PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
March 24, 2021

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, March 24, 2021.

NOTICE OF ELECTRONIC MEETING AND HOW TO COMMENT VIRTUALLY:

This meeting will be an electronic meeting without an anchor location as permitted by Utah Code Open and Public Meetings Act section 52-4-207(4) as amended June 18, 2020, and Park City Resolution 18-2020, adopted March 19, 2020. The written determination of a substantial health and safety risk, required by Utah Code section 52-4-207(4) is attached as Exhibit A. Planning Commission members will connect electronically. Public comments will be accepted virtually as described below.

To comment virtually, raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record, but not read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org/public-meetings.

Exhibit A: Determination of Substantial Health and Safety Risk

The Board Chair has determined that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. Utah Code section 52-4-207(4) requires this determination and the facts upon which it is base, which include:
• Statewide COVID cases and hospitalizations remain high;
• Based on metrics established by the statewide COVID-9 Transmission Index, Summit County moved to the High Risk designation on October 22, 2020; and
• Park City is a resort community continually hosting visitors from areas which may be experiencing rapid COVID-19 spread.

This determination is valid for 30 days, and is set to expire on March 26, 2021.

Dated: February 24, 2021

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 March 10, 2021.

PC Minutes 03.10.2021_Pending Approval

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4.A. City Council Update
Staff Communication

5.WORK SESSION

5.A. 9300 Marsac Ave (Sommet Blanc/B2East Parcel) – Applicant is Requesting a Work Session Before the Planning Commission Prior to Public Hearings for a Conditional Use Permit and Amendments to the Approved Master Planned Development and Flagstaff Development Agreement for Proposed Development of 43 Residential Units Above Underground Parking, and 5 Condominium Villas on the North-eastern Portion of the Site on the B2East Parcel. PL-20-04702.
(A) Work Session
Sommet Blanc Work Session Staff Report
Exhibit A: Applicant Submittal
Exhibit B: 2007 B2 Master Planned Development
Exhibit C: 2007 Amended Flagstaff Development Agreement
Exhibit D: Pod B-2 Subdivision Plat
Exhibit E: B2East Plat Original
Exhibit F: Development Covenant
Exhibit G: 'Working Copy' Plat
Exhibit H: B2 East Sub Ordinance Exhibit
Exhibit I: Landscape Renderings Updated
Exhibit J: Minor Amendment Request / Additional Information 3.18.21
Preliminary Construction Mitigation Plan

6.REGULAR AGENDA

6.A. 97 King Road: Nightly Rental Conditional Use Permit – The applicant is requesting approval of a Conditional Use Permit for a Nightly Rental use in the Historic Residential – Low Density (HRL) zone at 97 King Drive for a 4-bedroom, 3-bathroom detached single family home with 2 garage parking spaces. PL-20-04714 Planner Conboy
(A) Public Hearing (B) Possible Action
97 King Road Nightly Rental CUP Staff Report
Exhibit A: Applicant Statement
Exhibit B : Floor Plans
Exhibit C: Regulation of Nightly Rentals

6.B. 7165 Little Belle Court: Plat Amendment - The applicant is seeking approval of a Plat Amendment in the Residential Development (RD) zone in order to add 150 square feet to the main level as well as a new deck adjacent to the new addition. PL-21-04746 Planner Conboy

(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on April 15, 2021
Little Belle Court Plat Amendment Staff Report
Exhibit A: Draft Ordinance
Exhibit B: Proposed Little Belle Condominiums 7th Amended Plat
Exhibit C: Aerial Photographs
Exhibit D: Little Belle Second Amended Plat
Exhibit E: Little Belle Plat Original
Exhibit F: Pictures.pdf
Exhibit G: Intent and HOA Approval

6.C. Nightly Rentals in the Fairway Meadows Subdivision - Amendment to the Land Management Code Sec. 15-2.13-2 To Prohibit Nightly Rentals in the Fairway Meadows Subdivision
(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on April 15, 2021
Fairway Meadows Nightly Rental LMC Amendment Staff Report
Exhibit A: Draft Ordinance
Exhibit B: Applicant Submittal

6.D. Park City Mountain Resort Base Parking Lots - MPD Modification - Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. This Hearing Will Focus On the Applicant's Proposed Circulation and Transportation Plans, Scenario 2b, in Accordance with the MPD, and Applicable LMC, General Plan and Transportation Master Plan Criteria. PL-20-04475.
Public Input will be taken via e-comments
(A) Public Hearing, No Action Will Be Taken
PEG Staff Report 03.24.2021
Exhibit A: Background Information Related to Transportation
Exhibit B: Park City Transportation Improvements
Exhibit C: AECOM's Review of PCMR Transportation Proposal 2021-03-19
Exhibit D: Hales Engineering's Analysis Transportation Scenario 2b
Exhibit E: Transit Center Site Plan, Passenger Vehicle Drop off and Loading Exhibits
Exhibit F: Applicant's TDM
Exhibit G: Applicant's Parking Study
Exhibit H: Applicant's PMP
Exhibit I: SE Group's Day Skier Parking Analysis
Exhibit J: Public Comments
Exhibit K: MPD Process
Exhibit L: Additional Project Information

7.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the

meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

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

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MARCH 10, 2021

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, John Kenworthy, Sarah Hall, Laura Suesser, Doug Thimm, Christin Van Dine

EX OFFICIO: Gretchen Milliken, Planning Director; Brendan Conboy, Planner; Mark Harrington, City Attorney; Jessica Nelson, Planning Analyst

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The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting.

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

Chair Phillips read the Public Notice for Electronic Meetings and Exhibit A: Determination of Substantial Health and Safety Risk.

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The Commission Chair has determined that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. Utah Code section 52-4-207(4) requires this determination and the facts upon which it is based, which include:

• Statewide COVID cases and hospitalizations remain high.
• Based on metrics established by the statewide COVID-19 Transmission Index, Summit County moved to the High-Risk designation on October 22, 2020; and

PENDING APPROVAL

• Park City is a resort community continually hosting visitors from areas which may be experiencing rapid COVID-19 spread.

This determination is valid for 30 days and is set to expire on March 24, 2021.

Dated: February 24, 2021.

ROLL CALL

Chair Phillips called the meeting to order at 5:30 p.m. and noted that all Commissioners were present.

APPROVAL OF MINUTES

February 17, 2021

MOTION: Commissioner Kenworthy moved to APPROVE the Minutes of February 17, 2021 as written. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

February 24, 2021

Commissioner Thimm moved to APPROVE the Minutes of February 24, 2021 as written. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC COMMUNICATIONS
No hands were raised on Zoom and no eComments were submitted.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Chair Phillips disclosed that he was involved in a home remodel project at 1001 Lowell Avenue, which is a neighboring property to the 1049 Lowell Avenue property on the agenda this evening. He has never met the owners and was only involved in the construction. Chair Phillips did not believe it would affect his ability to discuss the plat amendment for 1049 Lowell Avenue.

Planner Brendan Conboy announced that Aiden Lillie was the new planner in the Planning Department. Planner Lillie introduced herself to the Commissioners. The Commissioners welcomed Planner Lillie.

PENDING APPROVAL

Chair Phillips appreciated the City Council Business update that was included in the Staff report. He thought it was helpful for the Planning Commission to see what occurs beyond their work. Chair Phillips would like the update to become standard because it is very useful. Commissioner Suesser concurred. She found the link to be very helpful and she would like it to continue.

Commissioner Kenworthy asked where they were in the processing of selecting another Planning Commissioner.

Director Milliken reported that the applications were narrowed to seven or eight candidates through a committee and a list of priorities. The City Council will be conducting short interviews with those candidates because they already have the applications and resumes to review prior to the interviews. Ms. Milliken understood that they were only selecting one applicant for the Planning Commission at this point.

City Attorney Harrington noted that the City Council would be conducting those interviews at a special meeting on March 31st. Chair Phillips assumed the new Commissioner would be on the Planning Commission for the second meeting in April.

Commissioner Kenworthy referred to the City Council update regarding Argent at Empire Pass and asked if the word "abutter" should actually be "a bitter opposition". Director Milliken explained that "abutter" is an actual word referencing the abutting property owner.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

5.A. Land Management Code (LMC) Amendment – Proposal to amend the LMC to address Shared Driveways and Common Parking Structures within the Historic Residential Medium Density Zoning District, amending LMC Chapter 15-2.4, LMC Section 15-13-2, LMC Section 15-13-8, and LMC Chapter 15-15. APPLICATION WITHDRAWN

Chair Phillips asked if the application was only being withdrawn from this agenda or whether it was withdrawn completely. Director Milliken reported that the application was withdrawn from being worked on for now.

5.B. 1049 Lowell Avenue - A Plat Amendment in the Historic Residential (HR-1) Zone to Adjust the Lot Line Between Lots 2 and 3 of the Northstar Subdivision under Common Ownership by the Applicant.

PENDING APPROVAL

Planner Brendan Conboy reviewed the application for a lot line adjustment at 1049 Lowell Avenue and 1025 Lowell Avenue that is being processed as a subdivision plat application. He noted that typically this type of application would be reviewed administratively by Staff; however, one of the criteria for an Administrative Review is acknowledgment and approval by the abutting property owners. Planner Conboy stated that the applicant was unable to obtain that consent from the abutting neighbors and the only recourse was to come before the City Council and the Planning Commission with a full plat amendment.

Planner Conboy reported that the two lots are in the HR-1 zoning district. There are Historic Design Guidelines for these two properties for any new development being built. The subject lots are Lots 2 and 3 of the Northstar subdivision, which was originally recorded in 1977. The applicant holds both of these properties under common ownership.

Planner Conboy pointed out where the lot line runs between a walkway area of the two lots. The intent is to shift that lot line between Lots 2 and 3 so Lot 2 can accommodate a new addition and garage space, which will be subject to the Historic District Design Review. Prior to that review, the applicant needs to record this lot line adjustment so the square footage is in keeping with the lot size.

Planner Conboy reviewed added conditions of approval related to the property line. He noted that that the private driveway that was installed to access the property was never approved via the plat. The Staff had added a condition of approval stating that the applicant will record the extension of Northstar Road on the final plat subject to the City Engineer approval. The Staff also added a condition requiring that the applicant obtain encroachment agreements for all encroachments between the lots. Another option would be for the applicant to eliminate the lot line entirely and create one lot. Planner Conboy explained that in the past when grading permits for landscaping and deck improvements came in, the Staff did not require those encroachments to be addressed at that time and this was an opportunity to clean those up.

