete application or, if different, by this Agreement. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement.

1.1 **"Annexation Property"** means that approximately 1,750 acres of property known as Flagstaff Mountain, described and depicted on Exhibit A.

1.2 **"Bonanza Flats"** means that approximately 1,500 acres of UPCM property commonly referred to as Bonanza Flats, consituting all of UPCM's holdings in Bonanza Flats and described and depicted on Exhibit C.

1.3 **"DEER VALLEY"** means the Deer Valley Resort Company, a Utah limited Partnership and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEER VALLEY shall cause its employees and agents to act in accordance with the terms of this Agreement.

1.4 **"DEVELOPER"** means United Park City Mines Company, a publicly traded Delaware corporation, and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEVELOPER shall cause its employees and agents to act in accordance

with the terms of this Agreement.

1.5 **"Inaction"** provisionally[1] means (a) DEVELOPER's failure to pursue a sequential permit (i.e. Small Scale MPD permit, conditional use permit, subdivision application, or building permit) by failing to submit a complete application for such a permit or by failing to respond to the City's written requests for information which the City deems is necessary to process the application; or (b) DEVELOPER's failure to sustain permitted construction such that the permit under which construction is allowed, expires or is otherwise suspended or revoked.

1.6 **"Meeting Accessory Uses"** provisionally[2] means uses normally associated and necessary to serve meeting and banquet space. Meeting Accessory Uses do not require the use of Unit Equivalents and include:

1.6.1 Administrative and Banquet Offices

1.6.2 Banquet Storage Areas

1.6.3 Banquet Prep Areas Storage Areas

1.6.4 Common A/V Storage Areas

1.6.5 Coat Check Areas

1.6.6 Public Restrooms

1.6.7 Public Telephone Areas

1.6.8 Public Hallways

1.6.9 Public Circulation Areas.

1.7 **"Mountain Village"** means that mixed-use portion of Flagstaff Mountain described and depicted as the Mountain Village in Exhibit A attached hereto and limited to a total of 87 acres, within three development Pods (A, B_1, and B_2) and maximum densities, unit equivalencies and configuration more fully described herein.

---

[1] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

[2] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.8 **"Northside Neighborhood"** means that 63-acre portion of Flagstaff Mountain described and depicted as the Northside Neighborhood in Exhibit A attached hereto and limited to the maximum density, unit equivalency, and configuration more fully described herein.

1.9 **"Northside Neighborhood Property Owners"** means, in addition to UPCM and DEER VALLEY, Park City Star Mining Company, Inc., a Utah corporation, Bransford Land Company, representing the interests of Anne Bransford Newhall, Mary Bransford Leader and Carolyn Bransford MacDonald, and Stichting Beheer Mayflower Project, a legal entity representing the interests of Stichting Mayflower Recreational Fonds and of Stichting Mayflower Mountain Fonds.

1.10 **"Pedestrian Village"** means an area configured within Pod A of the Mountain Village for the mixed use of residential, Residential Accessory, Resort Support Commercial, Resort Accessory, meeting and Meeting Accessory Uses within which at least fifty percent (50%) of the residential properties are clustered within walking distance (5 minutes) of a Transportation Hub for such residential properties, which can be directly accessed by pathways or sidewalks.

1.11 **"Planned Unit Development"** or **"PUD"** means a master planned development consisting of clustered, detached, single family or duplex units with common open space and coordinated architecture.

1.12 **"Pod Z"** means that area, depicted on Exhibit F that is limited for ski-related uses as further defined herein.

1.13 **"Project"** means the residential, recreational and commercial real estate development to be constructed within Flagstaff Mountain.

1.14 **"Residential Accessory Uses"** provisionally[3] means uses that are for the benefit of the residents of a commercial residential use, such as a hotel or nightly rental condominium project. Residential Accessory Uses do not require the use of Unit Equivalents. Residential Accessory Uses include:

[3] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.14.1 Common Ski Lockers

1.14.2 Common Lobbies

1.14.3 Registration

1.14.4 Concierge

1.14.5 Bell Stand/Luggage Storage

1.14.6 Common Maintenance Areas

1.14.7 Mechanical Rooms

1.14.8 Common Laundry Facilities and Common Storage Areas

1.14.9 Employee Facilities

1.14.10 Common Pools, Saunas and Hot Tubs

1.14.11 Public Telephone Areas

1.14.12 Public Restrooms

1.14.13 Administrative Offices

1.14.14 Public Hallways and Circulation Areas

1.15 **"Resort Accessory Uses"** provisionally[4] means uses that are clearly incidental to and customarily found in connection with the principal resort building or use and are operated for the convenience of the owners, occupants, employees, customers or visitors to the principal resort use. Resort Accessory Uses do not require the use of Unit Equivalents. They include such uses as:

1.15.1 Information

1.15.2 Lost and Found

1.15.3 Mountain Patrol

1.15.4 Mountain Administration

1.15.5 Mountain Maintenance and Storage Facilities

1.15.6 Mountain Patrol and Emergency Medical Facilities

1.15.7 Public Lockers

1.15.8 Public Restrooms

1.15.9 Employee Lockers

1.15.10 Ski School/Day Care

[4] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.15.11 Ticket Sales Areas

1.15.12 Ski Check Areas

1.15.13 Public Circulation Areas and Hallways

1.16 **"Richardson Flats"** means all of UPCM's property at the southeast corner of U.S. 40 and S.R. 248, more fully described and depicted on Exhibit D.

1.17 **"Transportation Hub"** means the terminus of a public and/or private transportation system that is located at a convenient location within the Mountain Village.

1.18 **"Unit Equivalent,"** with respect to commercial structures and multifamily and PUD structures, has the meaning set forth in the LMC.[5] Each single family residential structure (excluding PUDs) approved by the City pursuant to this Agreement for construction within the Project shall have a Unit Equivalent of 1.00, regardless of the size or the location of the single family residential structure. Each commercial structure or portion thereof (as such may be determined in applicable MPD approvals) shall consume 1 Unit Equivalent for each 1000 square feet. Each multifamily and PUD residential structure shall consume 1 Unit Equivalent for each 2000 square feet.

SECTION II. LARGE SCALE MPD—FLAGSTAFF MOUNTAIN

2.1. DEVELOPER is hereby granted the equivalent of a Large Scale Master Planned Development (Large Scale MPD) for Flagstaff Mountain. This Large Scale MPD sets forth maximum densities, location of densities and DEVELOPER-offered amenities and is subject to all normally-applicable City processes, and in addition thereto, such processes defined below, including DEVELOPER's responsibility, prior to or concurrent with the Small Scale MPD process, to submit and ultimately to obtain (upon modification, if necessary) City approval, of satisfactory plans detailed below:

[5] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent.

2.1.1. Mine/Soil Hazard Mitigation Plan--which plan shall include an inventory of all mine sites, potential sources of release of hazardous materials into the environment, and a plan and schedule for their remediation;

2.1.2. Detailed Design Guidelines, with strong architectural themes, for the entire Flagstaff Mountain Project;

2.1.3. Specific Transit Plan;

2.1.4. Parking Management Plan;

2.1.5. Detailed Open Space Management Plan;

2.1.6. Historic Preservation Plan;

2.1.7. Emergency Response Plan, including DEVELOPER's commitments to provide infrastructure necessary to serve the Project and Bonanza Flats and phasing therefor;

2.1.8. Trails Master Plan setting forth trail locations, specifications, phasing and timing of public easements;

2.1.9. Private Road Access Limitation Procedures;

2.1.10. Construction Phasing Plan—including construction milestones for project amenities, including Richardson Flats development;

2.1.11. General Infrastructure and Public Improvements Design and Phasing Plan, which calls for the efficient extension of services, concentrating initial infrastructure development in the Mountain Village, and secondarily in the Northside Neighborhood. Such plan shall allow for the construction of a variety of housing types in each phase;

2.1.12. Utilities Master Plan—including the timing, alignment and service strategy for water and sewer service, as well as storm water management throughout the Project and Bonanza Flats;

2.1.13. Wildlife Management Plan; and

2.1.14. Affordable Housing Plan, including phasing.

2.2. **Maximum Development Parameters--Flagstaff Mountain.** Flagstaff Mountain is composed of the Mountain Village, the Northside

Neighborhood; various ski related improvements, and the Silver Mine Adventure. Upon annexation, Flagstaff Mountain will be zoned as shown on the zoning map attached hereto as Exhibit P. The following maximum development parameters apply to Flagstaff Mountain:

2.2.1 **Mountain Village:** The Mountain Village is constrained as follows:

2.2.1.1 **Small Scale MPD.** Site specific volumetrics and configuration will be established in the Small Scale MPD process.

2.2.1.2. **Maximum Development Area.** In the Small Scale MPD process, the entire Mountain Village development shall be constrained within a total of 87 acres.

2.2.1.3. **Maximum Density.** The maximum density within the Mountain Village is 785 Unit Equivalents configured in no more than 550 dwelling units.[6] Such density shall be configured as multi-family, hotel, or PUD units, provided the PUD units do not exceed 60. PUD units consume Unit Equivalents in the same respect as multifamily units. Additionally, the Mountain Village may contain up to 16 detached single family home sites.

2.2.1.4. **Pedestrian Village.** At least 50% of the residential units within the Mountain Village must be clustered within the primary development pod (Pod A), and must be located within a five-minute walk of the Transportation Hub. All three development pods (Pods A, B_1, and B_2) within the Mountain Village must be linked by transit.

2.2.1.5. **Commercial.** The Mountain Village may additionally include up to 75,000-sq. ft. of Resort Support Commercial uses, which shall include Neighborhood

[6] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent. In the case of the Montage, the 192 Montage hotel rooms shall count as Unit Equivalents at the rate of 1 Unit Equivalent per 2,000 square feet of hotel rooms, but such hotel rooms shall not have kitchens and shall not count as dwelling units.

Convenience Commercial uses for residents and visitors such as groceries and sundries.

2.2.1.6. **Mine Site Reclamation**. To the greatest extent possible, DEVELOPER shall locate density in disturbed areas. This provision applies primarily to potential density at the Daly West site. Additionally, DEVELOPER shall reclaim[7] all mining and mining overburden sites within Flagstaff Mountain, in accordance with state and federal regulatory agency review.

2.2.1.7. **Public Trails.** DEVELOPER shall construct and dedicate public trails designated on an accepted Trails Master Plan. Many trails will be constructed on land ultimately owned by DEER VALLEY. In those areas, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for public trail use. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.2.1.8. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER and/or DEER VALLEY shall execute for the benefit of the City perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which, at a minimum, shall prevent the construction thereon of residential, commercial and retail structures but shall provide for ski-related uses consistent with paragraph 2.5 herein.

2.2.1.9. **Parking.** Each Small Scale MPD submittal shall include a parking management plan with respect to the portion of the property covered by such Small Scale MPD submittal.

[7] Reclamation shall include, at a minimum, revegetation of exposed areas.

The goal of the plan is to design the Mountain Village in such a way as to reduce parking demand by 25%. DEVELOPER shall plan and encourage within the Mountain Village portion of the Project programs such as parking management, paid parking for commercial uses, shuttles and other programs designed to reduce the demand for private vehicles and parking. DEVELOPER shall provide for shared parking in all commercial, short-term residential and mixed-use buildings. Assigned or reserved spaces within commercial, short-term residential and mixed-use buildings are prohibited except that in the case of the Montage, one parking space may be assigned for each dwelling unit (excluding the 192 hotel rooms). The majority of the required parking areas will be fully enclosed and/or constructed underground.

2.3 **Prospect Ridge.** DEVELOPER considers the Prospect Ridge area depicted in Exhibit K to be a critical viewshed area for Old Town.

2.3.1 **Public Trails.** Consistent with the Trails Mater Plan, DEVELOPER shall construct and dedicate to the City public trails designated within the Prospect Ridge area.

2.3.2 **Deed Restricted Open Space.** Within 30 days of issuance of the first Small Scale MPD, DEVELOPER shall cause to be recorded a document, approved by the City, which shall impose perpetual covenants and use restrictions for that portion of Prospect Ridge depicted as "Recreation Open Space Dedication" on Exhibit K which shall prevent the construction thereon of residential, commercial and/or retail structures, ski lifts, and developed alpine ski runs.

2.4. **Northside Neighborhood.** The Northside Neighborhood is composed of property owned by five separate Northside Neighborhood Property Owners and, upon their written acceptance of the terms of this Agreement,

may contain a maximum of 38 homes, the size and location of which shall be determined at Small Scale MPD/subdivision review. The Northside Neighborhood may also contain a 1000 sq. ft. non-denominational Chapel, that will remain open and reasonably available to the public.[8]

2.4.1 **Small Scale MPD.** The Small Scale MPD must include all Northside Neighborhood Property Owners to achieve the maximum density of 38 detached single-family homes. Absent participation by all Northside Neighborhood Property Owners, DEVELOPER and DEER VALLEY may apply for a Small Scale MPD for a maximum of 30 single-family homes on the portion of the Northside Neighborhood owned by DEVELOPER and DEER VALLEY.[9] In all circumstances, DEVELOPER and DEER VALLEY shall limit development in the Northside Neighborhood as follows:

2.4.1.1. **Meadow Restriction.** Homes shall not be in the meadow area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.2. **Ski Run Separation.** Limits of disturbance for each site shall be a minimum of 50 feet from any ski run, except where existing ski runs conflict with platted ski easements or platted lots, in which event the City shall have the discretion and authority to approve case-by-case exceptions to the foregoing distance limitation.

2.4.1.3. **Viewpoint Restrictions.** Structures and roads must be configured to minimize road and utility impacts and to

[8] No utility extension will be allowed for the Chapel. Power may be allowed if it is readily accessible. Location of the Chapel cannot cause the extension of an improved road. Siting and construction must comply with all Code provisions.

[9] If Park City Star, Bransford or Mayflower do not reach an agreement with DEVELOPER and DEER VALLEY with respect to the joint development of the detached single family homes within the Northside Neighborhood, then DEVELOPER and DEER VALLEY shall grant to the City the right to connect to the utility lines and to grant limited access to roads within the Northside Neighborhood without cost to serve the remaining property owners.

minimize wintertime visual impacts[10] from ski runs and designated viewpoints, including but not limited to the knoll behind the terminus of what is presently known as the Northside chairlift.

2.4.1.4. **Public Trails.** Consistent with the Trails Master Plan, DEVELOPER, DEER VALLEY, and Northside Neighborhood Property Owners shall dedicate to the City improved public trails and trail easements that connect to the surrounding trail system. Where trails pass through the Deer Valley Ski Area, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.4.1.5. **Enchanted Forest.** No development shall occur in the "Enchanted Forest" area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.6. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall record perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which shall prevent the construction thereon of residential, commercial and retail structures but shall allow ski-related uses.

2.4.2. **Northside Neighborhood Conservation Plan.** DEVELOPER and DEER VALLEY agree to refrain from transferring, improving or developing the Northside Neighborhood for 3 years, from the date of this Agreement to facilitate the potential of (a) the fee simple sale of the Northside Neighborhood, or (b) the sale and transfer of the development rights from the Northside

[10] As well as summertime visual impacts.

Neighborhood. In either case, the sale would be completed within said time period and would be to a conservation buyer or buyers at fair market value at the date of purchase. Fair market value in this context shall reflect the entitlement for single family detached units set forth in the Large Scale Master Plan and this Agreement or, if the Small Scale Master Plan has been issued, as reflected in the Small Scale Master Plan for the Northside Neighborhood. The three-year period noted above shall not limit the Planning Commission's authority in connection with approval of the phasing plans required in sections 2.1.10 and 2.1.11.

2.5. **Ski-Related Development.** Subject to conditional use review, DEER VALLEY may construct a skier day lodge of a maximum of 35,000 square feet, in the approximate location depicted on Exhibit A. The day lodge shall have no day skier parking, and must have adequate emergency vehicle access. Any parking lot for the lodge shall be for the purpose of meeting temporary events, intermittent seasonal dining, and service and administrative requirements, and shall be reviewed by the planning commission as a Conditional Use. Such Conditional Uses will have a traffic mitigation plan that may include the number of events, hours of operation, shuttle bus requirements and/or a limit to the number of guests. Pursuant to a Conditional Use Permit, said temporary parking area may be located on adjacent properties. Permanent non-skier parking for the Empire Day Lodge will be considered as part of the POD B-2 Master Plan Development. Such parking shall consist of not more than 75 spaces. These parking spaces are in addition to those otherwise required or allowed under this Agreement and the LMC. DEER VALLEY shall provide deed-restricted employee/affordable housing units as defined by the City's affordable housing policy in an amount equal to 20% of the commercial Unit Equivalents approved by the City for the day lodge prior to issuance of a Certificate of Occupancy for the day lodge.