Planner Conboy reported that the Planning Department had received public comment from the neighbor expressing concerns with the size of the house that could be built as a result of this lot line adjustment. Those concerns were conveyed to the applicant. The neighbor also raised the issue that there is a very large teepee associated with this deck that was built on 1025 Lowell Avenue. Planner Conboy believed that complaints were previously filed and the Staff at the time worked with the Building Department to clarify that because the structure is under 200 square feet and is temporary, it cannot be up for more than 180 days. Therefore, no permit was required. Planner Conboy

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intended to research it further to see if that was accurate; however, it would not affect this lot line adjustment application based on the conditions of approval.

Commissioner Suesser asked if there is currently a house on Lot 3. Planner Conboy answered no. He explained that there is a deck with a teepee. Commissioner Suesser understood that the teepee would remain on Lot 3 even with the lot line adjustment. Planner Conboy replied that this was the point of clarification that needs to be addressed in the plat, which is why the Staff was requiring the encroachment agreements. Currently, the deck and walkway area that will be crossing the lot line is not shown.

Commissioner Suesser did not believe the driveway was correctly depicted in the proposed plat because the driveway actually comes across Lot 3 and out to Lowell Avenue. That does not appear to be the case in the picture. Commissioner Suesser thought an easement agreement was needed across Lot 3. She lives across the street and is very familiar with this property. Commissioner Suesser clarified that a portion of the driveway is definitely on Lot 3 and she did not think that was properly depicted on the proposed plat.

Planner Conboy noted that her question would be addressed in the redline process for the plat, which is why the Staff included a condition of approval that the applicant is required to record the extension of Northstar Road on the final plat subject to City Engineer approval. He clarified that the final plat would include the driveway location. Commissioner Suesser remarked that it is not on Northstar Road. The applicant's driveway to access their primary home cuts across Lot 3. She mentioned it because according to the proposed plat, Lot 3 looks like a standalone lot that could be sold off, but it actually has a portion of the driveway cutting across it and a big retaining wall.

Planner Conboy stated that she was able to confirm that the applicant has an existing encroachment agreement for snow melt features associated with the driveway that come out into the right-of-way. However, the retaining wall and the driveway crossing the lot line were not addressed in the past when those permits were issued; nor for the latest landscaping features that produced the deck that crosses those lot lines. That was the reason for adding the condition of approval stating, "The applicant shall obtain encroachment agreements for all encroachments prior to recording the plat with Summit County".

Commissioner Suesser emphasized that the plat is not accurate. This house is accessed from Lowell and the way it is depicted in the plat amendment, Lot 2 is also accessed from a driveway that cuts in front of Lot 1, but also accessed from Lowell southeast of Lot 3. She did not believe it was depicted properly.

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David Larcher, the applicant, stated that Commissioner Suesser was correct in that the access to Lot 2, as well as Lot 3, comes off of Lowell up the driveway to where the stone wall is located. Additionally, he has an easement that comes from the north to Lot 2 as well, and that is depicted on the existing plat.

Commissioner Suesser asked if the proposed plat should be amended to reflect the retaining wall and the driveway. Mr. Larcher replied that typically the easements would be shown on the plat but not driveways or retaining walls. Commissioner Suesser clarified that at least the easement should be shown across Lot 3. Mr. Larcher answered yes.

Chair Phillips asked if there is access to Lot 3 from above the Northstar, or whether it would only be from Lowell Avenue in the future. Mr. Larcher replied that it would only be from Lowell Avenue in the future. He stated that there is no intent and no ability to come off Northstar because of the grade differential. Chair Phillips asked if someone could legally come in from above. Mr. Larcher stated that he has indicated a willingness to include on the plat a non-vehicular access easement across Northstar to keep cars from accessing in the future.

Chair Phillips asked if the teepee has been up for longer than 180 consecutive days. Mr. Larcher answered yes. Chair Phillips understood that the teepee was not the issue before the Planning Commission; however, they have spent considerable time in previous Planning Commission meetings creating these codes. He also wanted to know if the teepee was put up before or after the last revisions to the Code three or four years ago. Chair Phillips was interested in seeing the Code language with regards to the teepee structure.

Mr. Larcher stated that he was not aware when the Code was amended. He was also not aware until he read the Staff report that there was a 180-day restriction.

Commissioner Suesser referred to the teepee and asked if the Code requirement is that a structure of this size cannot be in place for more than 180 days per year. Chair Phillips understood that it was per the Code. He would like time to refresh his memory on the Code because the Planning Commission discussed how long a structure needed to be down before it could go back up, but he could not recall the specifics. Commissioner Suesser asked if Planner Conboy had looked into this issue and whether he had a recommendation regarding the teepee based on the Code. Planner Conboy stated that he had not delved deeply into this issue other than what came up in conversations with Staff members who had consulted with the Building Department a few years ago. At that time, it was determined that because the structure was less than

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200 square feet no building permit was required, and as a temporary structure it was limited to 180 days. He had not researched it further and was hearing for the first time tonight that the teepee has been up longer than 180 days. The Staff will look into it to get a better understanding of how to classify this structure. Planner Conboy noted that technically the teepee is an accessory structure, but it is on its own lot and not accessory to anything else.

Commissioner Suesser was not comfortable imposing the requirement that the applicant dismantle the teepee and not have it erected for more than 180 days per year. She personally liked the teepee and was unclear on what the Planning Commission should be recommending without knowing the background and requirements of the Code when the structure was put up.

Chair Phillips reiterated that the teepee was not an issue for discussion this evening and any recommendation would not be tied to the plat.

City Attorney Harrington noted that there was an existing condition of approval that addresses the teepee and, therefore, it is before the Planning Commission. The new proposed lot line shift is either a new technical non-compliant issue with regards to the existing structure of either the teepee or the deck. He stated that Planner Conboy recognized that he may not have looked into that issue thoroughly. Mr. Harrington remarked that typically the encroachment condition of approval is used to rectify existing historic encroachments that are already there by right. The owners are proposing to shift the lot line and memorialize the historic encroachment as opposed to creating a new condition that is clearly non-compliant and has a separate enforcement action. Mr. Harrington thought it was appropriate for the Planning Commission to either clarify the condition of approval or request that the Staff provide additional information.

Planner Conboy asked if it is not remedied by an encroachment, whether that condition of approval would be sufficient if it was changed to require the recording of an easement. City Attorney Harrington was not prepared to answer that question without knowing the permitted use status of the structure and whether the deck meets the setback exceptions and other requirements. It is usually reserved for a deck attached to a permitted use and not a standalone structure. Mr. Harrington remarked that temporary facilities are different with different requirements. He preferred to consult with the Building Department to confirm if the teepee can remain with different applicable conditions as opposed to either removing it or addressing it in a Code compliant manner. Mr. Harrington believed there were three possible paths and the applicant needed to have the opportunity to explore them. In addition, it is important to make sure that both the Building and Planning Departments are clear on the current status for compliance and what would be needed to achieve compliance.

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Commissioner Suesser thought more work needed to be done on this application to clarify the status of the teepee and how it should be addressed. She also reiterated that the access easements needed to be depicted on the proposed plat. Chair Phillips agreed.

Chair Phillips opened the public hearing.

Michael Grimme raised his hand on Zoom and was unmuted to make comment.

Michael Grimme and his wife, Pam, thanked the Planning Commission for all their efforts in Park City and particularly in Old Town. They have been homeowners since 2005 and their entire family has very much enjoyed Park City. Mr. Grimme stated that the teepee is on the lot all the time and not just 180 days. They called the City to ask about it and he was told that the owner was allowed to have it. It is a temporary structure, but it has never come down. Mr. Grimme remarked that the neighbor is a developer. They are simply homeowners, and their home is an important primary asset. When they bought into the Northstar Homeowners Association, they did so because of the size of the lots and the size of the homes. Mr. Grimme believed a home behind them that was still in the planning stage is double the size of their home. It is good for the community and everyone's property values. When he and his wife were contacted about this lot line adjustment they were concerned because it is a much smaller lot and a buildable lot, and what is built will be more of a townhouse that the homes built to date. Mr. Grimme stated that if the lots are kept as they are, the owner has the right to build two houses. In conversations with the owner, he had said his only other option was to sell both lots and let them be developed. Mr. Grimme was comfortable with that because it was within the owner's right. However, he is not comfortable with making the one lot smaller. Mr. Grimme stated that as a homeowner he is trying to protect their investment and do not believe that moving the lot line and having a smaller property is in their best interest or the best interest of the rest of the Northstar HOA.

Mr. Grimme noted that the owner also told him in a phone conversation that his intent was not to build on the lot because he wanted the privacy as well. Mr. Grimme was encouraged and suggested that the owner make the lot line adjustment with the proviso that the smaller lot would never be built upon. He could build the larger house and he and everyone else could enjoy their privacy. The owner objected to that idea because the lot is worth a lot of money. At that point, Mr. Grimme decided to work with the City. Mr. Grimme noted that he and his wife were never notified of this meeting and they only found out about it because another member of the Northstar HOA received a notification. When that owner informed Mr. Grimme a few days ago he immediately reached out to Planner Conboy with his concerns. Mr. Grimme stated that he and his

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wife want to be good citizens and good neighbors, but at the same time they want to be treated fairly. They believe this lot line adjustment is not in their best interest.

Chair Phillips closed the public hearing.

Chair Phillips asked if the change in size of this lot would impact the setbacks. He was concerned that a future home built on the lot could be built closer to the abutting property, which could potentially be a negative impact. Planner Conboy did not believe the setbacks would change. The owner would still be required to meet the existing setbacks. He thought it could possibly reduce the buildable envelope.

Chair Phillips asked for the width of the lot on the frontage of Lowell Avenue. Planner Conboy replied that the new width would be 61.39' with a depth of 120' to 105' feet.

Chair Phillips stated that in the past, depending on the situation, the Planning Commission looks for an analysis on lot size in relation to the surrounding neighborhood. Based on the comments, he assumed this item would be continued for additional information, and he requested to an analysis on lot sizes in this area for the next meeting. Planner Conboy pointed out that he had provided a lot size analysis on page 5 of the Staff report. In the HR-1 zone, the minimum lot size is 1,875 square feet. This newly adjusted Lot 3 would be 6,599 square feet, which is well above the minimum lot size in the Historic Residential Zone. Chair Phillips remarked that analyses in the past provide a local sampling of the neighboring ten to 15 lots to help the Planning Commission understand if the proposed lot is within the spectrum. If it is far outside the spectrum, they look at it differently.

Chair Phillips thought this application was a good example of why the Planning Commission should look at their policies on moving lot lines and combining lots. He noted that the Planning Commission previously requested a discussion on how they want the policies in place so as a City they know how to proceed on lot combinations and lot changes. Chair Phillips clarified that this comment was directed to the Staff for a future discussion.

Commissioner Suesser wanted to know the maximum size of home that could be built currently on the property, and the difference in the size of house that could be built with the lot line adjustment. That perspective would be helpful. Commissioner Suesser walked outside her house to look at the lot and she did not believe the other Commissioners had a good understanding of Lot 3 and how the driveway cuts across the entire bottom of the lot. Commissioner Suesser emphasized that the access easement needs to be depicted and she thought the City Engineer should also look at it.

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Planner Conboy clarified that the chart in the Staff report provides the allowable footprint that the resulting lot would create. He asked if Commissioner Suesser was looking for something more like a volumetric based on height and total square footage. Commissioner Suesser answered yes.

Commissioner Thimm agreed that additional information was needed at this point, as well as clarification of the various items discussed. Commissioners Van Dine and Kenworthy concurred.

Chair Phillips asked Planner Conboy whether the Planning Commission should continue this item to a date uncertain to allow time for the Staff and applicant to provide the requested information, or whether he had a specific date in mind. Planner Conboy preferred a continuance to a date uncertain.

David Larcher believed he had a good understanding of the what the Planning Commission was looking for in terms of clarification. Some of the issues are Code related and he will work with the Staff to figure out the details. Mr. Larcher stated that relative to the plat issues, changes to the plat regarding the driveway, easements, and encroachments could be made easily and quickly. Mr. Larcher noted that it has taken over a year to reach this hearing on the plat, and he requested continuing to a date certain to avoid delaying it much longer.

Chair Phillips stated that one factor is how the future agendas are already set. He asked if the Staff thought there was room on an agenda in the near future to add this item for a date certain. He pointed out that if the Staff did not have that information this evening, the Planning Commission could continue to a date uncertain, and the applicant could work with the Staff to get it on an agenda in the near future.

Planner Conboy noted that the agenda for the March 24th meeting is full and PEG Development has requested to be on that agenda as well. Chair Phillips suggested continuing this item to the first meeting April. If for some reason the Staff and/or the applicant is not ready for that meeting, the Planning Commission could continue it again to another date.

MOTION: Commissioner Thimm moved to CONTINUE 1049 Lowell Avenue Plat Amendment to April 14, 2021. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

PENDING APPROVAL

The Planning Commission Meeting adjourned at 6:30 p.m.

Approved by Planning Commission: _____

PENDING APPROVAL

Planning Commission
Staff Communication

Subject: City Council
Author: Planning Department
Date: March 24, 2021
Type of Item: Informational

PARK CITY 1884
PLANNING DEPARTMENT

On March 18, 2021, the City Council took the following action on an item recommended by the Planning Commission:

PL-20-04725, 1203 Park Avenue Plat Amendment

The City Council adopted Ordinance No. 2021-14, amending the 1203 Park Avenue plat so that a non-historic, non-complying structure can be demolished, encroachments may be addressed, and a new Single-Family Dwelling may be constructed (Staff Report; Audio).

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: Sommet Blanc/B2 East Conditional Use Permit and Amendments to Pod B2 Master Planned Development and Flagstaff Development Agreement
Application: PL-20-04702, PL-21-04771
Author: Brendan Conboy, Senior Planner
Date: March 24, 2021
Type of Item: Administrative – Work Session

Summary Recommendations

Staff recommends the Planning Commission hold a Work Session and make a determination regarding the proposed amendments as to whether they are Minor or Substantive per Sec. LMC § 15-6-4(K). In addition, staff requests that the Planning Commission provide feedback and direction to staff and the applicant regarding the proposed amendments to the Pod B2 Master Planned Development (MPD) and Flagstaff Development Agreement (Agreement) and determine whether the proposed amendments to volumetrics, design, and unit definitions are consistent with the City's long-range vision for this property. Alternatively, the Commission may advise the applicant that they are not interested in amendments to the existing approved volumetrics, design, or unit definitions.

Description

Applicant:	Sommet Blanc Residences I LLC / Doulgas Ogilvy and Hannah Tyler
Location:	9300 Marsac Avenue
Zoning:	Master Planned Development (MPD) – Residential Development (RD)
Adjacent Land Uses:	Empire Day Lodge, Montage Deer Valley, Deer Valley Ski Resort
Reason for Review:	Work Session prior to Public Hearings

Executive Summary

The applicant, Sommet Blanc Residences I LLC, represented by Douglas Ogilvy and Hannah Tyler, has requested a work session before the Planning Commission prior to public hearings for accompanying applications.

The site is legally described as Lot 1 of the B2 East Subdivision (Parcel B2East), located at 9300 Marsac Avenue, adjacent to the Deer Valley Empire Day Lodge and the Montage Deer Valley. The site is subject to the requirements of the approved 2007 Empire Pass B-2 Master Planned Development (MPD, Exhibit B) as well as the 2007 Amended Flagstaff Development Agreement (Agreement, Exhibit C).

In November 2020, the applicant submitted materials for a Conditional Use Permit application requesting approval of three condominium lodges with 44 residential units, above underground parking, a 3,600 sf public restaurant, and 6 townhome villas within three duplexes with a detached ancillary ski locker building located on the hillside above

the condominiums.

In conversation with the applicant, staff determined that because the applicant is requesting to amend the approved Agreement and the approved volumetric guidelines of the 2007 MPD, the applicant would need to submit a separate application to amend the MPD.

On February 22, 2020, the applicant submitted a Modification of Approval application for amendments to both the Agreement and the MPD, additional materials for the CUP application, and minor revisions to the overall site plan design. The latest submittal shows three condominium buildings with 43 residential units above underground parking, a 3,600 sf public restaurant, and 5 townhome villas, 2 within a duplex and 3 within a triplex building with a detached ancillary ski locker building.

Upon review of the Land Management Code, staff has determined that the amendment requests are subject to Planning Commission determination as to whether the requests are Minor or Substantive Amendments to an approved Master Planned Development, per LMC § 15-6-4(K). Please see staff analysis below and additional information provided by the applicant advocating for and requesting a determination of Minor rather than Substantive, Exhibit J - Minor Amendment Request.

Background

On June 24, 1999, Council adopted Ordinance 99-30 and Resolution 20-99 approving the annexation and development agreement for the Flagstaff Mountain area. Resolution 20-99 granted the equivalent of a “large-scale” master planned development (MPD) and set forth the types and locations of land use; maximum densities; timing of development; development approval process; as well as development conditions, restrictions, obligations, and amenities for each parcel. The Flagstaff Development Agreement (Agreement) was amended and recorded in March 2007(Exhibit C).

The 2007 Amended Agreement specifies that a total of 87 acres, within three development pods (A, B1 and B2), of the 1,750 acres of annexation property may be developed for the Mountain Village. The Mountain Village is further constrained to a maximum density of 785 Unit Equivalents (UEs) configured in no more than 550 dwelling units as multi-family, hotel, or PUD units, provided the number of PUD units does not exceed 60.

The Mountain Village is also allowed 16 single family home sites. At least 50% of the residential units within the Mountain Village (Pods A, B1, and B2) must be clustered within the primary development pod (Pod A). The three development pods must be linked by transit. A fourth pod, Pod D is allowed 30 single family lots (this area was platted with the Red Cloud Subdivision, for 30 single family home sites).

The Agreement required the applicant to submit 14 specific technical reports for review and approval by the City. The 14 reports, along with the Land Management Code and the amended Development Agreement form the standards under which the subject Conditional Use Permit, and MPD and Agreement modifications are reviewed.

Pod B2 at Empire Pass Master Planned Development

On July 28, 2004, the Planning Commission approved a Master Planned Development

(MPD) for the Village at Empire Pass (Pod A), known as the Village Master Planned Development (VMPD) Pod A. The VMPD was the first step in the development process for Pod A. A separate MPD for Pod B1 was approved in May 2002 and amended in 2008. On March 14, 2007, the Planning Commission approved a Master Planned Development (MPD) for Pod B2 at Empire Pass as an amendment to the July 28, 2004 Village at Empire Pass MPD (VMPD) (See Exhibit B).

The purpose of the VMPD was to establish unit mix and density for the Mountain Village, as well as addressing overall project infrastructure throughout the Annexation Area. The VMPD established building volumetric diagrams, including specific height exceptions, density, and development location. Building volumetric diagrams were approved with the Pod B2 MPD ("Hill Glazier Plans", Exhibit 5 of Applicant Submittal).

The Pod B2 MPD approved 192 hotel rooms utilizing 69.6 Unit Equivalents (UEs) and 94 hotel condominiums utilizing 114 UEs, on the west side parcel (aka Montage Resort). An additional 81 UEs of residential condominiums were assigned to the east side parcel, aka B2 East. The applicant requested a plat note identifying the maximum density allowed on Lot 1 as 81 UEs configured in no more 70 individual residential condominium units.

The Pod B2 MPD approved Resort Support Commercial uses for 35,000 sf of Spa floor area and 28,059 sf for restaurants, bar, and retail space within the Montage Resort and Spa building (Please see analysis below). The MPD approved 15,000 sf of meeting/conference space and lounge area based on the total floor area of the building, not including the parking garage, for the Montage Resort. The MPD describes findings and conditions for development of Pod B2, and includes language related to the provision of 75 parking spaces for the Empire Day Lodge (See parking analysis below).

Concurrent with the MPD, the Planning Commission approved a Conditional Use Permit (CUP) for Phase I of the MPD for the Montage Resort and Spa. The Montage Resort and Spa is complete and has full occupancy permits for 174 hotel rooms and 84 condominium units were constructed with the Montage as recorded with the Hotel and Residences at Empire Canyon Resort Condominium plat, utilizing a total of 182 UEs.

Subdivisions

On March 29, 2007, the City Council approved the Parcel B-2 Empire Village Subdivision creating three lots of record for Parcel B-2 (West) (Exhibit D). The Parcel B-2 Empire Village Subdivision amended and consolidated parcel A of the previous Empire Village Subdivision for the Empire Day Lodge, created Lot B, site of the Daly West head frame and access to JSSD underground mine tunnels, and created Lot C, site of the Montage Resort and Spa CUP. Parcel B-2 Empire Village Subdivision plat was recorded on May 23, 2007. The Staff report for Parcel B-2 Subdivision indicated that a future subdivision would encompass the 81 UE condominiums to the southeast of the Empire Day Lodge (B2 East Lot).