2.5.1 **Conditional Use (Administrative).** Ski terrain and ski-related development is an administrative conditional use within the Project, consistent with the Deer Valley Ski Area Master Plan depicted in Exhibit F attached hereto, provided that only two graded runs shall be allowed in ski Pod Z, with thinning and other limited vegetation removal in the balance of Pod Z for skier safety and glade skiing. Review of ski terrain and ski-related development shall include, but shall not be limited to consideration of the following:

2.5.1.1 Openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible.

2.5.1.2 Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.

2.5.1.3 Lift towers shall be painted or otherwise treated to blend with the natural surroundings.

2.5.1.4 Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the "Deer Valley Resort Company Ski Run Construction and Revegetation Standards" attached hereto as Exhibit G. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health. Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.

2.6 Beano's Style Private Club. DEVELOPER may construct a private restaurant (Beano's Cabin at Beaver Creek-style[11]), at a location to be determined at the CUP phase. No private parking areas or vehicular

[11] Beano's is a 10,000 square foot private restaurant at Beaver Creek, Colorado.

access will be allowed except (i) access and space for patron drop-off's and pick-up's, and (ii) access, loading areas and circulation for emergency, delivery and service vehicles. The size of the private restarurant shall be determined by the Planning Commission at the CUP review phase, and shall be between 7,000 and 10,000 square feet.

2.7 **Silver Mine Adventure.** DEVELOPER may continue to operate the Silver Mine Adventure on the Ontario Mine Site as a valid, non-conforming use. Any change or expansion of use shall be processed in accordance with the LMC in effect at the time of the DEVELOPER's submission of a complete application for the proposed expansion.

2.8 **Access and Alignment of S.R. 224.** DEVELOPER shall access Flagstaff Mountain by means of S.R. 224, and a private road system. DEVELOPER shall realign a portion of S.R. 224 in the approximate location set forth on Exhibit H attached hereto, and shall construct a private road system for Flagstaff Mountain in the approximate location depicted on Exhibit H. The Parties agree to the following access and alignment of the road systems within Flagstaff Mountain:

2.8.1 **Alignment.** Upon Planning Commission approval of the first Small Scale MPD for Flagstaff Mountain, DEVELOPER shall petition to vacate the existing S.R. 224 alignment and, if granted, shall realign and dedicate the relocated S.R. 224 right of way to a standard similar to the existing S.R. 224 (with an asphalt surface for dust control). Such alignment shall be as generally depicted on Exhibit H. DEVELOPER shall block and prohibit vehicular access over the discontinued historic alignment of S.R. 224. Access over the realigned S.R. 224 shall remain seasonal (warm weather only). Upon completion of construction thereof, to the reasonable satisfaction of the City Engineer, the City shall accept the dedication of public roads under its jurisdiction identified on Exhibit H, or as determined by the Council, upon

recommendation of the Planning Commission through the Small Scale MPD and subdivision processes.

2.8.2 **Private Road.** Upon Small Scale MPD approval, and only to the extent of the Small Scale MPD approval, DEVELOPER shall construct a private road system within Flagstaff Mountain, as depicted in Exhibit H, over which DEVELOPER shall maintain all-season access throughout the year. Said private road, from its point of departure from S.R. 224 to the Summit/Wasatch County line, may be converted to a public road, in which event existing S.R. 224 from said point of departure to the county line shall no longer be used as a public road.

2.8.3 **Seasonal, Controlled Automobile Access.** DEVELOPER shall support and shall not undermine seasonal closure of realigned S.R. 224 and shall control motorized vehicular access from S.R. 224 to the private road system to prevent vehicular through traffic.

2.8.4 **Emergency Deer Valley Access.** The Project's seasonal emergency secondary access is through the Deer Valley Ski Area generally as depicted on Exhibit I and crash-gated in the approximate locations shown on Exhibit I. DEER VALLEY shall provide the City and the Park City Fire Service District with keys and/or combinations to the gates. The emergency access is necessary as a controlled evacuation route and as an emergency access for fire and safety personnel and equipment only. The secondary access route is an important ski run to the Deer Valley Ski Area that, in all but the most exceptional circumstances, will be used by skiers and over-the-snow vehicles. The Park City Fire Marshall may cause the access to be plowed and placed into winter service for emergency and evacuation purposes in that

exceptional emergency situation when normal road access to Flagstaff Mountain is interrupted for an extended period.[12]

2.8.5 **Controlled Snowmobile Access.** Winter snowmobile access to Brighton Estates and to Bonanza Flats is presently available over portions of S.R. 224. DEVELOPER and DEER VALLEY shall allow seasonal snowmobile access to property owners and renters in Brighton Estates over those portions of S.R. 224 within the Project that are presently used or alternatively over similar portions of S.R. 224 as may be relocated. DEVELOPER and DEER VALLEY shall otherwise prevent wintertime motorized vehicular access to the extent such action is consistent with the policy of the public entity that owns S.R. 224. The current recreational snowmobile concession in Flagstaff Mountain shall be eliminated with the relocation of S.R. 224.

2.8.6 **DEVELOPER's Consent to Transfer.** DEVELOPER consents to cooperate with the City in any state transfer of any portion of S.R 224.

2.9 **Flagstaff Mountain Mitigation/Amenities.** At the City's request, the DEVELOPER shall deliver the following mitigation and amenities as an inducement to execute this Development Agreement:

2.9.1 **Trails.** DEVELOPER shall construct, maintain and commit to free public use, an improved public trail system as set forth in an approved Trails Master Plan. The construction of the trails shall be phased with the progress of the development of the Project. Existing trails shall remain open to the public until provisional or final trails have been constructed. Final trail locations may vary due to field conditions and season. Relocation of any trails shall be identified in the Trails Master Plan. Where the trails pass through the Deer Valley Ski Area, or are located on non-development lands owned or controlled by Deer Valley, Deer

[12] The Park City Fire Marshall may not cause the access to be plowed simply for pubic convenience.

Valley shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for trail use, including reasonable rules and regulations intended to prevent or minimize conflict between potential trail uses. Pedestrian and bicycle uses of the trail system shall not be prohibited or restricted without being so identified in the Trails Master Plan.

2.9.2 **No Gondola Alternative.** DEVELOPER shall contribute $1,000,000 in cash to the City to be used specifically for other traffic mitigation projects in the City related to the Project. Additionally, the DEVELOPER shall (i) contribute $10,000 toward the cost of a feasibility study, when commissioned by the City, to evaluate a potential ski amenity gondola, and (ii) contribute toward the construction of the Richardson Flats parking improvements described in the last paragraph of Section 3.1 of this Agreement, which shall be constructed in accordance with the specifications and conditions attached hereto as Schedule 3.1. The parking improvements shall be constructed in phases as established during the MPD for those improvements in cooperation with Summit County. Construction of the parking improvements will be assured through a form of completion bonding consisting of a draw-down letter of credit or other similar instrument in an amount equal to the good faith estimated cost to construct the parking improvements, but in an amount not to exceed $1,800,000. In the event any permit application is denied such that the parking improvements cannot be constructed. the City shall be entitled to draw the entire amount of the completion bond, letter of credit or similar instrument (as the case may be), and DEVELOPER shall have no further obligation to construct the parking improvements.

2.9.3 **Historic Preservation.** The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant

structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at the Daly West site is historically significant.

2.9.4 **Enhanced Environmental Protection.** DEVELOPER shall limit the construction or installation of wood-burning devices to one wood-burning device in each of the 54 single-family homes in the Project. DEVELOPER shall not request approval from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within the Project, DEVELOPER shall have the right to construct one wood-burning device in each such lodge or hotel, except the Montage which may have three.

2.9.5 **Lady Morgan Springs Open Space (Passive Use).** The Lady Morgan Springs Area[15], shall be restricted, by conservation easements acceptable to the City, and signs and monitoring, if necessary, to limit use of the area to skiing (without cutting runs, glading, or thinning trees) and daytime recreational hiking. Neither construction activity nor motorized vehicular use of any kind shall be allowed in the Lady Morgan Springs Area, except as allowed, with City staff approval, for forestry and wetlands management.

2.9.6 **Open Space (Active).** All land outside of the development areas (ski terrain and open space designated on Exhibit A) will be zoned as Recreation Open Space (ROS-MPD). Upon issuance of the first Small Scale MPD for any portion of the Project, DEVELOPER and DEER VALLEY shall execute a conservation easement, for the benefit of the City and a third party conservation trust (or similar entity), to limit their use of the

[15] Described and depicted on Exhibit J, and as further defined in the Small Scale MPD process.

Flagstaff Mountain ski terrain to construction, development and operation of ski and mountain bike lifts, ski and mountain bike runs, one skier day lodge, and other similar winter and summer recreational uses and services. Such conservation easements shall prohibit any hotel, lodging, residential or commercial construction or use on ROS-zoned land in Flagstaff Mountain. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.7 **Open Space (Prospect Ridge).** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall grant to the City a conservation easement, with free public trail access, without encumbrances, over acreage located on Prospect Ridge, contiguous with City-owned open space. The conservation easement area on Prospect Ridge is identified on Exhibit K attached hereto. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.8 **Open Space (Iron Mountain).** Upon the issuance of any Small Scale MPD, for any portion of the Project, DEVELOPER shall deed restrict or transfer to Park City, the Iron Mountain Parcels with City-approved encumbrances. In connection with such dedication, DEVELOPER shall reserve to DEVELOPER the right to lease to third parties the Iron Mountain Parcels for ski and other environmentally sensitive recreational uses. Such reservation shall not include the right to cut runs, glade, or thin trees, or construct or install ski lifts or developed alpine ski runs. DEVELOPER shall also reserve the right to retain all rent, proceeds and other consideration resulting from or generated by DEVELOPER leasing the Iron Mountain Parcels to third parties for ski and recreation-related uses. DEVELOPER shall indemnify, defend and hold the City harmless from any claim

arising from DEVELOPER's or a third party lessee's use of the Iron Mountain Parcels. Nothing herein should be construed to limit or waive governmental immunity with respect to claims made against the City.

2.9.9 **Neighborhood-Specific Design Guidelines.** DEVELOPER shall incorporate a Master Resort Association for Flagstaff Mountain and a Project-specific Property Owners' Association for the Mountain Village and Northside Neighborhood areas to cooperatively manage certain aspects of the Project. The Design Guidelines for both the Project and Bonanza Flats must emphasize a strong, common architectural theme, and shall be enforceable by one or more of the above-mentioned Associations.

2.9.10 **Public Safety.** A comprehensive emergency response plan will be required. The proposal includes a public safety site, at a minimum. The final public safety and emergency access plan must be determined prior to any permit issuance and only after coordination with the affected entities, such as the Park City Fire Service District. To the extent the Montage hotel structure requires additional safety equipment or infrastructure to achieve a minimum standard that will not result in a degradation of the Park City Fire District's I.S.O. rating, and to the extent ongoing tax revenues and impact fees generated by the Montage are insufficient to cover the costs of such additional equipment and infrastructure, any such shortfall shall be paid by DEVELOPER. Changes to any applicable Technical Report must be approved by the Park City Fire Marshall.

2.9.11 **Sandridge Parking Lots**. Prior to the issuance of a Small Scale MPD for any portion of Flagstaff Mountain, DEVELOPER shall irrevocably offer to dedicate to the City a conversation easement, or deed, satisfactory to the City to preserve the Sandridge

Parking Lots, described in Exhibit L as a public parking facility. Such interest shall be offered with no outstanding monetary encumbrances.

2.9.12 **Sandridge Heights Property**. Developer further agrees to limit its use of its Sandridge Heights property, described in Exhibit L, to either affordable housing or open space.

2.10 **FLAGSTAFF MOUNTAIN MITIGATION MEASURES:**

2.10.1 **Water System.** DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system within Flagstaff Mountain to serve the Project, including all fire flow and irrigation needs.

2.10.1.1 **Withdrawal of Water Protests.** DEVELOPER shall immediately withdraw its protests to the City's pending water change application(s) before the State Engineer and agrees not to protest future City applications before the State Engineer.

2.10.1.2 **Water Source.** DEVELOPER shall design and construct a water source and delivery system to transport water from the water source to Flagstaff Mountain and to dedicate that system to the City. DEVELOPER and the City anticipate that such delivery system will include the development of a well of sufficient capacity to serve the Project.

2.10.1.3 **Group II Rights.** The City and DEVELOPER agree to file a joint application with the State Engineer to convert to municipal use within the boundaries of the Park City Water Service District all "Group II" water rights owned by both parties. The joint application will list all mutual points of diversion, all of the City's municipal sources, and all of DEVELOPER's sources including the proposed Ontario and Empire Canyon

Wells. DEVELOPER and the City shall divide the Group II rights approved for municipal use evenly, with DEVELOPER and the City each taking ownership of one-half of the total approved rights. DEVELOPER agrees to sell exclusively to the City its portion of the approved Group II water rights and DEVELOPER's interest in its Theriot Springs and Haueter Springs water rights (Weber Decree Award #456, #467 and #468) collectively referred to herein as the "Committed Water".

2.10.1.4 **Committed Water.** Once approved for municipal use, all Committed Water shall be leased to the City at a nominal cost and will therefore be unavailable for sale to others. DEVELOPER shall dedicate the Committed Water to the City, and the City shall pay to DEVELOPER from time to time an amount equal to the water development impact fees actually collected by the Park City Water Service District from the development of Flagstaff Mountain. Each such payment from the City to DEVELOPER shall be paid within 30 days following the receipt by the Park City Water Service District of each such water development impact fee.

2.10.1.5 **Excess Water Rights.** If after ten (10) years or 90% buildout of Flagstaff Mountain and Bonanza Flats, whichever last occurs, DEVELOPER retains water rights in excess of the water demand for both projects, the City may purchase the excess water rights from DEVELOPER at fair market value based on an appraisal from a mutually agreed upon appraiser or the City may relinquish its interest in the excess water rights. The City shall elect to either purchase (some or all of the

excess water rights) or relinquish its interest in the excess water rights within 180 days of written notice of the expiration of 10 years or 90% buildout of both projects, whichever last occurs. If the City takes no action within the 180 days, City will be deemed to have relinquished its interest in the excess water rights.

2.10.1.6 **Impact Fees and Water Rates.** The City will charge water development and connection impact fees and water rates within the Project in an amount equal to the water development and connection impact fees and water rates charged to other water users within the Park City Water Service District, unless extraordinary costs can be identified by the City and fairly assigned to the water users within the Project.

2.10.2 **Subsequent Agreements.** Since the time the original Agreement was adopted and executed, the City and DEVELOPER have entered into agreements that impact, implement and/or clarify certain provisions of the original Agreement including (i) An Agreement For A Joint Well Development Program dated January 14, 2000, (ii) a Memorandum of Understanding, dated January 14, 2000, Between Park City Municipal Corporation and United Park City Mines Company Clarifying and Implementing the Water Service and Water Source Development Provisions of the Development Agreement of June 24, 1999, and (iii) the Water Agreement dated effective as of March 2, 2007 (collectively, the Subsequent Agreements). The fact that this Agreement is styled as an amended and restated agreement shall not operate or be deemed to supersede, contravene, or amend the terms, conditions or provisions of the Subsequent Agreements.

2.10.3 **Transportation and Traffic Mitigation.** DEVELOPER has agreed to provide the following transportation and traffic mitigation measures.[14] Prior to the issuance of a Certificate of Occupancy within the Mountain Village,[15] the DEVELOPER shall provide the following to reduce the traffic anticipated by the Project:

2.10.3.1 **Van and Shuttle Service.** DEVELOPER shall provide for its owners, employees and guests, van and shuttle service alternatives consisting of regular circulator service within the Mountain Village and service from the Mountain Village to key destinations such as the Salt Lake International Airport, Main Street, Silver Lake, golf courses, and recreational trail heads.

2.10.3.2 **Road and Intersection Improvements.** Attached hereto as Exhibit M is a map and a more detailed list of improvements, which shall be constructed by DEVELOPER in satisfaction of this obligation. Prior to the construction of any of the improvements described below, the City shall review and approve or reject with suggested changes all plans, drawings and specifications with respect to the alignment and construction of such road and intersection improvements. Following DEVELOPER's completion of the construction of such improvements, DEVELOPER shall offer to dedicate such improvements to the appropriate governmental entity.

[14] However, within the Small Scale MPD process, the City may conclude that these transportation and traffic measures should be reduced, and will modify DEVELOPER's obligations accordingly.
[15] Except for DEER VALLEY's day lodge pursuant to paragraph 2.5 herein.

2.10.3.3 **Contribution to Marsac Roundabout.** DEVELOPER shall financially participate in the reconstruction of the intersection of Marsac Avenue and Deer Valley Drive. DEVELOPER is responsible for paying its proportionate share (determined by projected traffic generation) of the City's cost of such reconstruction to mitigate the impact of the Flagstaff Mountain and Bonanza Flats projects on the intersection.

2.10.3.4 **Runaway Truck Lane.** DEVELOPER, or an affiliate of DEVELOPER, shall construct a run-away truck lane on the Mine Road section of S.R. 224, as described on Exhibit N attached hereto. DEVELOPER expects to dedicate the Runaway Truck Lane to UDOT.

2.10.3.5 **Mine Road Widening.** Upon Planning Commission recommendation, DEVELOPER shall widen the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.3.6 **Mine Road Passing Lane.** Upon Planning Commission recommendation, DEVELOPER shall create and dedicate a passing lane on the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.3.7 **Drainage Improvements.** DEVELOPER shall improve drainage to S.R. 224 as described on Exhibit M attached hereto.

2.10.3.8 **Landscaping.** Upon Planning Commission approval, DEVELOPER may construct and create, at DEVELOPER'S sole cost and expense, landscape improvements in the area depicted on

Exhibit M, uphill from the intersection of S.R. 224 with Hillside to act as a Project entry statement.

2.10.4 **Construction Mitigation.** DEVELOPER shall provide the following measures, all to the reasonable satisfaction of the City's Chief Building Official, to mitigate the impact of construction within Flagstaff Mountain. DEVELOPER shall also adhere to the usual construction impact mitigation measures required by the City. Additional reasonable site-specific mitigation measures may be required at the Small Scale MPD phase. These measures will be permanently reflected in Covenants, Conditions and Restrictions of each development parcel. The Detailed Construction Phasing Plan to be submitted by DEVELOPER to the City shall include, without limitation, provisions pertaining to:

2.10.4.1 Limits of Disturbance and Vegetation Protection for all construction, including construction of public improvements.

2.10.4.2 Construction staging, on-site batch plants, and materials stockpiling[16] and recycling in the Daly West area to keep all excavated materials on site during the Project infrastructure and construction phases.

2.10.4.3 Construction traffic routing plan to minimize traffic impacts on Old Town and residential areas, by only allowing construction traffic to use current state roads, unless otherwise directed by the City.

2.10.4.4 Dust and soils monitoring and containment, along with remediation of contaminated mining waste within the areas that are disturbed during the construction of the improvements within the Project and erosion and runoff controls for the entire Project

[16] Developer shall stockpile all earthen material on site.

2.10.4.5 Temporary public access trails throughout construction.

2.10.4.6 Tools and equipment storage on-site adequate to serve all construction.

2.10.5 **Employee/Affordable Housing.** DEVELOPER shall provide deed-restricted employee/affordable housing units ("Affordable Unit Equivalents" or "AUEs") as defined by the City's affordable housing policy in an amount equal to 10% of the residential Unit Equivalents and 20% of the commercial Unit Equivalents approved by the City for the Project (collectively, the "Base AUEs"). The employee/affordable housing requirement for the Project, including the Montage, is 98.9 Base AUEs. One AUE equals 800 square feet. In addition to the Base AUEs, DEVELOPER has committed to construct, off-site, 20 additional AUEs (the "Additional AUEs") as an additional community benefit for the Project. Within 24 months from the effective date of this Agreement, the DEVELOPER (or any assignee thereof) shall either (i) begin construction of the 20 Additional AUEs, or (ii) post a financial guarantee in a form acceptable to the City Attorney in favor of the City equal to 10 percent of the estimated construction costs of the Additional AUEs. Each Additional AUE shall be sold or rented at prices and terms consistent with the City's affordable housing guidelines in effect at the time a Certificate of Occupancy is issued for the AUE. The calculation of total AUEs is detailed in the following table:

Type of Use	Unit Equivalents	Mitigation Rate	AUEs Required
Residential			
Residential Units	785	0.1	78.50
Single Family Home Sites	54	0.1	5.40
Subtotal Residential	***839***		***83.90***
Type of Use	**Square Footage / 1,000 SF**	**Mitigation Rate**	**AUEs Required**
Commercial			
Commercial Unit Equivalents	75	0.2	15.00
Subtotal Commercial	***75***		***15.00***
Base AUEs On-Site (25%): 24.725			
Base AUEs Off-Site (75%): 74.175 *			
Total Base AUEs			**98.90**
Additional AUEs Contributed by Developer (located Quinns Junction)			**20.00**
TOTAL AUEs			***118.00***

*May be located at Quinns Junction, consistent with the City's approved employee/affordable housing plan.

A minimum of 25% of the Base AUEs shall be located on-site within the Project; however, at DEVELOPER'S option, any such on-site Base AUEs not actually constructed on-site or contractually committed to be constructed on-site may be constructed off-site on a 1.5-for-1 basis. DEVELOPER and the City shall consult with Mountainlands Housing Trust, or its equivalent (if any), to determine the type and location of employee/affordable housing which would be most effective in offsetting the demand generated from the Project. DEVELOPER shall provide the remaining 75% of the Base AUEs consistent with the City's approved employee/affordable housing plan. The employee/affordable housing will be phased with the Project in accordance with the approved Phasing Plan. Upon Planning Commission recommendation, the Housing Authority may direct DEVELOPER to:

2.10.5.1 Develop, subject to deed restrictions some of the remaining units on the 20-Acre Quinn's Junction Parcel; or

2.10.5.2 Donate in a form satisfactory to the City, without restrictions or encumbrances, the 20-Acre Quinn's Junction Parcel to the City in lieu of some or all of the remaining portion of DEVELOPER's affordable housing obligation; or

2.10.5.3 Build the units on an alternate parcel provided to DEVELOPER by the City. DEVELOPER must donate the 20-Acre Quinn's Junction Parcel to the City if the City offers to donate otherwise suitable land to DEVELOPER. If the City and DEVELOPER exchange parcels with respect to the new employee/affordable housing units, then DEVELOPER shall construct on such alternate parcel such number of new employee/affordable housing units, up to the required number of units, for which DEVELOPER is able to obtain approval. In no event shall the cost incurred by DEVELOPER to construct the new employee/affordable housing units on an alternate parcel provided by the City exceed the cost which DEVELOPER would have incurred to construct such new employee/affordable housing units on the 20-Acre Quinn's Junction Parcel; or

2.10.5.4 If mutually acceptable to DEVELOPER and the City, pay to the City a fee in lieu of constructing employee/affordable housing, consistent with the City's affordable housing policy, if such payment in lieu of constructing employee/affordable housing results in the construction or dedication of actual units for affordable /employee housing; or

2.10.5.5 Satisfy its obligation in a manner otherwise consistent with the City's affordable housing policy.

2.10.6 **5-Year Irrevocable Offer to Annex the 20-Acre Quinn's Junction Parcel**. For the next five years from the date of this Amended and Restated Agreement, DEVELOPER hereby irrevocably offers to annex the 20-Acre Quinn's Junction Parcel to the City.

SECTION III. ADDITIONAL PUBLIC BENEFITS

In addition to the foregoing, DEVELOPER offers the following inducements to contract:

3.1 **Richardson Flats.** DEVELOPER unconditionally offers to annex Richardson Flats to the City and, regardless of the annexation of Richardson Flats, to restrict development of Richardson Flats to one of the following options to be selected by DEVELOPER, at DEVELOPER'S sole discretion:

Option 1. Under Option one DEVELOPER must limit the use of Richardson Flats to golf (with the requisite clubhouse, maintenance buildings and other related improvements), equestrian uses (including the construction of an arena or indoor equestrian center), and/or such other public recreational opportunities or special events as the City may deem proper. In the event DEVELOPER is able to obtain necessary approvals from EPA and/or DEQ, then DEVELOPER must construct on Richardson Flats a golf course, clubhouse, and driving range with adequate[17] provisions for defined public access.

Option 2. Under Option two, DEVELOPER must limit the use of Richardson Flats to an 18-hole golf course (with the requisite clubhouse, maintenance buildings and other related improvements)[18] and would make available to the City a site for a second 18-hole golf course. The site to be donated to the City would not include land in need of environmental remediation. If a second golf course is constructed under Option two, then the City and DEVELOPER shall work cooperatively to develop shared facilities such as a driving range and golf maintenance shops.

Option 3. If, after diligent efforts, DEVELOPER cannot receive EPA or DEQ approval of the aforementioned recreational

[17] The course must be operated to maximize play.

[18] Under Option 2 DEVELOPER may in the City's sole discretion be afforded the right to use Richardson Flats for such other public recreational opportunities or special events as the City may deem proper.

improvements, DEVELOPER will perpetually deed restrict Richardson Flats to prevent further development.[19]

In addition to the foregoing provisions, DEVELOPER shall, in part as an additional public benefit and in part as a traffic mitigation measure, provide the City with fee title (unless the City otherwise agrees to a long term lease) to 30 acres at Richardson Flats. Such acreage will be used only for ball fields or similar recreational spaces, and improvements related thereto, and parking. On this acreage, DEVELOPER will provide a parking area which may be paved and which will accommodate segregated Montage and Empire Pass parking (up to 100 spaces), and parking for the City (up to 650 spaces), for a total of up to 750 spaces. This parking area will also serve as the location for Montage construction parking, and DEVELOPER or Montage shall be responsible for providing or arranging construction parking shuttles. The parking improvements may be constructed in phases. DEVELOPER will have naming rights for the ball fields or similar recreational spaces, and will not select a name that is inappropriate. The parking improvements (excluding the 100 dedicated Montage spaces and spaces required for construction parking and other operational needs) may be used by the City for reasonable ancillary uses such as special events.

3.2 **Open Space/Transit Management Fund.** DEVELOPER shall pay on each transfer of DEVELOPER's land, and shall separately covenant with all successors in interest in a manner which runs with the land, to assess a 1% Open Space/Transit Management Fee on the gross sales price of all real property within the Project. 50% of the Open Space/Transit Management Fee shall belong to the Flagstaff Mountain Master Resort

[19] The timing of Richardson Flats development shall be addressed in the Construction Phasing and General Infrastructure Phasing Plans required in Sections 2.1.10 and 2.1.11 with development commencing as early as possible.

Association to reduce Master Resort Association dues associated with obligations assumed herein or to enhance the Master Resort Association's service to its members. 50% of the Open Space/Transit Management Fee shall be paid to the City to assist in funding the costs and expenses for enhanced transportation to the Project, recreation improvements and/or open space acquisition, maintenance or preservation. This Open Space/Transit Management Fee shall not apply to the transfer of real property within the Project either solely as security for financing (e.g. mortgage) or for nominal consideration solely to initially capitalize the development entity. DEVELOPER acknowledges that the Project requires an open space management fee to mitigate the adverse effects of the Project. As such, DEVELOPER covenants that it will pay this fee as a contractual obligation, and not as a regulated entity. DEVELOPER shall vigorously defend the imposition of such fees. DEVELOPER shall not take any action (contractually, judicially, or legislatively) to challenge or otherwise adversely affect the enforceability of the Open Space/Transit Management Fee as a valid and enforceable real covenant.

SECTION IV. IMPACT FEES/PLAN CHECK FEES

4.1 **Conditions of Approval and Impact Fees.** With respect to the development of Flagstaff Mountain, DEVELOPER accepts and agrees to comply with the impact, connection and building fees of the City currently in effect, or as amended, to the extent the amended fees are applied uniformly within an impact fee district. DEVELOPER acknowledges that the Project requires infrastructure supported by impact fees and finds the fees currently imposed to be a reasonable monetary expression of exactions that would otherwise be required at this time. As such, DEVELOPER covenants that it will pay impact fees as a contractual obligation, and not exclusively as a regulated entity. If the state legislature disallows the imposition of a regulatory impact fee, DEVELOPER will pay those impact fees in effect at the time of such change in state law throughout the remaining buildout of the Project. Further DEVELOPER

agrees to pay plan check fees in the amount of 65% of the building permit fee.

SECTION V. BONANZA FLATS DEVELOPMENT PARAMETERS

5.1 **Restrictions on Bonanza Flats Development**. DEVELOPER covenants that it will never apply, nor assist in any application, to the City or to Wasatch County for the development of Bonanza Flats in excess of the following maximum densities. Further, DEVELOPER shall amend its development application with Wasatch County, and shall restrict development in Bonanza Flats to the following maximum densities:

5.1.1 A maximum of 260 residential units (280 Unit Equivalents), of which no more than 160 units shall be Bonanza Flats single family home sites.

5.1.2 An 18-hole golf course, including the construction of no larger than a 20,000 sq. ft club house and other golf-related facilities, with Nordic skiing thereon during the winter, all as generally depicted on Exhibit O.

5.1.3 75,000 square feet of resort-related commercial uses.

5.1.4 Alpine and Nordic ski terrain, ski runs, ski lifts and other ski-related improvements, all as depicted on Exhibit O.

5.2 **Wasatch County Approval of Bonanza Flats Development Proposal.** DEVELOPER has a pending application in Wasatch County, with respect to Bonanza Flats, requesting density far in excess of that which the City regards as appropriate. As an inducement for the City to enter into this Agreement, DEVELOPER agrees to amend its development application with Wasatch County in order to reflect the terms and conditions of this Agreement regarding the development of Bonanza Flats. City's contractual restrictions on Bonanza Flats development are in no respect an endorsement of development on Bonanza Flats. DEVELOPER agrees that the portions of Bonanza Flats, as described on Exhibit C attached hereto, which are not to be developed shall be subjected to restrictive covenants or conservation easements, dedicated to a third party conservation trust (or

similar entity), in a form acceptable to the City, so that the real property which is not to be developed shall be limited in perpetuity to recreational and open-space uses. DEVELOPER and the City acknowledge that the annexation of Bonanza Flats to the City is not being considered at this time by either the City or by DEVELOPER.

5.3 **Snyderville Basin Sewer Improvement District Annexation.** Snyderville Basin Sewer Improvement District ("SBSID") must agree to annex Bonanza Flats and agree to provide sewer service within Bonanza Flats if Park City is to provide water service to the area. SBSID capacity shall be restricted in size to accommodate no more than the restricted densities agreed to herein. If Wasatch County approves the use of Park City water for culinary use in Bonanza Flats, then DEVELOPER must apply for and pursue annexation to SBSID.

5.4 **Annexation.** If Wasatch County recommends that DEVELOPER seek annexation to the City of Bonanza Flats, then DEVELOPER shall request that the City annex Bonanza Flats. In the event that DEVELOPER requests that the City annex Bonanza Flats, the City anticipates the execution of an interlocal agreement with Wasatch County to address fiscal issues in connection with the City's annexation of Bonanza Flats.

5.5 **Request for Transfer of Bonanza Flats Density to Flagstaff Mountain.** DEVELOPER may seek approval from the City of additional density within Flagstaff Mountain in exchange for DEVELOPER transferring approved density from Bonanza Flats and deed restricting such land as open space. City's contractual restrictions on development in Bonanza Flats in no way shall be construed as an endorsement of such densities either in Bonanza Flats nor transferred to the Mountain Village. Upon DEVELOPER's request, the City would consider such transfer. If favorably inclined to entertain such density transfer, the City would attempt in good faith to negotiate an interlocal agreement with Wasatch County to address fiscal issues associated with such action. In connection with any such request by DEVELOPER, the City may give higher priority

to the transfer of multifamily or lodging units and may consider many factors, including but not limited to the following:

5.5.1 The location and quality of open space within the Bonanza Flats property that would occur as a result of the transfer;

5.5.2 The suitability of increased density in the Mountain Village;

5.5.3 The potential reduction of traffic;

5.5.4 The potential positive impacts on the transportation system;

5.5.5 The visual and other impacts to the Mountain Village; and

5.5.6 The positive and negative impacts to the Bonanza Flats Property.

5.6 **Private Road.** Consistent with an approved phasing plan for Flagstaff Mountain, DEVELOPER may construct a private controlled access road between the Flagstaff Mountain and the Bonanza Flats development areas, provided that such private road is properly controlled to prevent through access to adjacent properties and deed restricted to prevent its extension beyond the terminus depicted in Exhibit C.