On March 9, 2017, the City Council approved the B2 East Subdivision creating a lot of record for the 81 multi-family UEs, in not more than 70 individual condominium units, as identified by the Pod B-2 Master Planned Development and Subdivision. The subdivision plat entails a 7.85 acre metes and bounds parcel (Exhibit D). The subdivision consists of a 6.91 acre Lot 1, and a 0.94 acre Parcel A, for anticipated Deer Valley Resort ski related activities and infrastructure (potential ski bridge).

Parcel A has no assigned density and is not developable in terms of residential units or UEs. The applicant recorded a Development Covenant which allocates 3,600 sf of Resort Support Commercial (from MPD maximum of 75,000 sf), and the 81 UEs, to be located within a maximum of 70 multi-family dwelling units (Exhibit F)

Staff notes that the working copy of the B2 East Subdivision plat contains hand-drawn parcels consisting of Parcels B2EAST-1-A, B2EAST-1-B, B2EAST-1-C, and B2EAST-1-D, which have been assigned new Tax ID numbers and are shown on the Summit County Parcel Viewer (Exhibit G). According to the applicant, the project will be phased and for the purposes of financing, the ownership group holds title with different entities for each phase. Following the CUP approval, the applicant intends to record a plat which roughly follows the parcel lines shown on the working copy. These internal boundary lines have **not been reviewed or approved by the City**. Staff is unclear how the hand drawn parcel lines came to be recorded as the working copy of the plat with Summit County. For the sake of this application, staff aims to clarify that the valid plat is the original B2 East Subdivision plat (Exhibit E).

Mine Soil Removal

The Property is the site of the historic Mazeppah mine shaft. In September 2016, the applicant began working under an Administrative Settlement and Order on Consent for Removal Action with the EPA permit to remediate and remove mine soil on the site and to close an old mine shaft on the property. The mine shaft was permanently closed in 2016 under geotechnical supervision. Significant amounts of soil downstream from the mineshaft was contaminated and had to be removed. In August of 2018, the EPA confirmed that all work performed on site was in accordance with EPA requirements. Following cleanup of the site the grade at the center of the development site on the Property was approximately 15-20' below grade of the adjacent *Lucky Jack* ski trail, according to the applicant.

As a result of environmental cleanup and importing clean fill from sites elsewhere within the Flagstaff Annexation area the grade on site is well below the adjacent ski trail in anticipation of underground parking. Please see Exhibit 1 of the applicant's submittal for more detail (Exhibit A – Applicant Submittal).

Underlying Zoning

LMC § 15-2.13-1, Residential Development (RD) District notes that the purpose of the RD District is to:

A. allow a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities,
B. encourage the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services,
C. allow commercial and recreational activities that are in harmony with residential neighborhoods,
D. minimize impacts of the automobile on architectural design,
E. promote pedestrian connections within Developments and between adjacent Areas; and
F. provide opportunities for variation in architectural design and housing types.

General Plan

The proposed development is located within Neighborhood 9: Upper Deer Valley of the General Plan which is characterized by resort oriented development, prioritization of

open space, an emphasis on transportation and improved connectivity, 'environmentally responsible second-homes', and a focus on the aesthetics of massing and design of new development.

Applicant Proposal

The applicant's proposal is detailed in the accompanying Applicant Submittal (Exhibit A). In order for the applicant to obtain approval of the Conditional Use Permit for the proposed volumetrics, and building and site design as proposed, the applicant will first need to obtain Planning Commission approval to amend the MPD and Agreement requirements. Staff has advised the applicant that the two items may run concurrently, but procedurally the amendments will need to be approved prior to the approval of a Conditional Use Permit.

The applicant requests the following approvals, modifications, and amendments:

1. Conditional Use Permit: The applicant is requesting approval of 43 residential units over underground parking in three condominium buildings labeled A, B, and C on the lower portion of the property adjacent to the Ruby Chair and 5 townhome condominium villas on the northeastern portion of the property below Marsac Avenue and Twisted Branch Road. With 48 residential units the project includes less residential units than entitled under the 2007 MPD (70), but the same 81 Unit Equivalents (UEs) of residential density (one Residential UE is equivalent to 2,000 square feet, totaling 162,000 square feet). The proposal also contains a 3,600 sf restaurant utilizing available Resort Support Commercial space (Please see use analysis below). Upon further discussion, the applicant has indicated that there will be no restrictions on Short Term Rental of units by the CC&Rs. The applicant anticipates roughly 50% of the units to be short term rental, roughly 5% used as full time residences, and the remainder as second homes/condominiums.

2. Flagstaff Development Agreement Amendment

   *Sec. 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. 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**.*

   To construct the five villas on the upper site in conformance with the Agreement the five units would need to be joined as one long, 5-unit building. The applicant believes that splitting the buildings up into a duplex and a triplex would result in a reduction in the overall mass and bulk of the buildings. This is currently not permissible since the 60 permitted PUD units have already been allocated. The applicant therefore requests to amend the Agreement to state the following,

   *Sec. 2.2.1.3 Maximum Density: The maximum density within the Mountain Village is 785 Unit Equivalents configured in to more than ~~**550**~~ **547** dwelling units. Such density shall be configured as multi-family, hotel or PUD units, provided the PUD units do not exceed ~~**60**~~ **62**. PUD units consume Unit Equivalents in the same respect at multifamily units.*

3. Pod B2 MPD – Amendment to Approved Volumetrics
   The applicant is requesting approval of changes to the approved volumetrics for

Development Pod B2. According to the applicant, the proposed volumetrics do not constitute a material change in concept, density, or configuration and the amendment is Minor.

The approved design and volumetrics, referred to by the applicant as the 'Hill-Glazier Plan' (Exhibit 6 of Applicant Submittal) limited the condominiums to 33 feet in height from final grade. The applicant is proposing to set a height limit of 82 feet above a "benchmark grade" location, as was done with the Montage. At the Montage, height was measured from the 'benchmark' location of 114' above the entry lobby. The proposed benchmark locations for the condominium buildings at Sommet Blanc is the grade of the entry level for Building A, and the skier entry/amenity level for Buildings B and C. Such a height determination would result in varying heights from different portions of the building relative to the benchmark. The applicant notes that the Pod A MPD allows the majority of buildings to reach a height of 92 feet above Natural Grade.

4. Amendment to Flagstaff Design Guidelines.
The applicant proposes to amend the current Empire Pass Design Guidelines by creating a new section of design guidelines specific to the property. The applicant asserts that the Flagstaff CC&Rs allow the Design Review Board to modify, adopt, and establish Design Guidelines. The applicant holds the opinion that B2 East is a

> *"…Distinct neighborhood within Empire Pass well separated from the Empire Pass Village, and with no immediate neighbors other than Empire Day Lodge and Montage Deer Valley. As a distinct neighborhood, B2 East can support a contemporary architectural vernacular that ties together the three condominium lodges and the villas on the Upper Site." (Applicant narrative)*

The proposal contrasts with the current design guidelines drafted in 2002 which drew inspiration from Craftsman architectural traditions and the historic mountain lodges of the West (See Exhibit 5 of the Applicant Submittal, "Hill Glazier Plans"). Staff believes that because the design guidelines are codified in **Sec. 2.1.12 of the Agreement**, and in the Technical Reports, those documents will also need to be amended/updated if the Planning Commission is supportive of the design changes requested.

5. Mid Mountain Trail
The Mid Mountain Trail is an iconic mountain bike and hiking trail. The trail crosses the subject Property parallel to Twisted Branch Road and across Parcel A of the B2 East Subdivision Plat. The applicant has worked to temporarily reroute and re-grade the trail as part of mitigation requirements for the Hot Creek sewer line improvements. As noted by the City's Trails & Open Space Manager, a portion of this detour is steeper than ideal for a permanent trail alignment. Upon completion of the sewer line, the Applicants propose to address the deficiencies in the current detour to bring it up to a standard suitable for permanent use.

In addition, the Applicants propose to reroute Mid Mountain Trail between SR-224 and the Upper Tour de Suds bike trail with a new crossing over SR-224 immediately south of the trailhead parking lot. Pedestrian/cyclist safety will be well served by the improved sight lines at the new road crossing and visitor orientation will be improved by starting the trail right at the parking lot with the adjacent

trailhead kiosk.

Analysis

Documents that govern the site include, but are not limited to, the following:

- The 2007 Empire Pass B-2 Master Planned Development (MPD, Exhibit B);
- The 2007 Amended Flagstaff Development Agreement (Agreement, Exhibit C); including the 14 specific technical reports;
- The 2017 B2 East Subdivision approval (Ordinance 2017-07, Exhibit H);
- The Land Management Code LMC § 15-1-10 Conditional Use Permit
- The Land Management Code LMC § 15-6-4(K) MPD Modifications; and
- The Land Management Code LMC § 15-6-5(F) Master Planned Development Requirements – Building Height

Topic	How Reviewed	Relevant Code
Unit Density Definitions	2007 Amended Agreement Substantive/Minor Amendment	2007 Amended Agreement 15-6-8
New Site Plan	Minor Amendment to 2007 MPD	15-6-5(G)
Building Height Exceptions	Minor Amendment to 2007 MPD	15-6-5(F) 15-2.13-4
Parking	Potential Minor Amendment to 2007 MPD	15-6-5(E) Exhibit 3 and 4 - Transit and Parking Management Plans and comparison to mitigation in 2007 DA
Traffic and Transportation Mitigation	2007 Amended Agreement No change proposed, however: Evaluation of Transportation requirements and whether they are being met.	Exhibit 3 and 4 - Transit and Parking Management Plans and comparison to mitigation in 2007 DA, 2007 MPD, and Village Empire Pass MPD
Affordable Housing	2007 Amended Agreement No change proposed	Current LMC/Housing Resolution for

Relevant Sections from governing documents and the LMC:

Land Management Code

LMC § 15-6-4(K) **MPD Modifications** states,

> ***MPD MODIFICATIONS***. *The Planning Commission shall determine whether a proposed modification to an approved Master Planned Development is minor or substantive.*
>
> 1. ***Minor Modification.*** *A minor modification to an approved Master Planned Development is a modification that* ***complies with the Land Management Code and Master Planned Development approval and does not trigger additional Off-Street Parking requirements, does not reduce Open Space, and does not increase traffic by 5% or more as demonstrated by a traffic generation study****. The Planning Director shall review and take Final Action on a minor modification to a Master Planned Development and shall issue an Administrative Permit for an approval. The Administrative Permit approval of minor modifications may be appealed to the Planning Commission.*

2. ***Substantive Modifications.*** *Substantive modifications to an approved Master Planned Development* ***create additional impacts and require review of the entire Master Planned Development and Development Agreement by the Planning Commission****, unless otherwise specified in the Development Agreement. Substantive modifications include but are not limited to a change to a Finding of Fact or* ***Condition of Approval****, a change in Use or an increase in Floor Area that triggers additional Off-Street Parking requirements, a change in Use or an increase in Floor Area that generates more than a 5% increase in traffic demonstrated by a traffic generation study, or a reduction in Open Space.*

The applicant has requested changes which run contrary to **Condition of Approval #1** of the 2007 MPD which requires that **"The building plans and volumetrics for the project shall meet substantial compliance with the drawings dated April 24, 2006, and as reviewed by the Planning Commission."** However, staff acknowledges that the determination for Substantive Modification is not limited to a change of Condition of Approval alone. Rather the request should be judged on the merits of whether the proposal complies with the LMC and MPD approval and does not increase Off-Street Parking Requirements, does not reduce Open Space, and does not increase traffic by more than 5% as generated by a traffic study. Because the proposal is a reduction in the number of units (though not the overall square footage), staff is comfortable with the assumption that traffic will not increase due to proposed changes. The applicant has provided a detailed explanation as to why the proposed amendments should be classified as Minor rather than Substantive (Please see Exhibit J). Staff recommends the Planning Commission make a determination regarding the proposed amendments as to whether they are Minor or Substantive per Sec. LMC § 15-6-4(K).

LMC § 15-1-10 **Conditional Use Permit** states,

D. Standards for Review*. The City shall not issue a Conditional Use permit unless the Planning Commission concludes that:*

1. *the Application complies with all requirements of this LMC;*
2. ***the Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;***
3. *the effects of any differences in Use or scale have been mitigated through careful planning.*

E. Review*. The Planning Department and/or* ***Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items****:*

1. *size and location of the Site;*
2. ***traffic considerations including capacity of the existing Streets in the Area****;*
3. *utility capacity, including Storm Water run-off;*
4. *emergency vehicle Access;*
5. ***location and amount of off-Street parking****;*
6. *internal vehicular and pedestrian circulation system;*
7. *Fencing, Screening, and landscaping to separate the Use from adjoining Uses;*
8. ***Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;***
9. *usable Open Space;*

10. *signs and lighting;*
11. ***physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;***
12. *noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;*
13. *control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;*
14. ***expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities****;*
15. *within and adjoining the Site, Environmentally Sensitive Lands****, Physical Mine Hazards****, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes****, and appropriateness of the proposed Structure to the existing topography of the Site****; and*
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.*

Staff suggests that the Planning Commission discuss the proposal considering the *Standards for Review* and *Review* criteria listed above.

2007 Empire Pass B-2 MPD Approval

Relevant portions of the MPD Findings of Fact, Conclusion of Law and Conditions of Approval dated March 14, 2007 (Exhibit B) include the following:

A. The additional 80 UEs for B2-East can be absorbed within the Empire Pass project in **Code compliant 33-foot height buildings**. The maximum Building Height in the RD District is 28 feet (33 feet with a pitched roof).
B. **Building height increases for specific multi-family/resort-related buildings may be considered** based on site-specific reviews and compliance with the standards set forth in the Master Planned Development section of the Land Management Code (LMC § 15-6-5(F)).
C. The minimum Setback around the exterior boundary of an MPD shall be twenty-five feet (25') for Parcels greater than one (1) acre in size. According to the applicant, the Planning Commission and staff have consistently maintained that the setback requirement is fulfilled at the annexation boundary and does not need to be met within the defined development pods.
D. All Master Planned Developments shall contain a minimum of sixty percent (60%) open space.
E. Parking at B-2 East (east of the Empire Day Lodge and site of 81 condominiums and two employee housing units) would require by Code 165 spaces plus the 75 for the Empire Day Lodge. The 165 would be reduced 25% to **124 spaces**. Each of the residential condominium units will be allowed to have one space assigned to the unit.
F. **COA #1 states, The building plans and volumetrics for the project shall meet substantial compliance with the drawings dated April 24, 2006, and as reviewed by the Planning Commission**.

2007 Amended Flagstaff Development Agreement

Relevant provisions of the Agreement approved by the City include the following:

A. **Sec 1.14 "Residential Accessory Uses" definition**

B. **Sec. 2.1.2 Detailed Design Guidelines, with strong architectural themes for the entire Flagstaff Mountain Project.**
C. Sec 2.1.4 Parking Management Plan
D. Sec. 2.1.5 Detailed Open Space Management Plan
E. Sec. 1.14 Residential Accessory Uses do not require the use of UEs and are
F. Sec 2.1.8 Trails Master Plan setting forth trail locations, specifications, phasing and timing of public easements.
G. Sec 2.1.13 Wildlife Management Plan
H. Sec 2.1.14 Affordable Housing Plan
I. **Sec. 2.2.1.3 Maximum Density. The maximum density within the Mountain Village is 785 dwelling units. 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.**
J. Sec 2.2.1.9 Parking. Each Small Scale MPD submittal shall include a parking management plan.
K. Sec 2.5 **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**.
L. Sec 2.9.1 Trails. Developer shall construct, maintain and commit to free public use, and improved public trail system as set forth in an approved Trails Master Plan.
M. Sec 2.10.3.1 Van and Shuttle Service. Developer shall provide for its owners, employees and guests, van and shuttle service within the Mountain Village.
N. Sec 2.10.3.2 Road and Intersection Improvements
O. Sec 2.10.5 Employee/Affordable Housing
P. Sec 3.2 Open Space/Transit Management Fund.
Q. **Sec 6.1 Amendment of Agreement and Development Plan. This Agreement may be amended from time to time by mutual written consent of the parties.**

The 2017 B2 East Subdivision (Ordinance 2017-07, Exhibit H)
Relevant portions of the Subdivision Plat Findings of Fact, Conclusion of Law and Conditions of Approval include the following:

A. **COA # 4 states,** The plat will note that conditions of approval of the Village at Empire Pass Master Planned Development and the Pod B-2 Master Planned Development shall continue to apply.
B. **COA # 22 states,** A Construction Mitigation Plan shall be submitted with the Conditional Use Permit application and in advance of issuing building permits.

Resort Accessory and Resort Support Commercial
The applicant proposes 29,625 square feet of amenity space. Per LMC § 15-6-8(F) Residential Accessory Space includes the following:

- 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

Per the applicant's submittal, the following is proposed as Residential Accessory space:

- Skier Lounges
- Ski/Boot Storage
- Fitness Facilities
- Yoga & Massage Rooms
- Swimming Pool and Hot Tubs
- Board Room
- Concierge Desk

Staff believes the proposal is largely consistent regarding the definitions of Residential Accessory space, however staff suggests discussing any potential programming or potential Resort Support Commercial activities that could evolve on site, such as massage services, yoga classes, fitness instructors, etc. (See applicant's additional information in Exhibit J). LMC Section 15-15 defines Resort Support Commercial as,

"Use that is clearly incidental to, and customarily found in connection with, the principal Building or Use, and that is operated and maintained for the benefit and convenience of the Owners, occupants, employees, customers, or visitors to the principal Use or Building."

Affordable Housing

The project will contain 4.4 Affordable Unit Equivalents (AUEs) meeting the housing requirement. The 4.4 AUEs are broken up into three apartment units AUEs built on site are exempt from Residential UEs. Staff notes that the proposed AUEs are quite large and could potentially accommodate additional employees.

Parking

The applicant is proposing a total of 97 spaces on site. Per the 2007 MPD approval, the applicant is required to provide a total of 124 spaces for the development and up to 75 for the Empire Day Lodge for a total of 199 spaces, less 25% per the Flagstaff DA, for a total of 149 spaces. The applicant is proposing a dedicated parking deck for Deer Valley use as valet parking for Empire Day Lodge totaling 60 tandem stalls, 92.5 residential spaces, and 36 tandem valet spaces for the restaurant totaling 128.5 stalls, less 25% per Flagstaff DA, for a total of 97 stalls. Staff is supportive of the reduction in parking but would like to see additional information regarding parking management.

ADA Units

In conversation with staff, the applicant has stated that Sommet Blanc meets the Americans with Disabilities Act definition of a 'Place of Public Accommodations', and they are therefore required to provide the proposed two ADA dwelling units. Since the units are required, they do not count towards the 81 UE limit / 162,000 sf of salable square footage as they will be owned by the HOA and provided for guests who require such

accommodations. Staff agrees that the two units are exempt under LMC Sec. 15-6-8(F), and that they are required and therefore exempt. This has been the case with previous development at Empire Pass. (Please see additional information provided by the applicant in Exhibit J)

Exhibits

Exhibit A - Applicant Submittal
Exhibit B - 2007 Empire Pass B-2 Master Planned Development
Exhibit C - 2007 Amended Flagstaff Development Agreement
Exhibit D - Parcel B-2 Empire Village Subdivision Plat
Exhibit E - B2 East Subdivision Plat
Exhibit F - Development Covenant
Exhibit G - B2 East Subdivision plat 'Working Copy'
Exhibit H - Ordinance 2017-07
Exhibit I - Revised Landscape
Exhibit J – Minor Amendment Request / Additional Information 3/18/21

Empire Pass Pod B2E - *Sommet Blanc & Alpine Villas*

- ***Flagstaff Development Agreement Minor Amendment Application***
- ***MPD Amendment Application***
- ***CUP Application***

Amended Project Narrative
February 08, 2021

1.0 Background

B2 East Lot 1 is the development site immediately south of Deer Valley's Empire Day Lodge and the nearby Montage Deer Valley. It is part of the Flagstaff Annexation Area with development entitlements governed by the 2007 Amended Flagstaff Development Agreement (the "Flagstaff DA"). In anticipation of future phased construction, the property was partitioned in 2019 at the time of acquisition by the current ownership group. Ownership of the four parcels (the "Property") is as follows:

- B2EAST-1-A Sommet Blanc Residences I, LLC
- B2EAST-1-B Braunwen Sheye LLC
- B2EAST-1-C Alpine Villas LLC
- B2EAST-1-D Vonspar LLC

In November 2020, the four owners ("Applicants") jointly applied for a Conditional Use Permit for development of 50 condominiums on the properties. Following discussions with City Staff, the Applicants are now submitting a concurrent application to amend the Pod B2E MPD. The Applicants have also fine-tuned the plans submitted with the November CUP Application. Updated plans are attached with this CUP and MPD Amendment Application.