5.7 **Water Service.** DEVELOPER and the City acknowledge and agree that water service and sewer service to Bonanza Flats should be provided from the same basin in order to avoid any trans-basin transfer issues. Inasmuch as the City shall be providing water service to the Project, the City and DEVELOPER desire that the City provide water service to Bonanza Flats as well. If Wasatch County: 1) approves DEVELOPER's amended proposal for the limited development of Bonanza Flats detailed herein, and 2) approves DEVELOPER's proposal that the City provide water service to Bonanza Flats, then, subject to a City-approved infrastructure phasing plan, DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system, to service Bonanza Flats, including all fire flow and irrigation needs. DEVELOPER shall work cooperatively with the City to develop a water source or sources, including, but not limited to, making well sites, water rights and easements available to the City. The City shall provide culinary water to Bonanza Flats according to the terms of this Agreement. DEVELOPER will

construct all infrastructure, including a source of water necessary to provide water service to Bonanza Flats. City water development and connection fees, as well as water rates, shall be the same as those imposed in the Project, unless the City can identify and fairly assign extraordinary costs to end users within Bonanza Flats. No water from a Weber Drainage Basin source shall be used for outdoor uses in Bonanza Flats.

5.8 **No Annexation Alternative.** If Bonanza Flats is not annexed into the City, and if the requirements described in Sections 5.3, 5.6 and 5.7 are satisfied, then DEVELOPER shall not build within Bonanza Flats more than the units described in Section 5.1 above.

5.9 **Conditions of Development of Bonanza Flats.** Regardless of the annexation of Bonanza Flats to the City, DEVELOPER agrees to the following:

5.9.1 The residential and commercial units constructed within Bonanza Flats shall not be located adjacent to the lakes within the Bonanza Flats property.

5.9.2 If Bonanza Flats is developed, but is not annexed DEVELOPER agrees to provide employee/affordable housing units consistent with its obligations in the Flagstaff Mountain annexation.

5.9.3 Within Bonanza Flats, DEVELOPER shall limit the construction of wood-burning devices to one wood-burning device per single family unit. DEVELOPER shall not request approval from Wasatch County or from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within Bonanza Flats, DEVELOPER may construct one wood-burning device in each such lodge or hotel.

5.9.4 DEVELOPER shall pursue an interlocal agreement with Wasatch County whereby the Park City Fire Protection District will provide fire protection services within Bonanza Flats.

5.9.5 Upon reallignment of S.R. 224, DEVELOPER shall prohibit

commercial snowmobile use within Bonanza Flats.

SECTION VI. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

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

SECTION VII. IMPLEMENTATION OF THIS AGREEMENT

7.1 **Processing and Approvals.** Site specific plans shall be deemed proposed Small Scale Master Plans and shall be subject to the process and limitations set forth in the Park City Municipal Corporation Land Management Code that is in effect when the DEVELOPER submits a complete application for a Small Scale MPD.

7.2 **Cooperation in the Event of Legal Challenge.** If any third party challenges the validity, or any provision, of this Agreement, (1) the Parties shall cooperate in defending such action or proceeding, and (2) DEVELOPER shall hold harmless, and shall indemnify the City for all costs (including attorneys' fees) associated with defending this Agreement. Nothing herein shall be construed as a waiver of governmental immunity, as applicable.

7.3 **Impossibility of Performance.** If this Agreement is delayed in its effect by actions beyond the control of City or DEVELOPER, this Agreement shall remain in full force and effect during such delay. If such delay in the effect of this Agreement extends for a period of more than one year, this Agreement shall be terminable by DEVELOPER or the City upon written notice to the other at any time after such initial one-year period. In the event of termination, all rights and obligations hereunder shall be deemed terminated, provided, however, that the parties shall cooperate to return to the status quo ante.

Section VIII. GENERAL PROVISIONS

8.1 **Covenants Running with the Land.** The provisions of this Agreement shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with all of the land subject to this Agreement. The burdens and benefits hereof shall bind and inure to the benefit of each

of the Parties hereto and all successors in interest to the Parties hereto. All successors in interest shall succeed only to those benefits and burdens of this Agreement which pertain to the portion of the Project to which the successor holds title. Such titleholder is not a third party beneficiary of the remainder of this Agreement or to zoning classifications and benefits relating to other portions of the Project.

8.2 **Transfer of Property.** DEVELOPER and DEER VALLEY shall have the right, without obtaining the City's consent or approval, to assign or transfer all or any portion of its rights, but not its obligations, under this Agreement to any party acquiring an interest or estate in the Project, or any portion thereof. Third party assumption of DEVELOPER's or DEER VALLEY's obligations under this Agreement shall not relieve DEVELOPER or DEER VALLEY of any responsibility or liability with respect to the expressly assumed obligation, unless the City expressly agrees in writing to the reduction or elimination of DEVELOPER's or DEER VALLEY's responsibility or liability. DEVELOPER and DEER VALLEY shall provide notice of any proposed or completed assignment or transfer. If DEVELOPER or DEER VALLEY transfers all or any portion of the property comprising Flagstaff Mountain, Richardson Flats, Sandridge or Bonanza Flats, the transferee shall succeed to all of DEVELOPER's or DEER VALLEY's rights under this Agreement. To the extent the City believes (in its sole discretion, considering the totality of the DEVELOPER's and/or DEER VALLEY's obligations) that the successor in interest has ample resources to secure the City's rights under this Agreement, the City may release DEVELOPER and/or DEER VALLEY from its proportionate liability under this Agreement.

8.3 **No Agency, Joint Venture or Partnership.** It is specifically understood and agreed to by and among the Parties that: (1) the subject development is a private development; (2) City, DEER VALLEY and DEVELOPER hereby renounce the existence of any form of agency relationship, joint venture or partnership among City, DEER VALLEY and DEVELOPER;

and (3) nothing contained herein shall be construed as creating any such relationship among City, DEER VALLEY and DEVELOPER.

SECTION IX. MISCELLANEOUS

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

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

9.3 **Severability.** If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

9.4 **Construction.** This Agreement has been reviewed and revised by legal counsel for DEVELOPER, DEER VALLEY and the City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement. Since the time the original Agreement was adopted and executed, many of the DEVELOPER'S obligations hereunder have been satisfied. The fact that this Agreement is styled as an amended and restated agreement shall not be deemed or construed to reinstate the DEVELOPER obligations that have been satisfied as of the date hereof.

9.5 **Notices.** Any notice or communication required hereunder between the Parties must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the Party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States

mail. If personally delivered, a notice is given when delivered to the Party to whom it is addressed. Any Party hereto may at any time, by giving ten (10) days written notice to the other Parties hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at the address set forth below:

If to City to:
City Manager
445 Marsac Ave.
P.O. Box 1480
Park City, UT 8406^

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

FALISKER
900 MAIN ST SUITE 611
P.O. BOX 4349
84060

If to DEVELOPER to:
United Park City Mines
c/o David J. Smith
P.O. Box 1450
Park City, UT 84060

Copy to:
Clark K. Taylor
VanCott Bagley Cornwall & McCarthy
P. O. Box 45340
Salt Lake City, Utah 84145

If to DEER VALLEY:
Deer Valley Resort Company
Attn: Bob Wheaton, President
2250 Deer Valley Drive South
P.O. Box 889
Park City, Utah 84060

Copy to:

General Counsel
Royal Street Corporation
7620 Royal Street East, Suite 205
P.O. Box 3179
Park City, Utah 84060

9.6 **No Third Party Beneficiary.** This Agreement is made and entered into for the sole protection and benefit of the Parties and their assigns. No other party shall have any right of action based upon any provision of this Agreement whether as third party beneficiary or otherwise.

9.7 **Counterparts and Exhibits.** This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of forty-two (42) pages, including notary acknowledgment forms, and in addition, sixteen (16) exhibits, which constitute the entire understanding and agreement of the Parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

Exhibit A	Map and Legal description of Flagstaff Mountain
Exhibit B	Map and Legal description of the Iron Mountain Parcels
Exhibit C	Map and Legal description of Bonanza Flats
Exhibit D	Map and Legal description of Richardson Flats
Exhibit E	Map and Legal description of 20-Acre Quinn's Junction Parcel
Exhibit F	Deer Valley Ski Area Master Plan
Exhibit G	Deer Valley Resort Company Ski Run Construction and Revegetation Standards
Exhibit H	Guardsman Realignment
Exhibit I	Emergency Access
Exhibit J	Lady Morgan Springs Open Space Area
Exhibit K	Approximate Location of Prospect Ridge Open Space
Exhibit L	Map and Legal description of Sandridge Parking Lots and Sandridge Heights parcels
Exhibit M	Road and Intersection Improvements Detail
Exhibit N	Runaway Truck Lane
Exhibit O	Bonanza Flats golf course and ski improvements

Exhibit P Zoning Map for Flagstaff Mountain

9.8 **Attorneys' Fees.** In the event of a dispute between any of the Parties arising under this Agreement, the prevailing Party shall be awarded its attorneys' fees and costs to enforce the terms of this Agreement.

9.9 **Duration.** This Agreement shall continue in force and effect until all obligations hereto have been satisfied. DEVELOPER shall record the approved annexation plat for Flagstaff Mountain within 30 days of the City's adoption of an annexation ordinance to annex Flagstaff Mountain. The Large Scale Master Plan for Flagstaff Mountain granted herein shall continue in force and effect for a minimum of four years from its issuance and shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Upon expiration of the minimum four-year period, approval will lapse after two additional years of Inaction following the expiration of such four-year period, unless extended for up to two years by the Planning Commission.

IN WITNESS WHEREOF, this Agreement has been executed by UPCM and by DEER VALLEY by persons duly authorized to execute the same and by the City of Park City, acting by and through its City Council effective as of the 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION

By: _____
Dana Williams, Mayor

ATTEST: City Clerk

By: _____
Janet Scott, City Recorder

APPROVED AS TO FORM:

_____
Mark D. Harrington, City Attorney

DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley, Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley, Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley, Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

STATE OF ~~UTAH~~ ARIZONA)
: ss
COUNTY OF ~~SUMMIT~~ MARICOPA)

On this 1 day of MARCH, 2007 before me, Constance M Richards, the undersigned Notary Public, personally appeared **Robert Wells**, personally known to me to be the Vice President of Royal Street of Utah, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

OFFICIAL SEAL
CONSTANCE M. RICHARDS
Notary Public - State of Arizona
MARICOPA COUNTY
My Commission Expires Feb. 1, 2008

Constance M Richards
Notary Public, State of ~~Utah~~ AZ
Residing in Maricopa County, AZ

Arizona
STATE OF ~~UTAH~~)
Maricopa : ss
COUNTY OF ~~SUMMIT~~)

On this 1 day of March, 2007 before me, Constance M Richards, the undersigned Notary Public, personally appeared **Robert Wells**, personally known to me to be the Vice President of Royal Street of Utah, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.



Constance M Richards
Notary Public, State of ~~Utah~~ AZ
Residing in Maricopa County, AZ

SCHEDULE 3.1

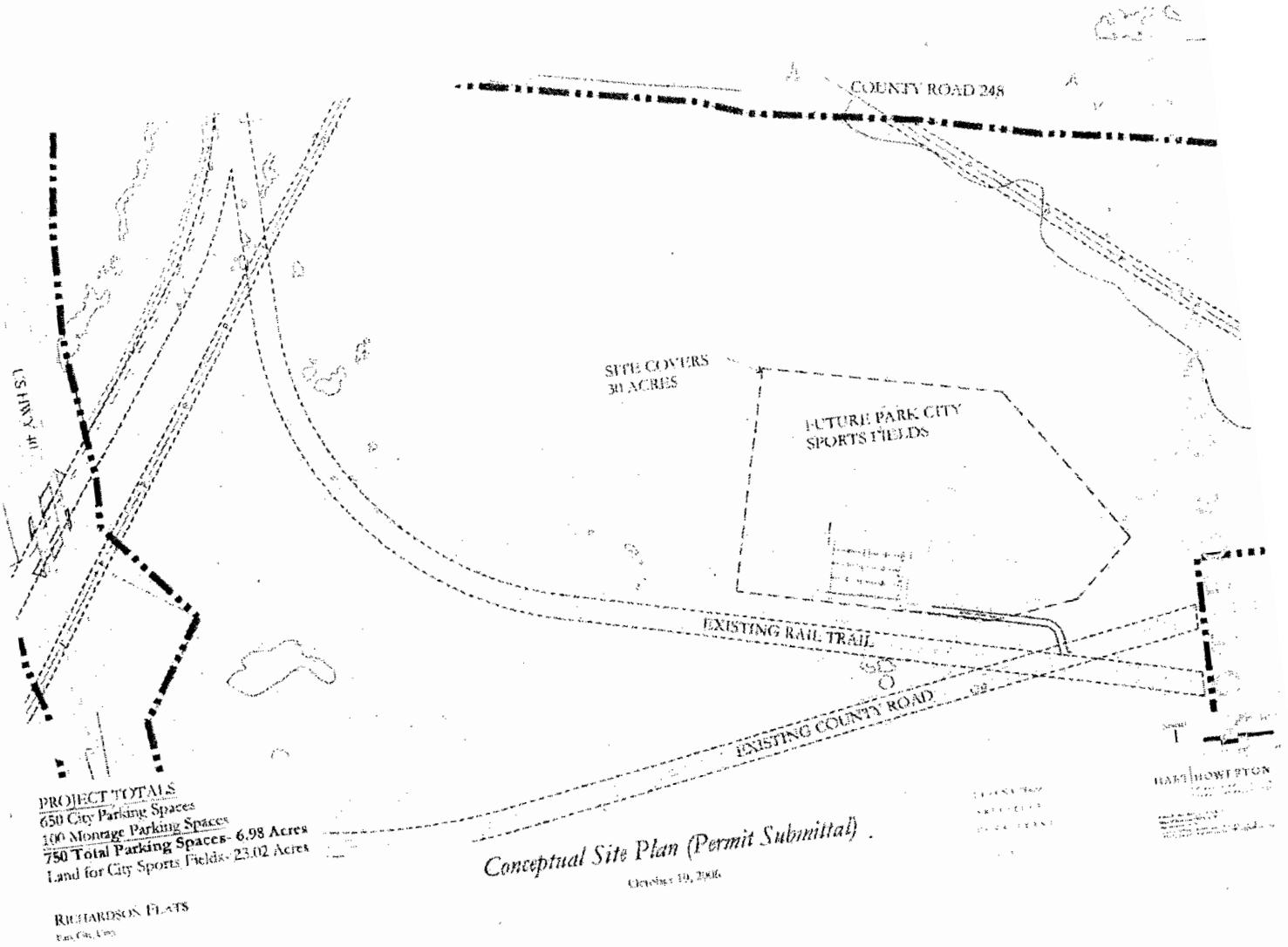
RICHARDSON FLATS PARKING AREA SPECIFICATIONS

Talisker or United Park City Mines Company will provide the City with fee title (unless the City otherwise agrees to a long term lease) to 30 acres at Richardson Flats (map attached). The use of this land is provided on the basis that it will be only for ball fields or similar recreational spaces (and related improvements) and parking. On this acreage, Talisker will provide a paved area which will accommodate segregated Montage and Empire Pass parking (up to 100 spaces) and parking for the City (up to 650 spaces) for a total of up to 750 spaces. The cost of improving the existing County road leading to the site shall be paid for by the Developer, and shall be subject to a late comer's agreement. The parking improvements shall be constructed in phases as established during the MPD for those improvements in cooperation with Summit County. The parking improvements (excluding the 100 dedicated Montage spaces and spaces required for construction parking and other operational needs) may be used by the City for reasonable ancillary uses such as special events. Construction of the parking improvements will be assured through a form of completion bonding consisting of a draw-down letter of credit or other similar instrument in an amount equivalent to the good faith estimated cost to construct the parking improvements, but in an amount not to exceed $1,800,000. In the event any permit application is denied such that the parking improvements cannot be constructed, the City shall be entitled to draw the entire amount of the completion bond, letter of credit or similar instrument (as the case may be), and DEVELOPER shall have no further obligation to construct the parking improvements.