The Property is bounded to the southwest by Deer Valley Resort's *Ruby Chair* and *Lucky Jack* ski trail. Marsac Avenue abuts the property to the northwest and Twisted Branch Road abuts to the east. B2 East Parcel A (owned by REDUS Park City, LLC) adjoins the Property to the south.

In March 2007, City Council approved the Small Scale MPD for Pod B2 (the "2007 MPD"), concurrent with approval of the CUP for the Montage Resort (B2 West). The 2007 MPD approval allocated a maximum 81 Unit Equivalents (UEs) to B2 East and included approved volumetrics for buildings up to 6.5 stories, establishing a maximum height of 82' above benchmarked grades for B2 East. The site plan included two condo towers plus stacked townhome units adjacent the ski trail at the southern end of the B2 East property.

On March 9, 2017, City Council approved the B2 East Subdivision, which subsequently recorded on March 7, 2018. The B2 East Subdivision created a Parcel A to the south of the Property for possible future ski resort improvements.

The Property is the site of the historic Mazeppah mine shaft that was permanently closed in 2016 under geotechnical supervision. Soil downstream of the mine shaft was contaminated, requiring removal of significant volumes of soil under EPA oversight. In August 2018, the EPA confirmed that all work at the site had been fully performed in accordance with EPA requirements.

Subsequent to environmental clean-up efforts, grade at the center of the lower development site on the Property was approximately 15 – 20' below grade of the adjacent ski trail.

The approved Construction Mitigation Plan for Empire Pass prohibits developers from exporting clean material. Instead, developers are required to reuse the material elsewhere within the Flagstaff Annexation area. Since 2018, the B2 East site has received material from the Empire Residences site and exported material to the future Hot Creek restaurant site. As a result of environmental clean-up and in anticipation of future construction of underground parking grade on site is now well below the adjacent *Lucky Jack* ski trail. **See Exhibit 1.**

2.0 Proposed B2 East Development - Conditional Use Permit

The project proposed for the Property includes three condominium lodges with 43 residential units over underground parking on the lower portion of the property adjacent *Ruby Chair* and 5 condominium villas on the north-eastern portion of the property below Marsac Avenue and Twisted Branch Road (collectively "the Project").

With a total of only 48 condominium units, the Project includes less residential units than entitled under the 2007 MPD, but the same 81 Unit Equivalents of residential density (162,000 sf salable space).

A 3,600 sf public restaurant is planned in the condominium lodge adjacent Deer Valley's Empire Day Lodge and *Ruby Chair* lift queue. The restaurant will utilize Resort Support Commercial ("RSC") density allocated to the Property by the master developer. The public restaurant was anticipated in the master developer's allocation of remaining RSC density between the Talisker Tower and the Property.

The Talisker Tower Residences was the most recent project at Empire Pass to included RSC space. As noted in 2-28-19 City Council Staff Report, 4,863 sf of RSC density remains available at Empire Pass subsequent to the construction of the Talisker Tower Residences.

Resort Support Commercial permitted under Flagstaff DA:	75,000 sf
Allocated by CUP of Plat:	
Montage Spa	35,000 sf
Montage retail, restaurants	28,059 sf
Grand Lodge	1,275 sf

Talisker Tower	5,803 sf	
		70,137 sf
Remaining RSC Density		4,863 sf
Proposed RSC Density (Public Restaurant)		3,600 sf

The Flagstaff DA does not limit residential amenity space. Such amenities are classified as Residential Accessory space. The project includes residential amenities as expected in a premier ski-in/ski-out property including:

- Skier Lounges
- Ski/Boot Storage
- Fitness Facilities
- Yoga & Massage Rooms
- Swimming Pool and Hot Tubs
- Board Room
- Concierge Desk

The Applicants are applying for a Conditional Use Permit ("CUP") for the Project. **Exhibit 1** shows the proposed development plan for the site. The roof lines of the three condominium lodges next to *Lucky Jack* ski trail climb from north to south following the grade of the hillside behind. The building height and size of the two lower condominium lodges are similar to that of the Empire Residences project currently under construction. The upper lodge is a little smaller. **Exhibit 2** provides floor plans and elevations for the condominium lodges. A Condominium Plat will be submitted at a later date.

The 2018 B2 East Plat includes a requirement for 4.2 Affordable Unit Equivalents (AUEs). The Flagstaff DA requires 118.9 AUEs. As noted in Tower Residence City Council Staff Report (2-28-19), all off-mountain housing (94.175 AUEs) was satisfied in 2018 with the transfer of the 100 Marsac parcel to Park City. At that time, of the 24.725 required on-mountain AUEs, 16.675 had been completed. The remaining 8.05 AUEs were assigned on the Village at Empire Pass North and B2 East Plats. With the completion of the Argent project, total AUEs satisfied at Empire Pass will be:

On-Mountain Requirement			24.725 AUEs
• Completed On-Mountain (2019)		16.675 AUEs	
• Empire Residences	1.1		
• Talisker Tower Residences	0.92		
• Argent	2.0		
		4.02	
			20.695
On-Mountain Remaining Requirement			4.03 AUEs

The proposed development includes three (3) Affordable Housing Units:

- Building A 1,099 sf
- Building B 1,099 sf
- Building C 1,321 sf

3,518 sf 4.4 AUEs

At the request of Deer Valley, the prior owner granted a 20' easement on the Property for widening *Lucky Jack* along with an additional 20' buffer easement for skier safety. In addition, Parcel A was carved off the original B2 East site in anticipation of the possible future construction of a skier overpass across Twisted Branch Road south of the site. With this reduction in developable area adjacent *Lucky Jack* and with the goal of reducing the impact of development immediately adjacent the ski run, the Applicants propose placing 25,000 sf of residential density on the north-eastern portion of the site (the "Upper Site") away from the ski experience.

The proposed development plan includes a cluster of five condominium villas on the Upper Site with vehicle access from an upper driveway off SR 224 following the existing water main. The villas include one duplex building and one triplex building designed as three story residences with attached garages. **Exhibit 3** provides floor plans and elevations for the condominium villas.

An amenity building is located at the southern end of the upper driveway to provide ski and boot storage for villa owners and guests and a small skier lounge adjacent the ski-in/ski-out access to *Lucky Jack* ski trail.

Exhibit 4 is a visual impact study of the proposed development plan as seen from multiple vantage points surrounding the property.

2.1 Project Summary

	Units	Platted Residential	
Lodge A	17	49,000 sf	
Lodge B	17	49,000 sf	
Lodge C	9	39,000 sf	
Villas	5	35,000 sf	
	48	162,000 sf	81 UE
Affordable	3	3,518 sf	4.4 AUEs
ADA	2	1,529 sf	
Restaurant (RSC)		3,600 sf	

Note: Current floor plans show residential square footages slightly higher than above totals. Calculations do not yet include reductions for structural columns/ walls, mechanical ducts etc. Prior to Public Hearing, square footages will be tightened up to ensure compliance with 162,000 sf cap.

2.2 Lodge Parking

	Units	Req'd	Stalls
Lodge Residences	43	2/unit	86 stalls
Affordable	3	1.5/unit	4.5
Accessible	2	1.0/unit	2.0
Restaurant	3,600 sf	10/ksf	36 (tandem valet)
			128.5

Less 25% as per Flagstaff DA 97 Stalls

Short term parking provided adjacent Lobby and at end of lower driveway.

2.3 Empire Day Lodge Parking
The Flagstaff DA (2.5) states that:

> *"Permanent non-skier parking for the Empire Day Lodge will be considered as part of the Pod B2 Master Plan Development. Such parking shall consist of* ***not more than 75 spaces."***

Per agreement between Applicants and Deer Valley, the Project will include a dedicated parking deck for Deer Valley use as valet parking for Empire Day Lodge. The Deer Valley parking deck will include 60 tandem parking stalls.

2.4 Villa Parking
Each villa includes a double garage consistent with other similar properties at Empire Pass. Short term parking is provided adjacent the amenity building.

2.5 Curb Cuts - UDOT Approval
The Project includes two curb cuts from SR-224. UDOT has issued a Conditional Access Permit (attached as **Exhibit 7**) for a new curb cut to the Upper Site and confirming approval of improvements to existing curb cut at the Lower Site. The UDOT approval also includes a new pedestrian/bicycle at-grade highway crossing point for Mid Mountain Trail as discussed below.

2.6 Setbacks

Project setbacks have been treated as follows:

- Marsac Ave (front yard) 20’
- Empire Day Lodge (side yard) 12’
- Lucky Jack ski trail (rear yard) 15’
- B2 East Parcel A (side yard) 12’
- Twisted Branch Road (rear yard) 15’
- North Property Line (side yard) 12’

2.7 Easements

Project is encumbered by following easements of note as shown on site plans:

- Deer Valley Ski Trail Widening 20’ off Lucky Jack Property Line
- Deer Valley Ski Buffer 40’ off Lucky Jack Property Line
- SBWRD Sewer Easement Under Lower Driveway
- PCMC High Pressure Water Easement Under Upper Driveway
- RMP Overhead Power Easement Adjacent North PL

The SBWRD Easements shown on the plat have since been vacated and replaced with a new easement under the Lower Driveway.

The project will require reconstruction of the PCMC waterline to revise alignment and profile as discussed with the Water Department. Once plans are finalized, the waterline easement will be amended as necessary.

Project is benefited by following easements of note:

- Driveway Access Easement REDUS land north and east of property
- Ski-In Access Easement REDUS land south of property
- Ski-Out Access Easement REDUIS land south of property

2.8 Transit

The Property is part of the Empire Pass MOA. Residents and guests have full access to the Empire Express app-based shuttle service which operates on demand service between Empire Pass and other Park City destinations. A Park City Transit stop on the Marsac roundabout is directly opposite the lower driveway entrance.

2.9 Fire Protection

The Project has been reviewed by Park City Fire District for conformance with fire fighting requirements. The upper driveway includes a hammerhead turnaround south of AV-5. The cul-de-sac on the lower driveway serves as a hammerhead meeting PCFD requirements.

3.0 Flagstaff Development Agreement - Minor Amendment

The Flagstaff DA (2.2.1.3) addresses allocation of approved density between product types within the Mountain Village:

> ***2.2.1.3 Maximum Density.*** *The maximum density within the Mountain Village is 785 Unit Equivalents configured in to more than 550 dwelling units. 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 at multifamily units. Additionally, the Mountain Village may contain up to 16 detached single family home sites.*

To construct the five villas on the Upper Site in conformance with the Flagstaff DA, the five units would need to be joined as one long building. The Applicants believe the appearance of the project would be improved by separating the five villas into two separate buildings, one of which is a duplex. This would result in a reduction in the overall mass and bulk of the buildings.

This is not currently permissible since the 60 permitted PUD units have already been allocated:

• Moonshadow single detached units	8
• Larkspur East Duplex units	6
• Paintbrush single detached units	12
• Belles single detached units	17
• Nakoma single and duplex units	17
	60

To permit construction of the five (5) condominium villas as drawn, the Applicant proposes a minor amendment to the Flagstaff DA, replacing 5 dwelling units configured as **multi-family** with two dwelling units configured as **PUD units.**

> ***2.2.1.3 Maximum Density.*** *The maximum density within the Mountain Village is 785 Unit Equivalents configured in to more than ~~550~~ 547 dwelling units. Such density shall be configured as multi-family, hotel or PUD units, provided the PUD units do not exceed ~~60~~ 62. PUD units consume Unit Equivalents in the same respect at multifamily units. Additionally, the Mountain Village may contain up to 16 detached single family home sites.*

This proposed change does not impact total density at Empire Pass. It simply replaces 10,000 sf of multi family configured density with 10,000 sf of PUD configured density. Since the proposed villas are 5,000 sf each, the maximum number of dwelling units is reduced from 550 to 547.

4.0 Pod B2 MPD - Amendment to Approved Volumetrics

Just as the original CUP approval for the Montage ran in parallel to the 2007 MPD approval, the Applicants propose to amend the volumetrics included within the 2007 MPD in parallel with the CUP approval for the Project. This application is thus also an application for an amendment to Pod B2 MPD. The proposed volumetrics do not constitute a material change in concept, density, or configuration.

At the time of the prior volumetric approval for Development Pod B2, the main focus was on B2 West, now the site of the Montage Deer Valley. Architectural study of the B2 East site was limited, and the volumetrics approved at that time (**Exhibit 5** - the "Hill Glazier Plan") created a sub-optimal relationship between the buildings, the ski trail and the hillside behind the buildings. The Hill Glazier Plan also included stacked townhome buildings at the southern end of the Property climbing onto what is now B2 East Parcel A. Upon review, it is clear that the Hill Glazier Plan does not meet current fire access requirements for all but the northernmost building. It is also clear that the southernmost buildings do not work with the topography. There are also concerns with the altered existing grade on the project site that has been changed due to the previous mining, construction, and environmental clean-up over the years.

Amending the volumetric to address these concerns outlined above will enable the architect team to contemplate the unique topography and siting which will result in a more thoughtful project and design solutions.

4.1 Proposed Volumetric Guidelines

The Montage Deer Valley was permitted to reach a height of 114' above a benchmark grade set at the hotel entrance. The top ridgeline is 165' above the lower event lawn and 102' above the slope side event lawn. Under the Empire Pass Pod A MPD, the majority of buildings are permitted to reach a height of 92' above Natural Grade. Given the mountainous topography, ridgeline heights relative to Village Way are generally higher. At Empire Pass Village, the four most recent developments project 91 - 110' above the adjacent road and 78 - 88' above the slope side patios. The One Empire Pass Ridgeline is 97' above its pool deck and the Argent Ridgeline is 131' above Marsac Avenue.

	Ridge Height above Road	**Ridge Height above Slopeside Patio**	**Ridge Height Other**
Montage	114'	102'	165' above Event Lawn
One Empire Pass	110'	85'	97' above Pool Deck
Talisker Tower Res.	103'	78'	
Empire Residences	95'	88'	
Argent	91'	85'	131' above Marsac Ave

The Applicants propose establishing new Volumetric Guidelines for the Property as described below and demonstrated in **Exhibit 6.**

Based on the dramatic disturbance of the site due to mining and environmental clean up activities, the Applicants propose following the Montage precedent of using benchmark elevations for establishing condominium lodge building heights adjacent *Lucky Jack* ski trail.

Following are proposed maximum building heights for the three condominium lodges:

	Height	Benchmark	Location
Bldg A	82'	8,345'	Entry Lobby
Bldg B	82'	8,362'	Skier Lobby/Amenity Level
Bldg C	82'	8,376'6"	Skier Lobby/Amenity Level

With the proposed volumetrics, maximum building heights relative to roads, driveways and slopeside patios will be as follows:

	Ridge Height above Road	Ridge Height above Slopeside Patio	Ridge Height Other
Building A	86' (Marsac)	80' (Restaurant)	84' (Ruby Chair)
Building B	84' (Driveway)	82' (Apres Deck)	93' (Pool Deck)
Building C	90' (End Driveway)	79' (Lounge Patio)	

Exhibit 6 uses "fog planes" to show conformance of the proposed condominium lodges with the above height limitations.

For the condominium villas on the upper driveway, the Applicant proposes a maximum building height of 49' above Natural Grade. Fog planes and cross sections of the two villa buildings are provided to show conformance with this requirement.

Outside the footprint of the five major buildings, the balance of the site is limited to 28' building height (33' with roof pitches 4:12 or steeper).

The Proposed Volumetric requirement is shown in **Exhibit 6.**

4.2 Rationale for Approval of Amended Volumetrics

The Land Management Code grants the Planning Commission the authority to allow additional building height based upon a site-specific analysis and determination that the following findings can be made:

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 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;*

   At the Planning Commission meeting of March 27, 2002, the Commission concluded that this requirement of the LMC had been satisfied. This application does not increase square footage or Building Volume over that approved in the 2007 MPD Amendment.

   The proposed buildings provide significant variations in facades as demonstrated in the architectural renderings.

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 and approved by the Planning Commission;*

   The front entry of the Montage is over 500' from the property, with the nearest building corner approximately 400' away. At its closest point, Deer Valley's Empire Day Lodge is approximately 70' west of the adjacent B2 condo building. The Empire Lodge will continue to enjoy excellent solar exposure from the south with ample air circulation.

3) *There is adequate landscaping and buffering from adjacent Properties and Uses. Increased Setbacks and separations from adjacent properties are being proposed;*

   The southwest boundary of B2 East follows Deer Valley's Lucky Jack ski trail. Proposed buildings are set back a minimum of 20' from this property line and 12' from the Empire Day Lodge property line. These setbacks provide adequate buffering and opportunity for landscaping. Landscaping details will be reviewed as part of the CUP approval.

4) *The additional Building Height has resulted in more than the minimum open space required and has resulted in the open space being more usable and included Publicly Accessible Open Space;*

The Flagstaff Large Scale MPD approval clustered the majority of the Project density in the Mountain Village, which resulted in open space on the order of 88%. The vast majority of this open space provides passive recreation, trails, ski terrain, wildlife habitat and viewsheds.

5) *The additional Building Height shall be designed in a manner that provides a transition in roof elements in compliance with Chapter 5 Architectural Guidelines or the Design Guidelines for Park City's Historic Districts if within the Historic District;*

The proposed buildings shown in the architectural renderings include significant steps and other variations in the roofline.

The proposed amendment to the B2 East volumetrics will result in a project that has improved relationships with the ski trail in the foreground and the hillside beyond. The adjacent and nearby Deer Valley and Montage properties are not materially impacted by the proposed building massing.

5.0 Amendment to Flagstaff Design Guidelines.

As permitted under Section 11.6 of the Flagstaff CCRs below, the Applicants propose amending the current Empire Pass Design Guidelines by creating a new section of design guidelines specific to the Property.

11.6 Design Guidelines and Rules. The Design Review Board shall adopt, establish, and publish from time to time Design Guidelines, which shall be a Governing Document of Empire Pass. The Design Guidelines shall define and describe the design standards for Empire Pass and the various uses therein. The Design Guidelines may be modified or amended from time to time by the Design Review Board. To the extent permitted by the Design Guidelines, the Design Review Board, in its sole discretion, may excuse compliance with such requirements as are not necessary or appropriate in specific situations and may permit compliance with different or alternative requirements. Compliance with the Empire Pass design review process is not a substitute for compliance with applicable Municipal Authority building, zoning, and subdivision regulations and requirements, and each Owner is responsible for obtaining all applicable Municipal Authority approvals, licenses, and permits as may be required in addition to obtaining final approval of any Improvements from the Design Review Board prior to commencing construction.

It is the opinion of the Applicants and the Declarants (REDUS and Storied Development) that B2 East is a distinct neighborhood within Empire Pass well separated from the Empire Pass Village, and with no immediate neighbors other than the Empire Day Lodge and the Montage Deer Valley. As a distinct neighborhood, B2 East can support a contemporary architectural vernacular that ties together the three condominium lodges and the villas on the Upper Site.

The proposed B2 East Guidelines will be a deviation from the current Guidelines first drafted in 2002 which drew inspiration from Craftsman architectural traditions

and the historic mountain lodges of the West. Rather than encouraging design mimicking historic structures from the early 20th century, the B2 East design guidelines will encourage architecture that celebrate the beauty of the surrounding mountains with generous windows and outdoor living areas. The traditional 4:12 roof pitches will be replaced with flat and very low-pitched roofs better suited to snow retention. Where appropriate, "green roofs" will celebrate native plantings and aid in blending the buildings into the natural landscape during the summer months. Bold cantilevers and dramatic facade shifts will provide articulation and interest. The B2 East Guidelines will recognize the use of contemporary building materials such as exposed structural steel, board formed concrete and glass balcony rails.

In accordance with the Section 11.6 of the Flagstaff CCRs, the Applicant is developing the B2 East Guidelines in conjunction with the Empire Pass Design Review Board to ensure that the Project is developed to a high design standard commensurate with the premier location of the Property.