Additional specifications are as follows:

1. Adequate space will be provided for drainage & snow storage.
2. The area will have reasonably flat terrain.
3. The parking lot will allow adequate bus travel through the parking area.
4. An allowance for signs and street lights is included.
5. The lot will be paved to accommodate the weight of City busses, in accordance with applicable Summit County construction standards and/or the Park City Construction Specifications and Standard Drawings as reasonably applied by the City engineer and the DEVELOPER'S design engineer.

The precise layout and cost of the ball fields or similar recreational spaces within the 30 acre parcel, and improvements related thereto, are the City's responsibility.

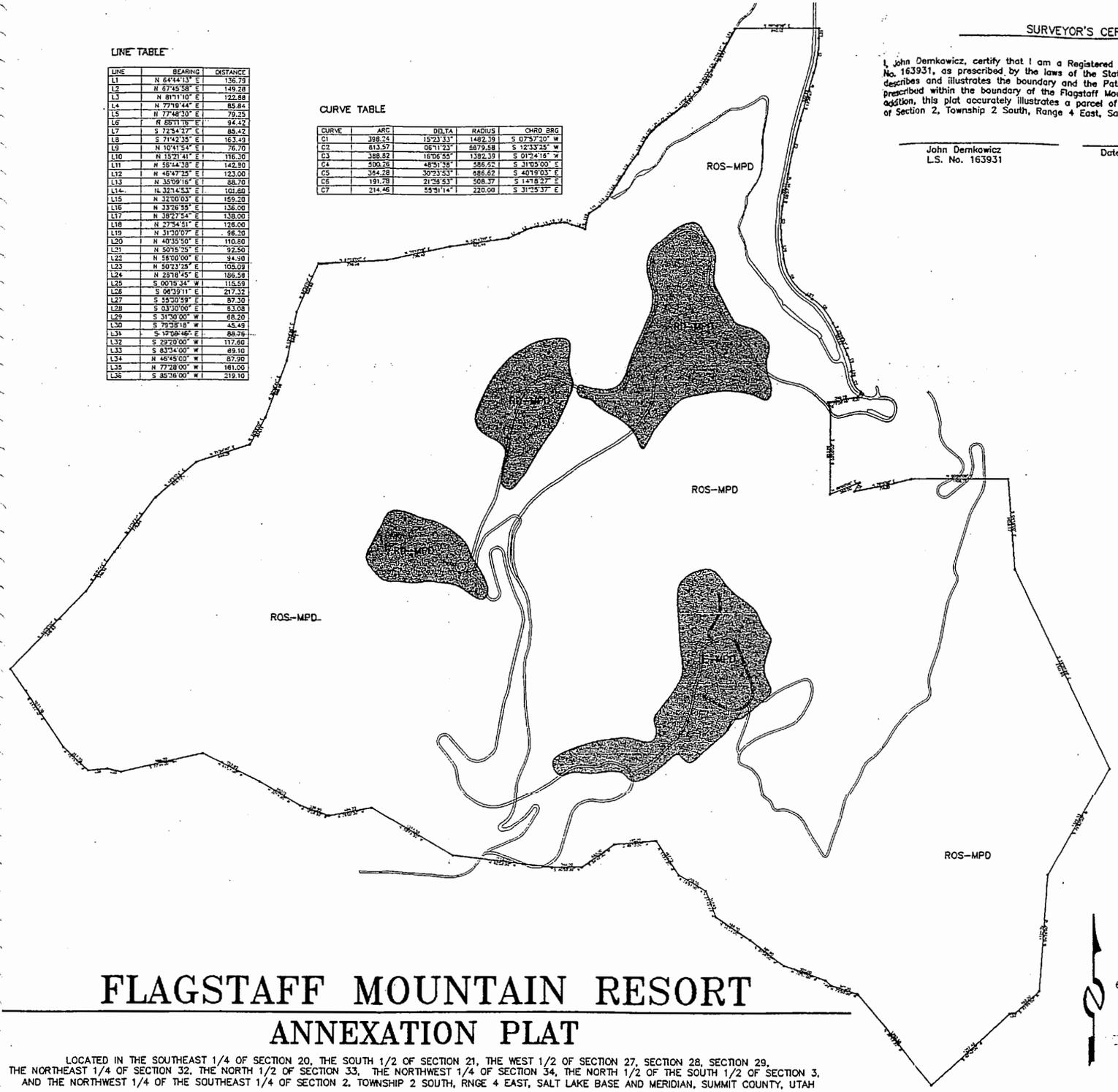

COUNTY ROAD 248
SITE COVERS
30 ACRES
FUTURE PARK CITY
SPORTS FIELDS
EXISTING RAIL TRAIL
EXISTING COUNTY ROAD
PROJECT TOTALS
650 City Parking Spaces
100 Montage Parking Spaces
750 Total Parking Spaces- 6.98 Acres
Land for City Sports Fields- 23.02 Acres
RICHARDSON FLATS
Conceptual Site Plan (Permit Submittal)

LINE TABLE

LINE	BEARING	DISTANCE
L1	N 64°44'13" E	136.79
L2	N 67°45'58" E	149.28
L3	N 81°11'10" E	122.88
L4	N 77°19'44" E	85.84
L5	N 77°48'30" E	79.25
L6	N 88°11'16" E	94.42
L7	S 72°54'27" E	85.42
L8	S 71°42'35" E	163.49
L9	N 10°41'54" E	76.70
L10	N 15°21'41" E	116.20
L11	N 58°44'38" E	142.90
L12	N 46°47'25" E	123.00
L13	N 35°09'16" E	88.70
L14	N 32°14'53" E	101.60
L15	N 32°00'03" E	159.20
L16	N 33°26'55" E	136.00
L17	N 38°27'54" E	138.00
L18	N 27°54'51" E	126.00
L19	N 31°30'07" E	96.20
L20	N 40°35'50" E	110.80
L21	N 50°15'25" E	92.50
L22	N 58°00'00" E	94.90
L23	N 50°23'25" E	105.09
L24	N 28°18'45" E	186.58
L25	S 00°15'34" W	115.59
L26	S 06°39'11" E	217.32
L27	S 35°30'59" E	87.30
L28	S 03°30'00" E	63.08
L29	S 31°30'00" W	68.20
L30	S 79°38'18" W	45.49
L31	S 17°06'46" E	88.75
L32	S 29°20'00" W	117.60
L33	S 83°34'00" W	89.10
L34	N 46°45'00" W	87.90
L35	N 77°28'00" W	161.00
L36	S 85°26'00" W	219.10

CURVE TABLE

CURVE	ARC	DELTA	RADIUS	CHRD BRG
C1	398.24	15°23'33"	1482.39	S 07°57'20" W
C2	813.57	06°11'23"	5879.58	S 12°33'25" W
C3	388.82	16°06'55"	1382.39	S 01°24'16" W
C4	500.26	48°51'38"	586.62	S 31°05'00" E
C5	354.28	30°23'53"	686.62	S 40°19'03" E
C6	191.78	21°36'53"	508.37	S 14°18'27" E
C7	214.46	55°51'14"	220.00	S 31°25'37" E



FLAGSTAFF MOUNTAIN RESORT

ANNEXATION PLAT

LOCATED IN THE SOUTHEAST 1/4 OF SECTION 20, THE SOUTH 1/2 OF SECTION 21, THE WEST 1/2 OF SECTION 27, SECTION 28, SECTION 29, THE NORTHEAST 1/4 OF SECTION 32, THE NORTH 1/2 OF SECTION 33, THE NORTHWEST 1/4 OF SECTION 34, THE NORTH 1/2 OF THE SOUTH 1/2 OF SECTION 3, AND THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 2, TOWNSHIP 2 SOUTH, RNGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH

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 this plat accurately describes and illustrates the boundary and the Patented Convernment Lots of Record as prescribed within the boundary of the Flagstaff Mountain Resort annexation petition. In addition, this plat accurately illustrates a parcel of land located in the Southwest Quarter of Section 2, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

John Demkowicz
L.S. No. 163931

Date

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents: That the undersigned corporate agent for United Park City Mines; the owner of the majority of the land described and illustrated on this plat do hereby petition Park City Municipal Corporation, of Summit County, Utah that said lands be Annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exsist under applicable legal ordinances of Park City, Utah.

Hank Rothwell, President

ACKNOWLEDGEMENT

State of _____
:ss
County of _____

On this _____ day of _____, 1999 Hank Rothwell personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

Notary Public

My Commission Expires: _____

LEGAL DESCRIPTIONS

Beginning at a point identified as County Line Monument Number 2343, said point on the line common to Summit and Wasatch counties and also on the demarcation line between the Park City Ski Area and the Deer Valley Resort, said point lying on the ridge and hilltop above the Anchor Mine Shaft and also being North 04 39'13" East 1303.92 feet, more or less, from the Southwest corner of Section 29, Township 2 South Range, 4 East, Salt Lake Base and Meridian and running Northeasterly along said demarcation and ridge line : North 44 09'00" East 1256.63 feet; thence North 35 07'44" East 548.54 feet; thence North 37 33'27" East 779.84 feet; thence North 49 33'13" East 616.72 feet; thence North 71 34'40" East 644.25 feet; thence North 30 09'00" East 354.14 feet; thence North 20 46'44" East 698.015 feet; thence North 10 48'39" East 569.75 feet; thence North 23 55'00" East 604.00 feet; thence North 87 35'00" East 778.00 feet; thence North 77 17'18" East 735.40 feet; thence North 82 14' East 672.44 feet more or less to a point on the Westerly boundary line of the "Anchor Tunnel Portal Mining Reservation", said point being North 39 17'28" East 942.39 feet more or less from the Southwest corner of Section 21 Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also lying along the ridge line between Empire Canyon and Walker and Webster Gulch; thence along said ridgeline the following eight courses: thence North 64 44'13" East 136.79 feet; thence North 67 45'58" East 149.28 feet; thence North 81 11'10" East 122.88 feet; thence North 77 19'44" East 85.84 feet; thence North 77 48'30" East 79.25 feet; thence North 88 11'16" East 94.42 feet; thence South 72 54'27" East 85.42 feet; thence South 71 42'35" East 163.49 feet more or less to a point on the westerly right —of—way line of the Judge Tunnel/Empire Canyon Water Tank Supply Line Easement, said point lying North 79 18'06" West 5.00 feet more or less, from Map Point A—1 as described in that certain Reservoir Easement dated April 19, 1978 and Recorded as Entry No. 147912 in the Records of the of the Recorder for Summit County, Utah; thence along said westerly right—of—way the following fifteen (15) courses: North 10 41'54" East 76.70 feet; thence North 15 21'41" East 116.20 feet; thence North 58 44'38" East 142.90 feet; thence North 46 47'25" East 123.00 feet; thence North 35 09'16" East 88.70 feet; thence North 32 14'53" East 101.60 feet; thence North 32 00'03" East 159.20 feet; thence North 33 26'55" East 136.00 feet; thence North 38 27'54" East 138.00 feet; thence North 27 54'51" East 126.00 feet; thence North 31 30'07" East 98.20 feet; thence North 40 35'50" East 110.80 feet; thence North 50 15'25" East 92.50 feet; thence North 58 00'00" East 94.90 feet; thence North 50 23'25" East 105.09 feet; thence North 47 29'39" East 405.07 feet more or less to a point on the westerly edge of Daly Avenue; thence along said Daly Avenue the following three courses: North 32 04'00" East 298.25 feet; thence North 29 09'57" East 315.97 feet; thence North 28 18'45" East 188.56 feet, more or less, to the East—West center line of Section 21 Township 2 South, Range 4 East, Salt Lake Base and Meridian, said Section Line also being the southerly boundary line for the corporate limits of Park City, Utah; thence South 89 59'59" East 940.12 feet, more or less, along said Section line 940.12 feet to a point on the easterly right—of—way line for Utah State Highway 224 as located in Ontario Canyon; thence along said highway the following 12 courses; South 00 15'34" West 111.59 feet to a point on a 1,482.39 foot radius curve to the left; thence Southwesterly along the arc of said curve through a central angle of 15 23'33"398.24 feet more or less; thence South 15 39'07" West 559.89 feet to a point on a 5,879.58 foot radius curve to the left; thence Southwesterly along the arc of said curve, through a central angle of 06 11'23", a distance of 813.57 feet; thence South 09 27'44" West 268.77 feet to a point on a 1,382.39 foot radius curve to the left; thence southerly along the arc of said curve, through a central angle of 16 06'55", a distance of 388.82 feet; thence South 6 39'11" East 217.32 feet to a point on a 586.62 foot radius curve to the left; thence southeasterly along the arc of said curve, through a central angle of 48 51'38", a distance of 500.26 feet; thence South 55 30'59" East 87.30 feet to a point on a 686.62 foot radius curve to the right; thence along the arc of said curve, through a central angle of 30 23'53", a distance of 364.28 feet; thence South 25 06'53" East 397.14 feet to a point on a 508.37 foot radius curve to the right; thence along the arc of said curve, through a central angle of 21 36'53", a distance of 191.78 feet; thence South 3 30'00" East 83.08 feet to a point on a 220.00 foot radius curve to the left; thence along the arc of said curve, through a central angle of 55 51'14", a distance of 214.46 feet; thence South 31 30'00" West 68.20 feet; thence South 79 38'18"West 45.49 feet to a point on the southeasterly boundary of the Ontario Number 3 Shaft Mining Reservation; thence South 79 59'46" West 300.78 feet more or less along the southeastern edge of said Mining Reservation; thence South 17 09'45" East 88.75 feet more or less to a point on a piece of property that is the subject of Entry Number 158551 of the Summit County Records; thence along said parcel the following five courses: South 955.96 feet; thence North 69 East 360.00 Feet; thence South 29 20' West 117.60 feet; thence North 78 10' East 714.30 feet; thence East 1,108.71 feet more or less to a point the Wasatch—Summit County line; thence along said Wasatch — Summit County line. The following thirty courses: South 04 39'00" East 1,028.07 feet; thence South 25 30'30" East 2,521.90 feet to County Line Point 51; thence South 29 50'00" West 1,398.30 Feet to County Line Point 55; thence South 4 18'00" West 1,320.70 feet to County Line Point 58; thence South 47 05'00" West 369.50 feet to a County Line Point; thence South 83 34'00" West 88.10 feet to County Line Point 59; thence South 47 42'00" West 1,207.40 feet to County Line Point 62A; thence North 39 53'30" West 1,352.50 feet to County Line Point 64; thence North 72 50'00" West 317.30 feet to County Line Point 65; thence North 48 45'00" West 87.90 feet to County Line Point 66; thence North 70 57'00" West 502.00 feet to County Line Point 67; thence North 31 56'00" West 481.90 feet to County Line Point 68; thence North 55 53'00" West 486.80 feet to County Line Point 69 feet; thence North 21 49'00" West 317.40 feet to County Line Point 70; thence North 59 57'00" West 360.50 feet to County Line Point and Triangulation Point; thence North 33 22'30" West 467.10 feet to County Line Point 71; thence South 85 10'30" West 492.30 feet to County Line Point 72; thence South 54 42'30" West 453.20 feet to County Line Point 73; thence South 88 55'30" West 344.00 feet to County Line Point 74; thence North 82 52'30" West 1,132.30 feet to County Line Point 77; thence North 59 43'30" West 1,074.55 feet to County Line Point 233B; thence North 79 07'30" West 494.73 feet to County Line Point 80; thence North 70 28'30" West 339.90 feet to County Line Point 81; thence North 60 14'30" West 550.10 feet to County Line Point 82 and Triangulation Point 2339; thence North 54 07'00" West 727.60 feet to County Line Point 83; thence South 77 44'00" West 968.80 feet to County Line Point 85; thence North 77 28'00" West 161.00 feet to a County Line Point and Triangulation Point 2340 which is also Judge Triangulation Point 0; thence South 85 39'00" West 219.10 feet to County Line Point 86; thence North 48 44'00" West 384.70 feet to County Line Point 87; thence North 34 37'00" West 1,077.30 feet, more or less to county Line Point 2343 the point of beginning. Said Parcel contains 1,555.4 acres more or less.

EXHIBIT "A"

RECEIVED
JUL- 2 1999
PARK CITY
PLANNING DEPT.

1 OF 2

Alliance Engineering Inc.

JOB No. 17-4-96 FLAGSTAFF\OVERALL\FLGANEX

ALLIANCE ENGINEERING INC.	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	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 ON FILE IN MY OFFICE THIS ____ DAY OF _____, 1999 A.D. 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 _____ FEE _____ RECORDER

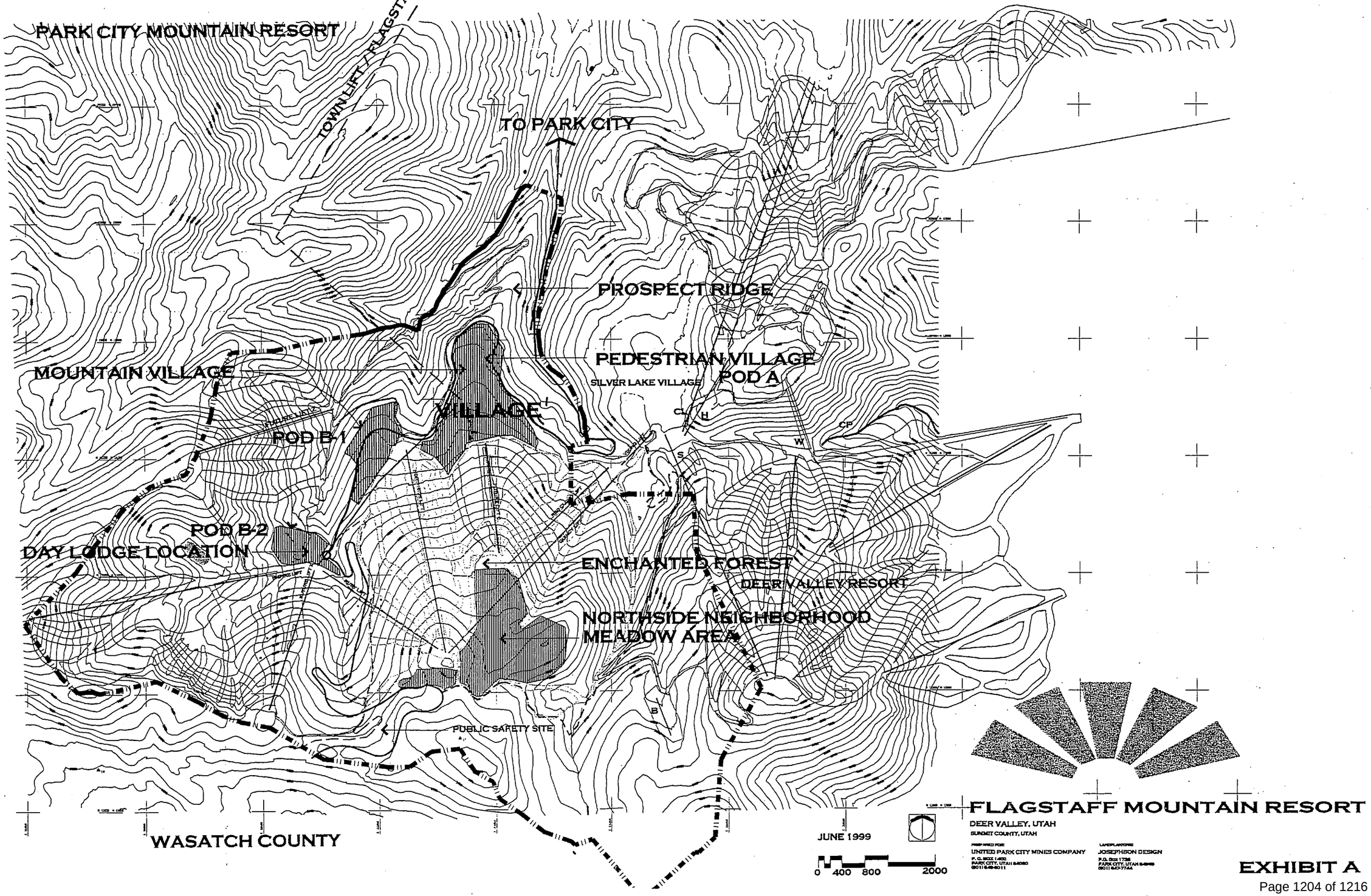
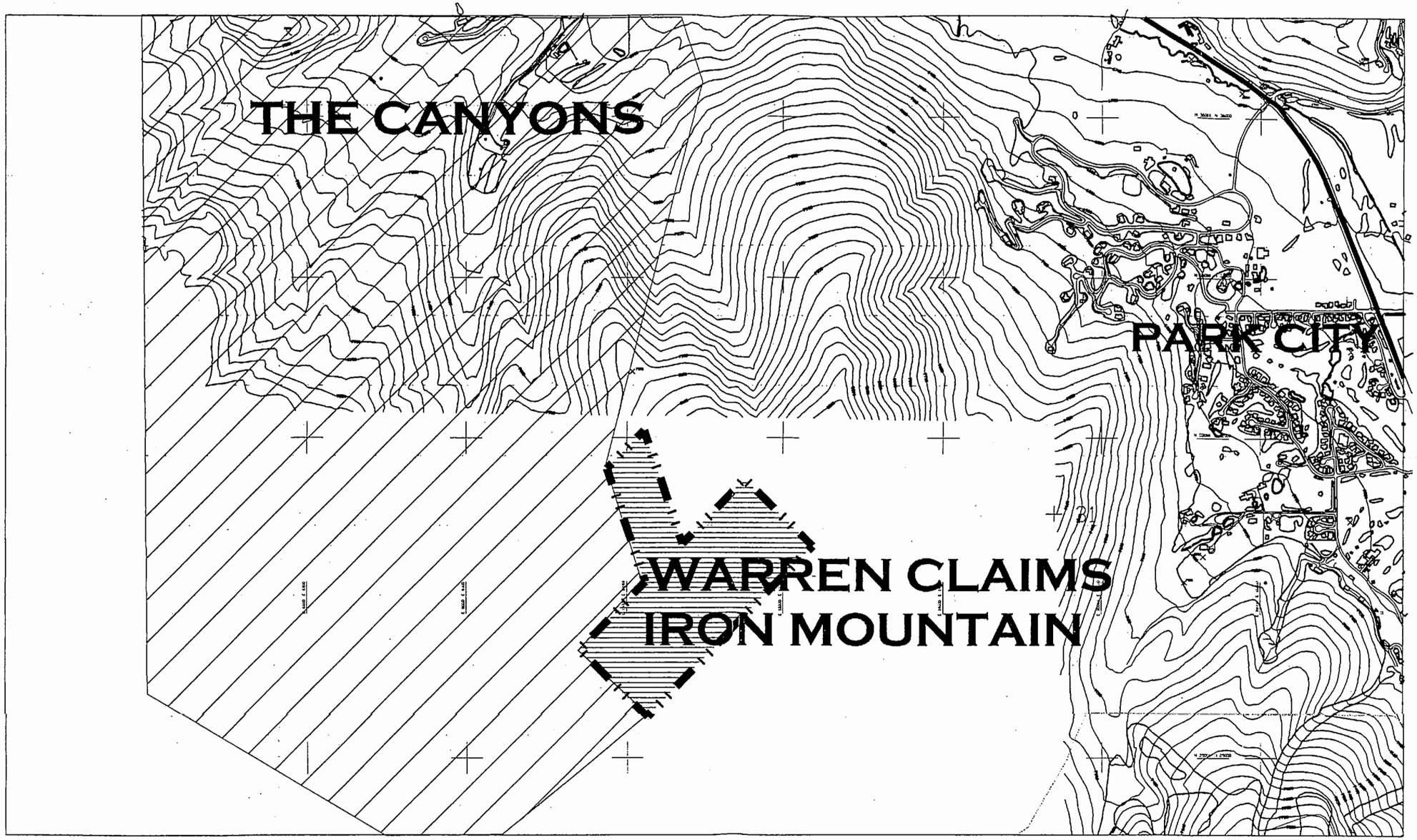

PARK CITY MOUNTAIN RESORT
TOWN LIFT / FLAGSTAFF GONDOLA
TO PARK CITY
PROSPECT RIDGE
PEDESTRIAN VILLAGE
SILVER LAKE VILLAGE
POD A
MOUNTAIN VILLAGE
VILLAGE
POD B-1
POD B-2
DAY LODGE LOCATION
ENCHANTED FOREST
DEER VALLEY RESORT
NORTHSIDE NEIGHBORHOOD
MEADOW AREA
PUBLIC SAFETY SITE
WASATCH COUNTY
FLAGSTAFF MOUNTAIN RESORT
DEER VALLEY, UTAH
SUMMIT COUNTY, UTAH
JUNE 1999
0 400 800 2000
UNITED PARK CITY MINES COMPANY
JOSEPHSON DESIGN

EXHIBIT A



APRIL, 1999

0 400 800 2000

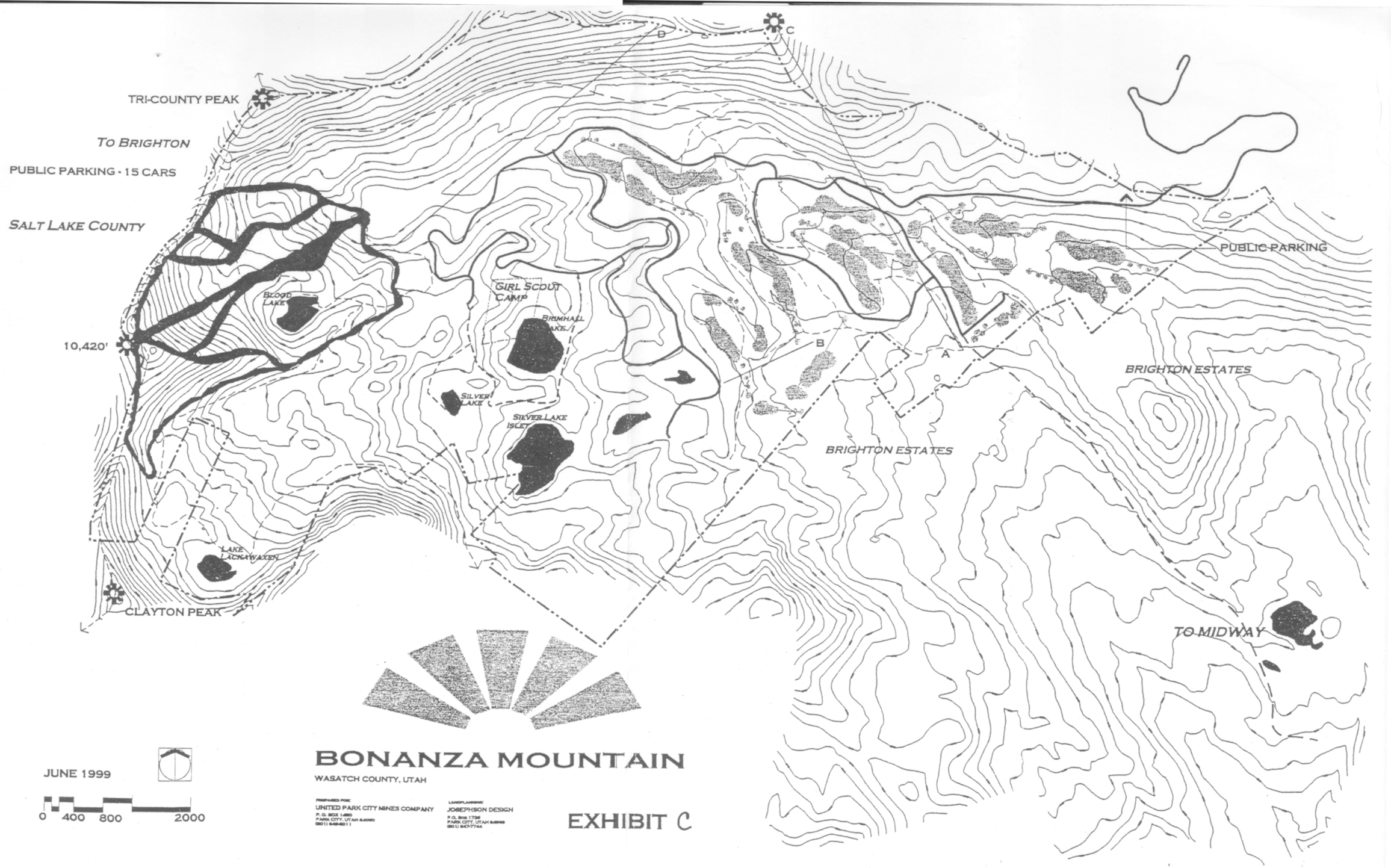
IRON MOUNTAIN PARCEL

SUMMIT COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8011

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1728
PARK CITY, UTAH 84060
(801) 647-7744

EXHIBIT B



JUNE 1999

0 400 800 2000

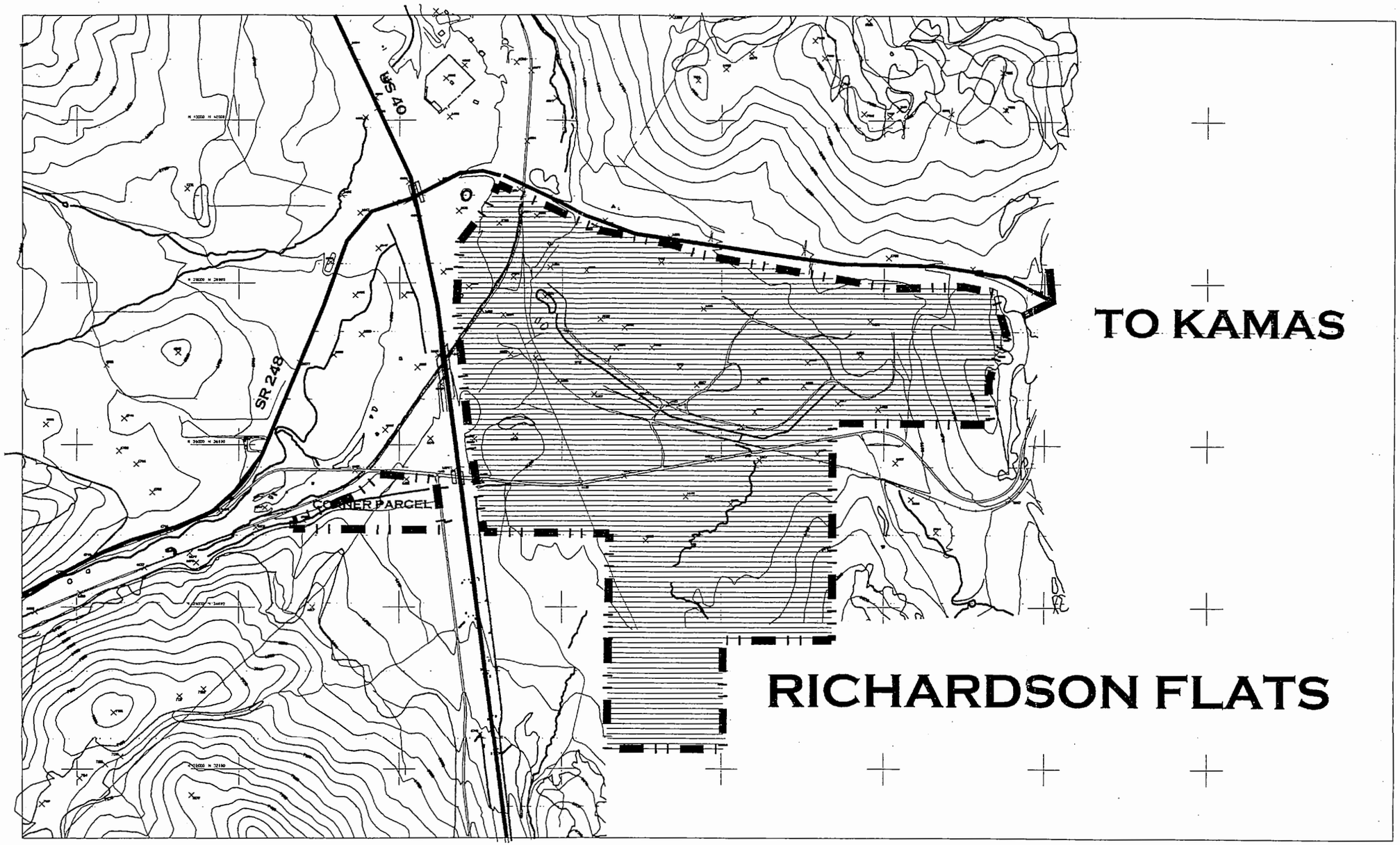
BONANZA MOUNTAIN

WASATCH COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8011

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1738
PARK CITY, UTAH 84060
(801) 647-7744

EXHIBIT C



RICHARDSON FLATS PARCEL

APRIL 1999

0 400 800 2000

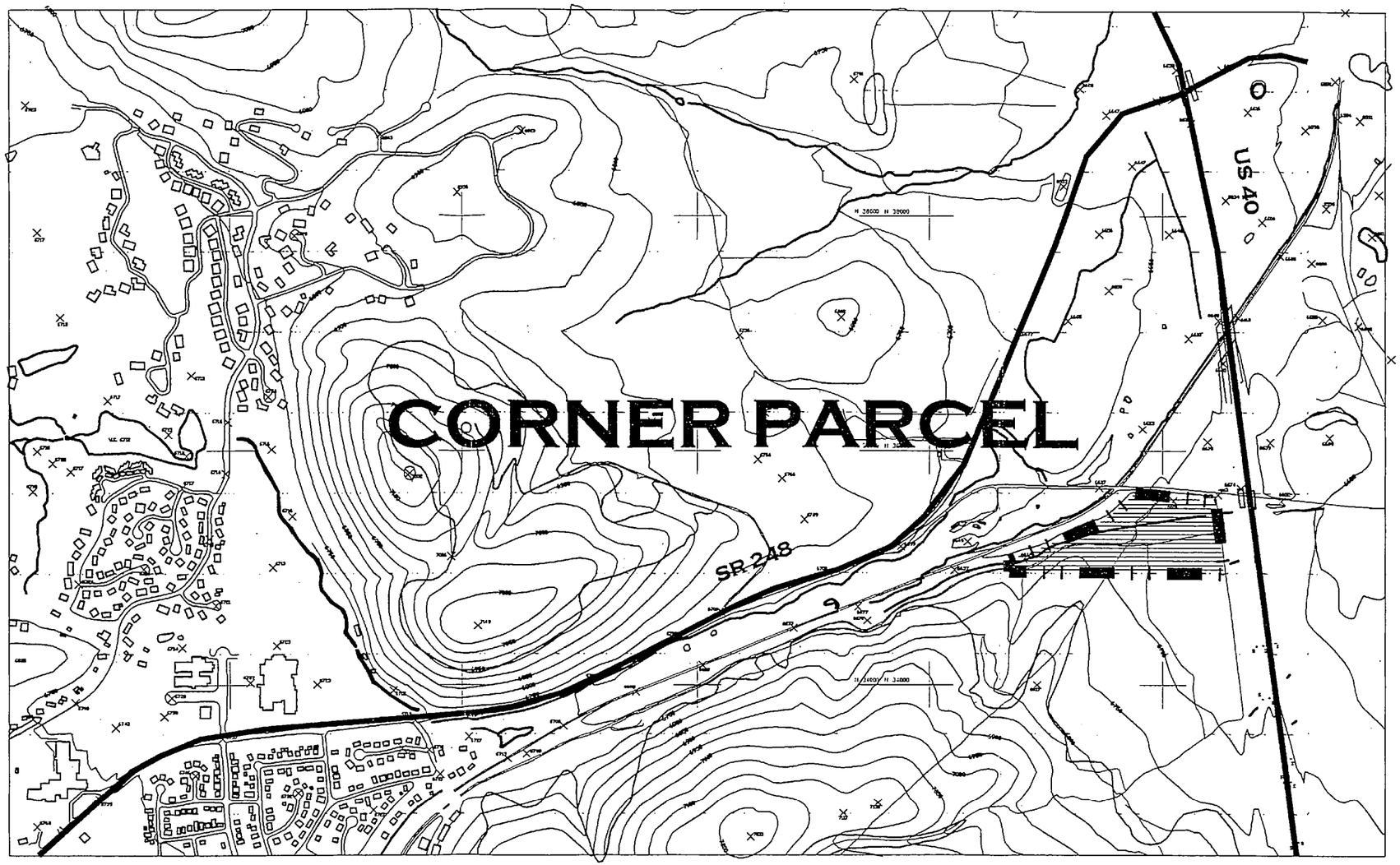
SUMMIT COUNTY, UTAH

SUMMIT COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8011

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1738
PARK CITY, UTAH 84060
(801) 647-7744

EXHIBIT D



CORNER PARCEL

APRIL 1999

0 400 800 2000

SUMMIT COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-9011

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1725
PARK CITY, UTAH 84969
(801) 647-7744

EXHIBIT E

SKI AREA PLAN

DEER VALLEY RESORT COMPANY

EXISTING SKI RUNS (NAMED)
PROPOSED SKI RUNS (NUMBERED)
EXISTING SKI LIFTS (NAMED)
PROPOSED SKI LIFTS (LETTERED)

400 0 400 800 FEET

NOTE:
THIS EXHIBIT IS NOT INTENDED TO BE A SURVEY OF BOUNDARY AND PLANIMETRIC FEATURES SHOWN. MAP ACCURACY IS LIMITED TO GENERAL DESCRIPTIVE PURPOSES ONLY.

Exhibit F

SHANER
Design Graphics

ANCHOR

EMPIRE CANYON EXPRESS QUAD CHAIR LIFT

DALY WEST

PROPOSED PUBLIC ROAD

PROPOSED ROUND ABOUT

EXISTING GAURDSMAN ROAD ABANDONED

PROPOSED PUBLIC ROAD

FUTURE VILLAGE ROAD

ONTARIO MINE

PROPOSED PRIVATE ROAD

PROPOSED RE-ALIGNMENT TO GAURDSMAN ROAD

RUBY CHAIR LIFT

NORTH SIDE QUAD CHAIR LIFT

PROPOSED PRIVATE ROAD

EXISTING GAURDSMAN ROAD

PROPOSED OVERPASS

PROPOSED PRIVATE ROAD

ACCESS GATE

RED CLOUD CHAIR LIFT

QUINCY CHAIR LIFT

VIKING CHAIR

WASATCH COUNTY

EXHIBIT "H"

500 0 500 1000 FEET

RECEIVED
JUL - 8 1999
PARK CITY PLANNING DEPT.

Alliance Engineering Inc.
(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060

REVISED:
9-1-98
1-13-99
4-13-99
6-9-99

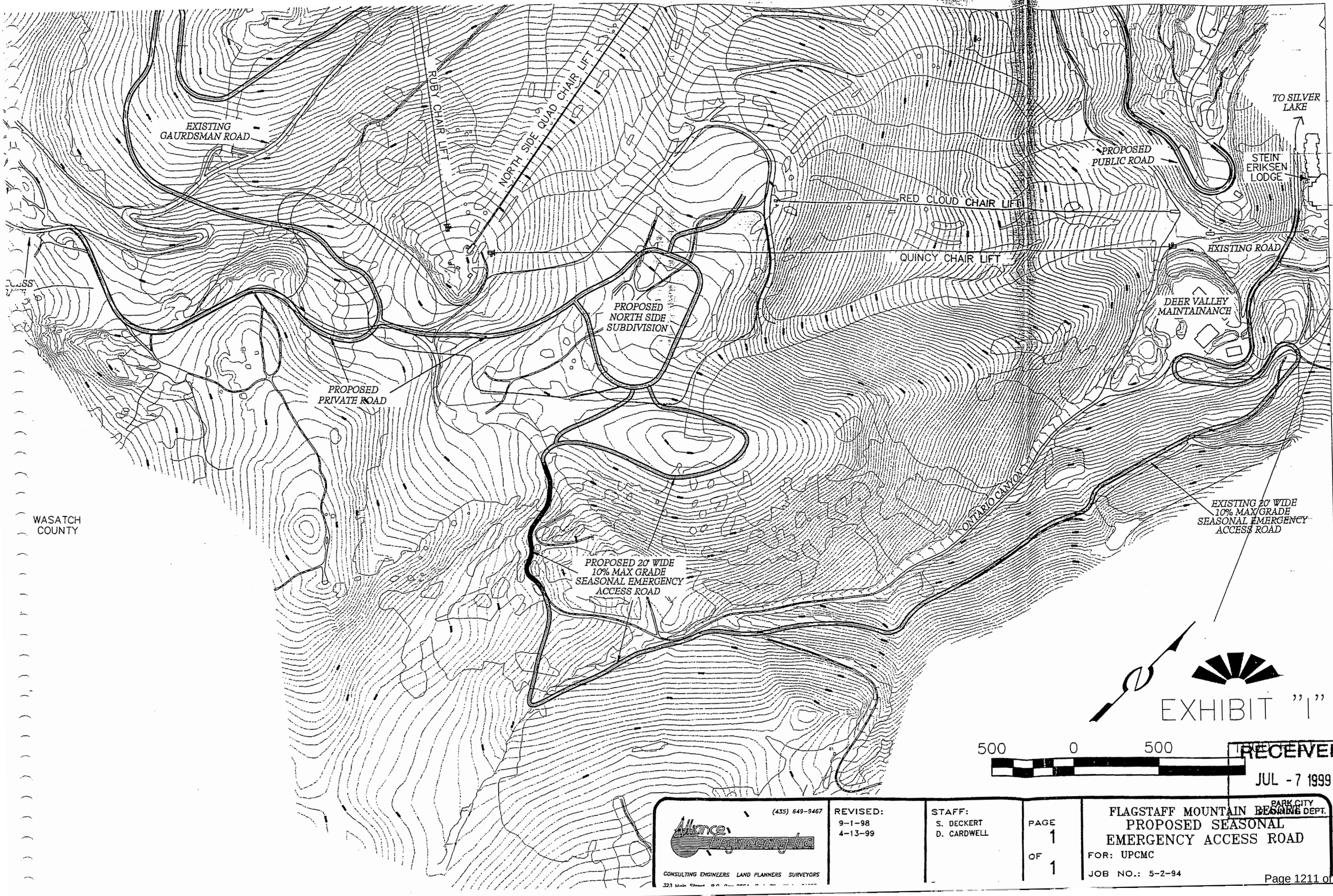
STAFF:
S. DECKERT
D. CARDWELL

DATE: 6-22-98

PAGE 1 OF 1

FLAGSTAFF MOUNTAIN RESORT
GAURDSMAN RE-ALIGNMENT
PROPOSED PUBLIC/PRIVATE ROADS
FOR: UPCMC

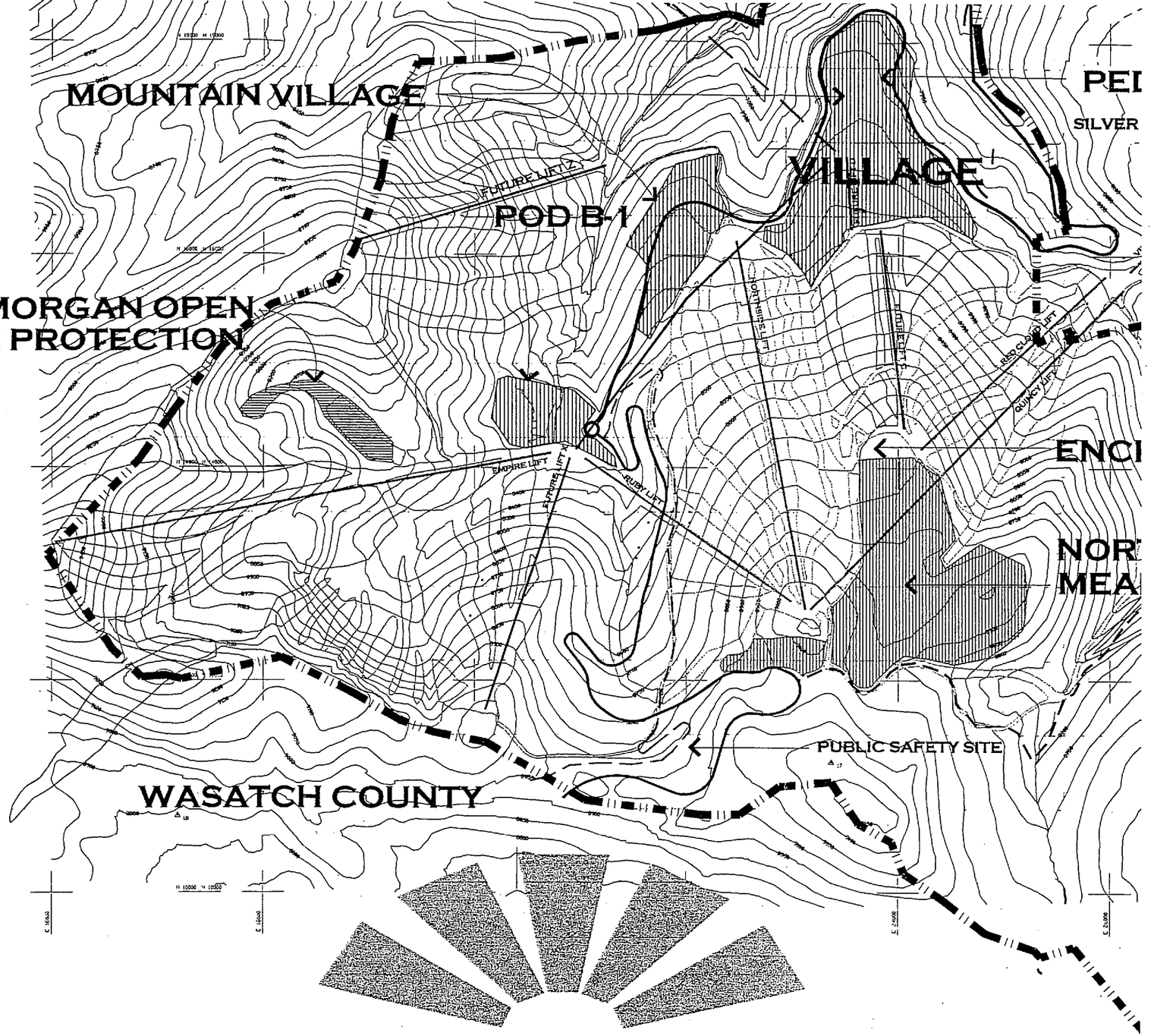
JOB NO.: 5-2-94
FILE: \UPCMC\OVERALL\D\ROAD-EX



RECEIVED
JUL - 7 1999
PARK CITY PLANNING DEPT.

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

REVISED:	STAFF:	PAGE	FLAGSTAFF MOUNTAIN RESORT
9-1-98 4-13-99	S. DECKERT D. CARDWELL	1 OF 1	PROPOSED SEASONAL EMERGENCY ACCESS ROAD FOR: UPCMC JOB NO.: 5-2-94



FLAGSTAFF MOUNTAIN RESORT

SUMMIT COUNTY, UTAH

JUNE 1999

0 400 800 2000

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8011

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1726
PARK CITY, UTAH 84969
(801) 647-7744

EXHIBIT J

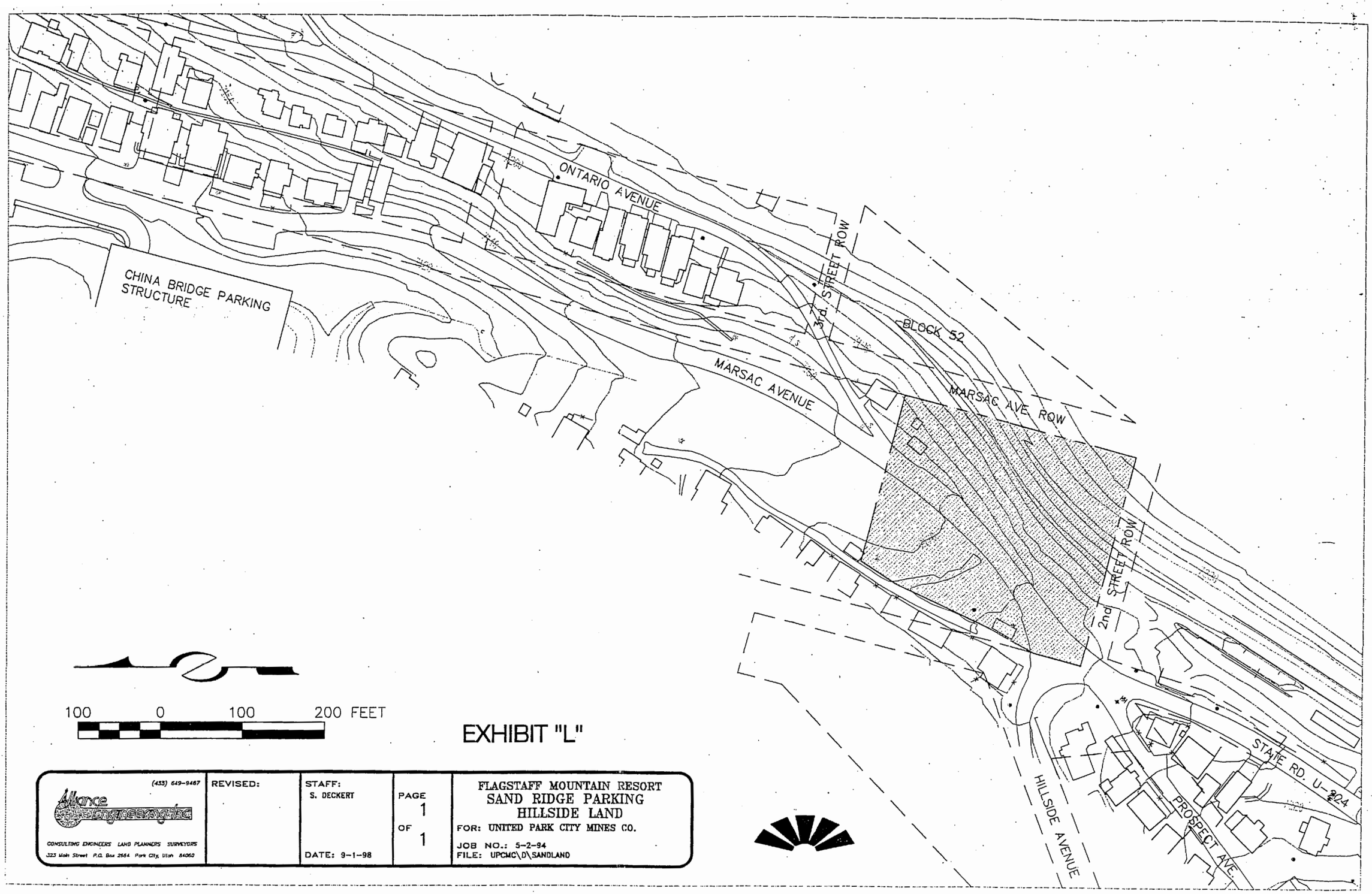


EXHIBIT "L"

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060

REVISED:

STAFF: S. DECKERT

DATE: 9-1-98

PAGE 1 OF 1

FLAGSTAFF MOUNTAIN RESORT
SAND RIDGE PARKING
HILLSIDE LAND
FOR: UNITED PARK CITY MINES CO.
JOB NO.: 5-2-94
FILE: UPCMC\D\SANDLAND

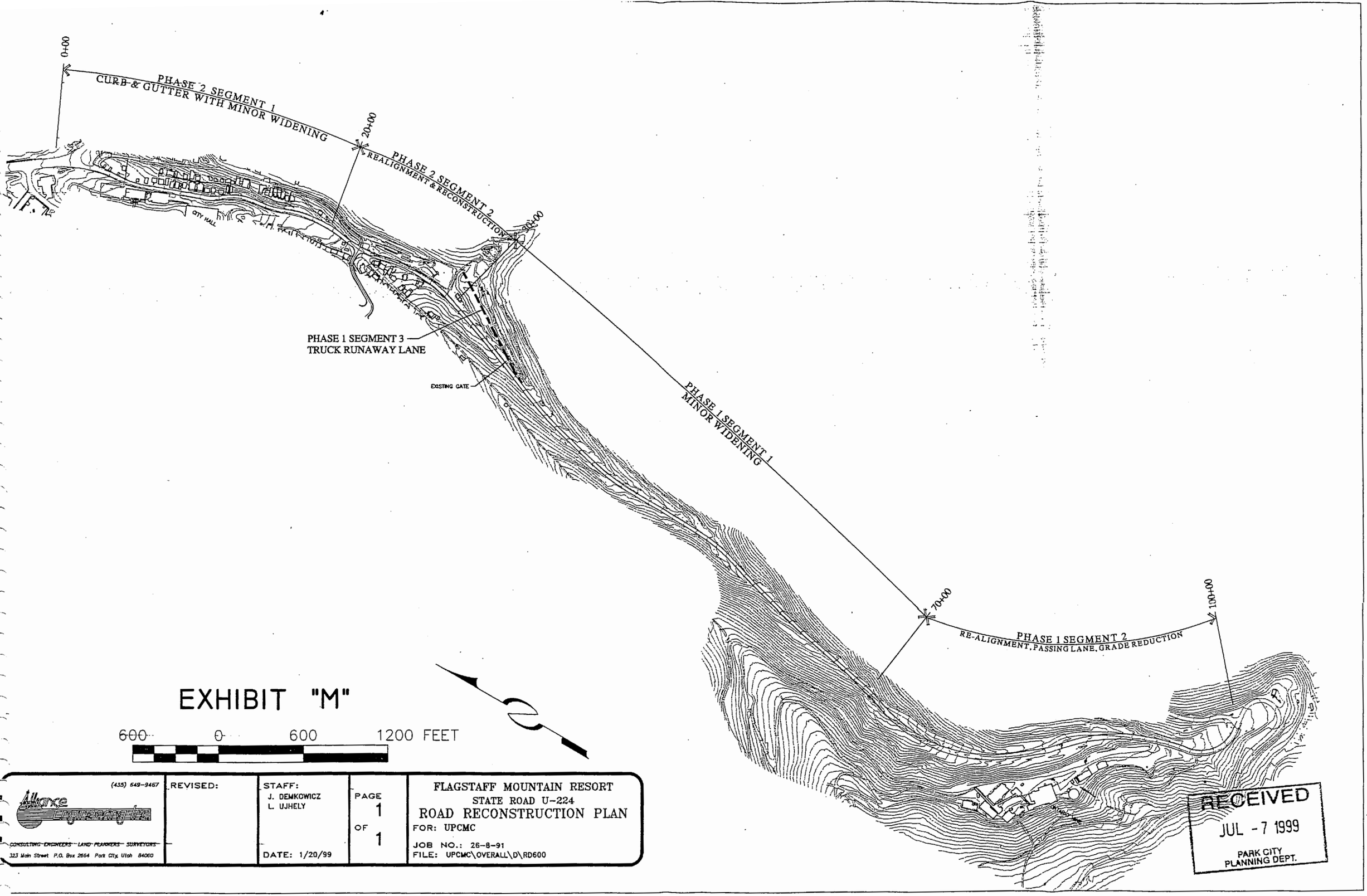


EXHIBIT "M"

600 0 600 1200 FEET

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS · LAND PLANNERS · SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060

REVISED:

STAFF:
J. DEMKOWICZ
L. UJHELY

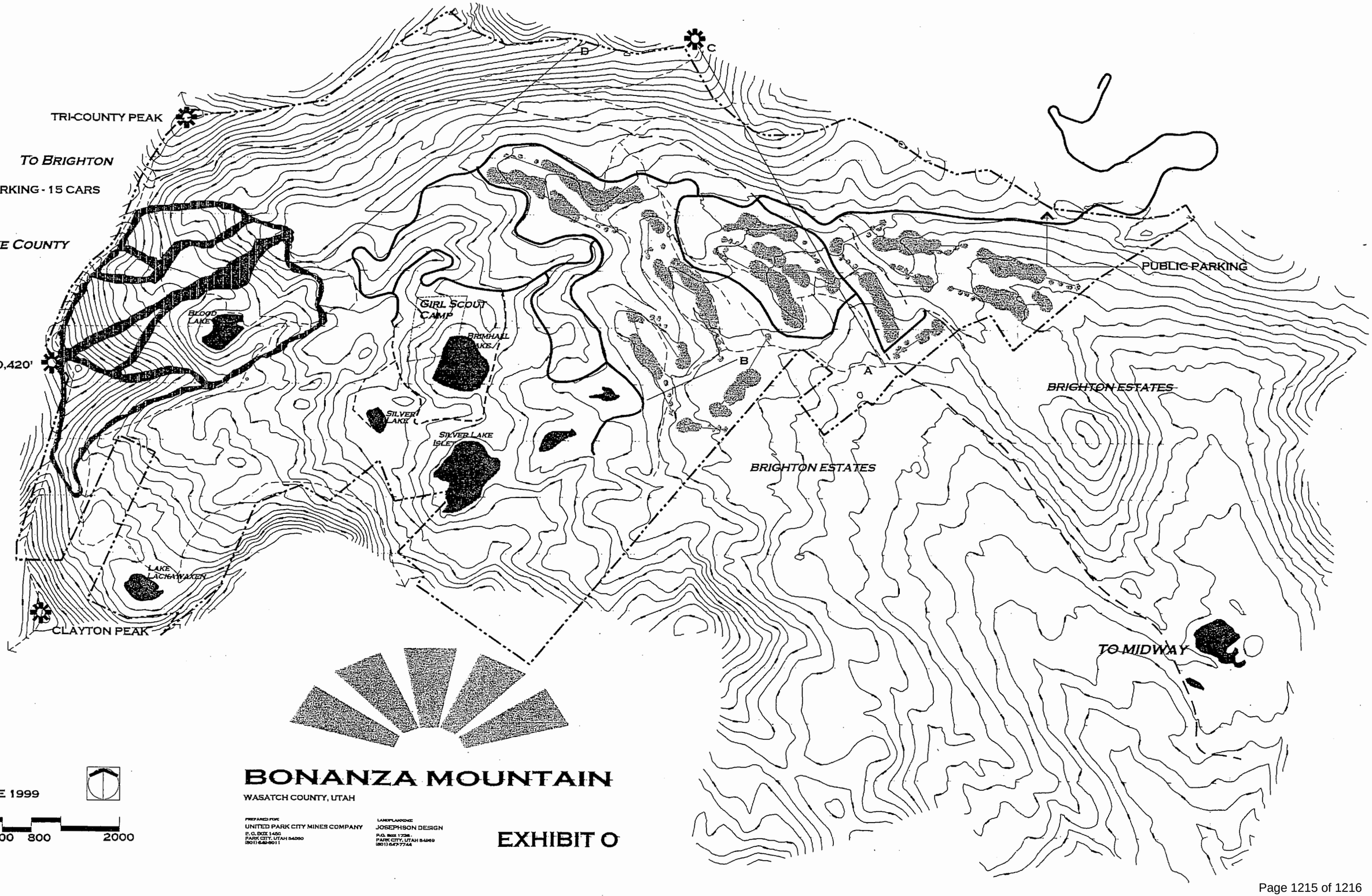
DATE: 1/20/99

PAGE 1 OF 1

FLAGSTAFF MOUNTAIN RESORT
STATE ROAD U-224
ROAD RECONSTRUCTION PLAN
FOR: UPCMC

JOB NO.: 26-8-91
FILE: UPCMC\OVERALL\D\RD600

RECEIVED
JUL - 7 1999
PARK CITY
PLANNING DEPT.



BONANZA MOUNTAIN

WASATCH COUNTY, UTAH

PREPARED FOR:
UNITED PARK CITY MINES COMPANY
P. O. BOX 1450
PARK CITY, UTAH 84060
(801) 649-8011

LANDPLANNING:
JOSEPHSON DESIGN
P.O. Box 1738
PARK CITY, UTAH 84060
(801) 647-7744

EXHIBIT O

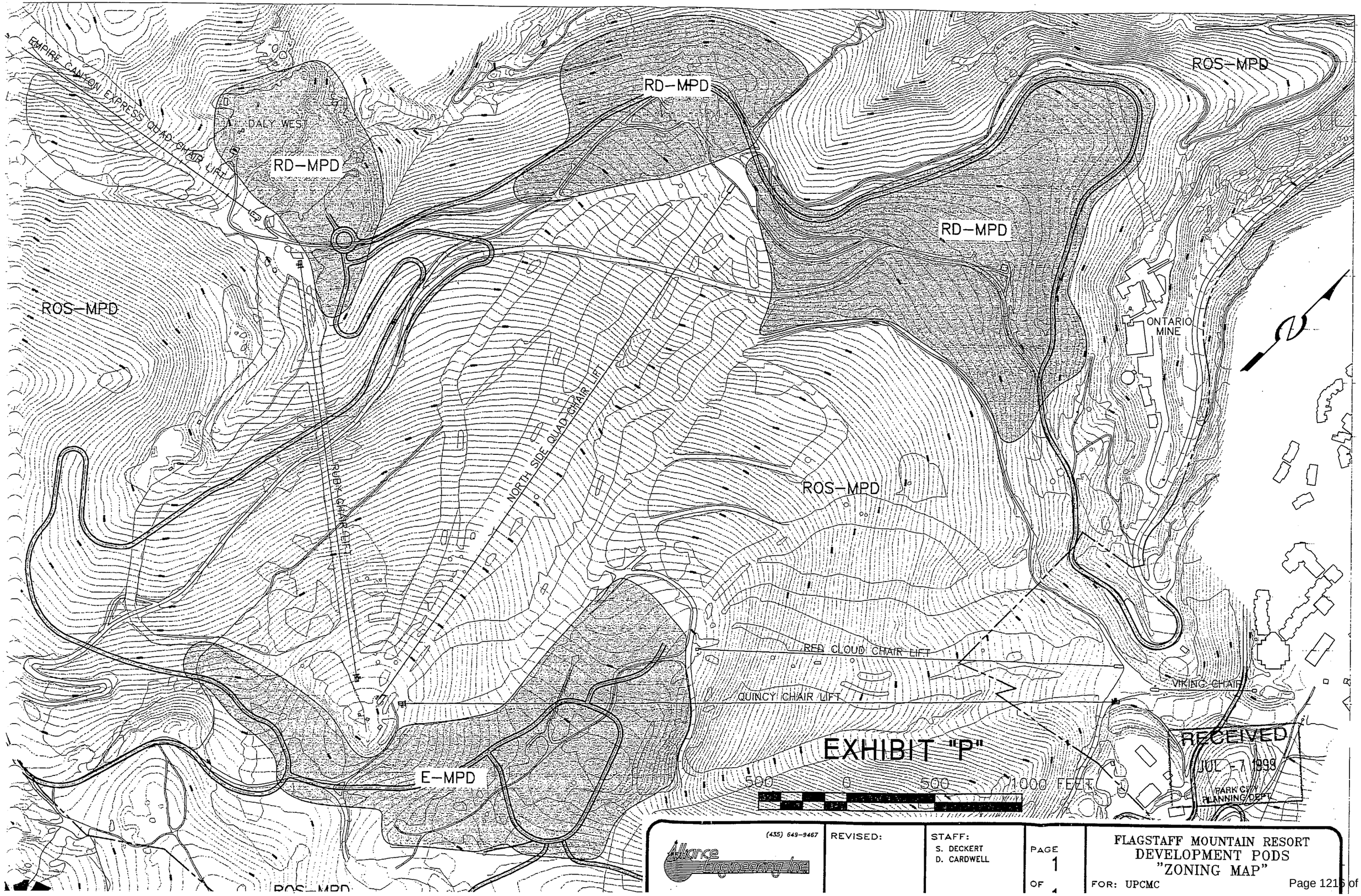


EXHIBIT "P"

RECEIVED
JUL - 7 1999
PARK CITY
PLANNING DEPT.

(435) 649-9467
Alliance Engineering Inc

REVISED:

STAFF:
S. DECKERT
D. CARDWELL

PAGE 1 OF 1

FLAGSTAFF MOUNTAIN RESORT
DEVELOPMENT PODS
"ZONING MAP"
FOR: UPCMC