6.0 Mid Mountain Trail

Mid Mountain Trail, one of Park City's most iconic mountain bike experiences, traverses the Property, running from north to south through the Upper Site. As part of the mitigation plan for the construction of the Hot Creek sewer line across the Property, the Applicants have constructed a detour for the trail section between SR-224 and the *Payroll* bike trail. As noted by the City's Trails & Open Space Manager, a portion of this detour is steeper than ideal for a permanent trail alignment. Upon completion of the sewer line, the Applicants propose to address the deficiencies in the current detour to bring it up to a standard suitable for permanent use as one of Park City's premier trails. In addition, the Applicants propose to reroute *Mid Mountain Trail* between SR-224 and the *Upper Tour de Suds* bike trail with a new crossing over SR-224 immediately south of the trailhead parking lot. Pedestrian/cyclist safety will be well served by the improved sight lines at the new road crossing and visitor orientation will be improved by starting the trail right at the parking lot with adjacent a trailhead kiosk. The proposed trail alignment is shown on **Exhibit 1**.

List of Exhibits:

Exhibit 1: Site Plan and Aerial Views
Exhibit 2: Condo Lodge Plans and Elevations
Exhibit 3: Alpine Villas Plans and Elevations
Exhibit 4: Visual Impact
Exhibit 5: Hill Glazier Plans
Exhibit 6: Height Study and New Volumetrics
Exhibit 7: UDOT Conditional Access Permit

SOMMET BLANC

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Exhibit 2 - Condo Lodge Plans and Elevations	*30*
Exhibit 3 - Alpine Villas Plans and Elevations	*66*
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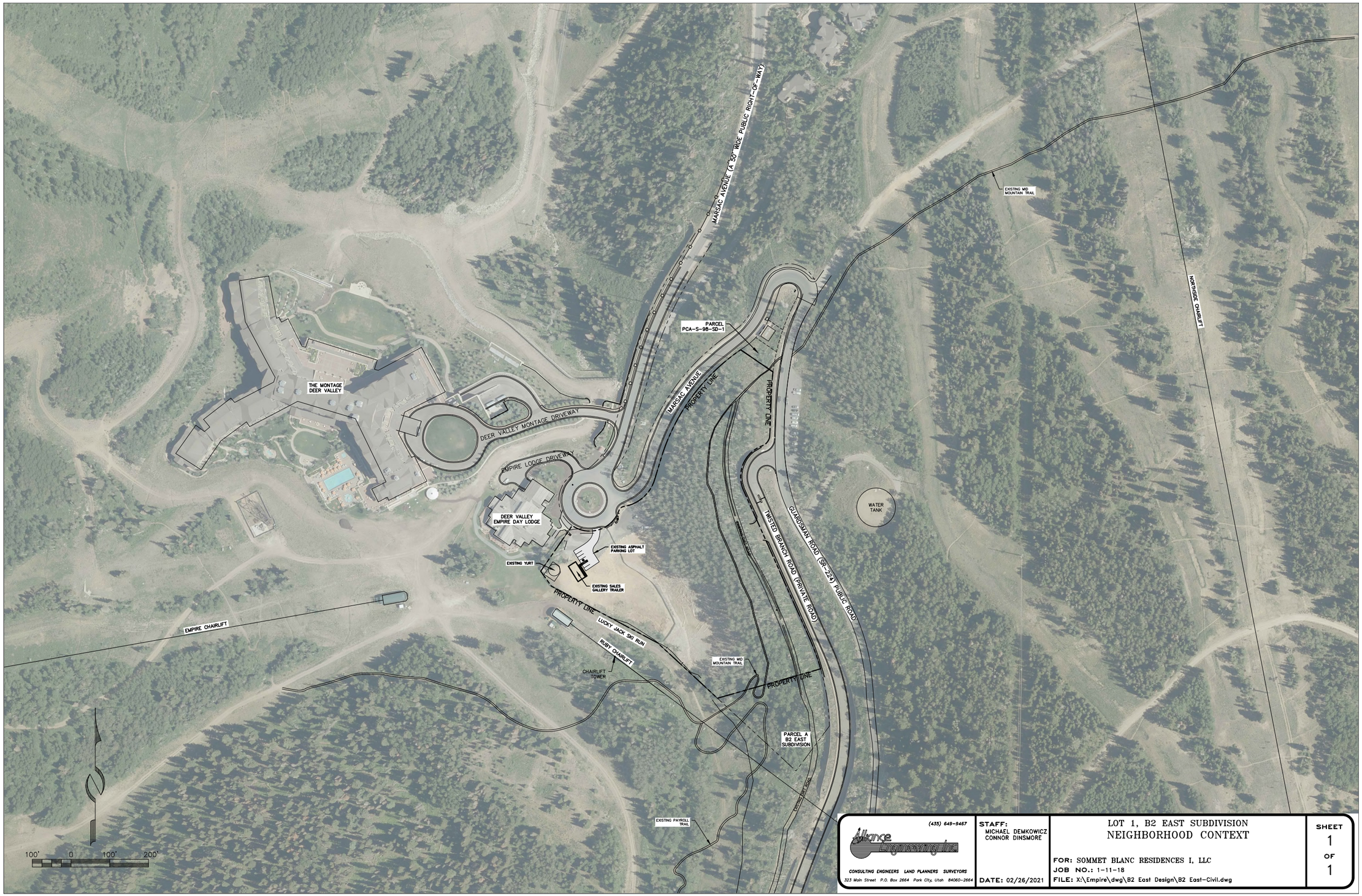
Exhibit 5 - Hill Glazier Plans	*94*
Exhibit 6 - Height Study and New Volumetrics	*111*
Exhibit 7 - UDOT Conditional Access Permit	*135*
Exhibit 8 - Supplemental Drone Imagery	*146*

Sommet Blanc (B2 East) - CUP & MPD Amendment

Exhibit 1 - Site Plan and Aerial Views

February 26, 2021


MARSAC AVENUE (A 36' WIDE PUBLIC RIGHT-OF-WAY)
EXISTING MID MOUNTAIN TRAIL
NORTHSIDE CHAIRLIFT
PARCEL PCA-S-98-SD-1
THE MONTAGE DEER VALLEY
DEER VALLEY MONTAGE DRIVEWAY
MARSAC AVENUE
PROPERTY LINE
PROPERTY LINE
EMPIRE LODGE DRIVEWAY
DEER VALLEY EMPIRE DAY LODGE
WATER TANK
TWISTED BRANCH ROAD (PRIVATE ROAD)
GUARDSMAN ROAD (SR-224) PUBLIC ROAD
EXISTING ASPHALT PARKING LOT
EXISTING YURT
EXISTING SALES GALLERY TRAILER
PROPERTY LINE
LUCKY JACK SKI RUN
RUBY CHAIRLIFT
EMPIRE CHAIRLIFT
CHAIRLIFT TOWER
EXISTING MID MOUNTAIN TRAIL
PROPERTY LINE
PARCEL A B2 EAST SUBDIVISION
EXISTING PAYROLL TRAIL
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(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
DATE: 02/26/2021
LOT 1, B2 EAST SUBDIVISION
NEIGHBORHOOD CONTEXT
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
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SHEET 1 OF 1

THE MONTAGE
DEER VALLEY
DEER VALLEY MONTAGE DRIVEWAY
EMPIRE LODGE DRIVEWAY
MARSAC AVENUE (A 50' WIDE PUBLIC RIGHT-OF-WAY)
DEER VALLEY
EMPIRE DAY LODGE
QUESTAR GAS COMPANY
GAS LINE EASEMENT
RECORDED: OCTOBER 17, 2001
ENTRY NO.: 600844
BOOK 1802, PAGE 582
SNYDERVILLE BASIN WATER
RECLAMATION DISTRICT
DRAIN LINE EASEMENT
RECORDED: JUNE 4, 2020
ENTRY NO.: 1155384
BOOK 2579, PAGE 1501
12' SIDE SETBACK
EXISTING ASPHALT PARKING LOT
EXISTING YURT
EXISTING SALES GALLERY TRAILER
30' WIDE SKI RESORT EASEMENT
SKIWAY BUFFER EASEMENT
GRANT OF EASEMENT
RECORDED: OCTOBER 25, 2018
ENTRY NO.: 1100594
BOOK 2484, PAGE 0435
SKI RESORT EASEMENT
GRANT OF EASEMENT
RECORDED: OCTOBER 25, 2018
ENTRY NO.: 1100594
BOOK 2484, PAGE 0435
NOTE:
THIS AREA OF SITE HAS
BEEN HEAVILY & FREQUENTLY
DISTURBED OVER RECENT
YEARS. TOPO NOT SURVEYED.
RUBY CHAIRLIFT
20' WIDE SKI RESORT EASEMENT
PROPERTY LINE
LUCKY JACK SKI RUN
CHAIRLIFT TOWER
15' REAR SETBACK
20' FRONT SETBACK
EXISTING MID MOUNTAIN TRAIL
EXISTING WATER PUMP STATION
PARCEL
PCA-S-98-SD-1
12' SIDE SETBACK
UTAH POWER AND LIGHT
40' WIDE EASEMENT
10FT WIDE GAS AND
WATERLINE EASEMENT
PLAT ENTRY NO: 188753M
10FT WIDE SNOW STORAGE
EASEMENT AND NON-EXCLUSIVE
PUBLIC UTILITY EASEMENT
EXISTING DIRT ROAD
EXISTING MID MOUNTAIN TRAIL
EXISTING MSE RETAINING WALL
EXISTING GATE
EXISTING RIP-RAP DETENTION BASIN
PROPERTY LINE
10FT WIDE SNOW STORAGE
EASEMENT AND NON-EXCLUSIVE
PUBLIC UTILITY EASEMENT
TWISTED BRANCH ROAD (PRIVATE ROAD)
GUARDSMAN ROAD (SR-224) PUBLIC ROAD
WATER TANK
15' REAR SETBACK
EXISTING MSE RETAINING WALL
EXISTING RIP-RAP DETENTION BASIN
EXISTING DIRT ROAD
12' SIDE SETBACK
EXISTING MID MOUNTAIN TRAIL
SKI RUN EASEMENT
PROPERTY LINE
PARCEL A
B2 EAST SUBDIVISION
EXISTING PAYROLL TRAIL
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No. 4857264
MICHAEL
DEMKOWICZ
02/26/2021
STATE OF UTAH
(435) 649-9467
Alliance Engineering Inc
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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
STAFF:
MICHAEL DEMKOWICZ
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LOT 1, B2 EAST SUBDIVISION
EXISTING CONDITIONS
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
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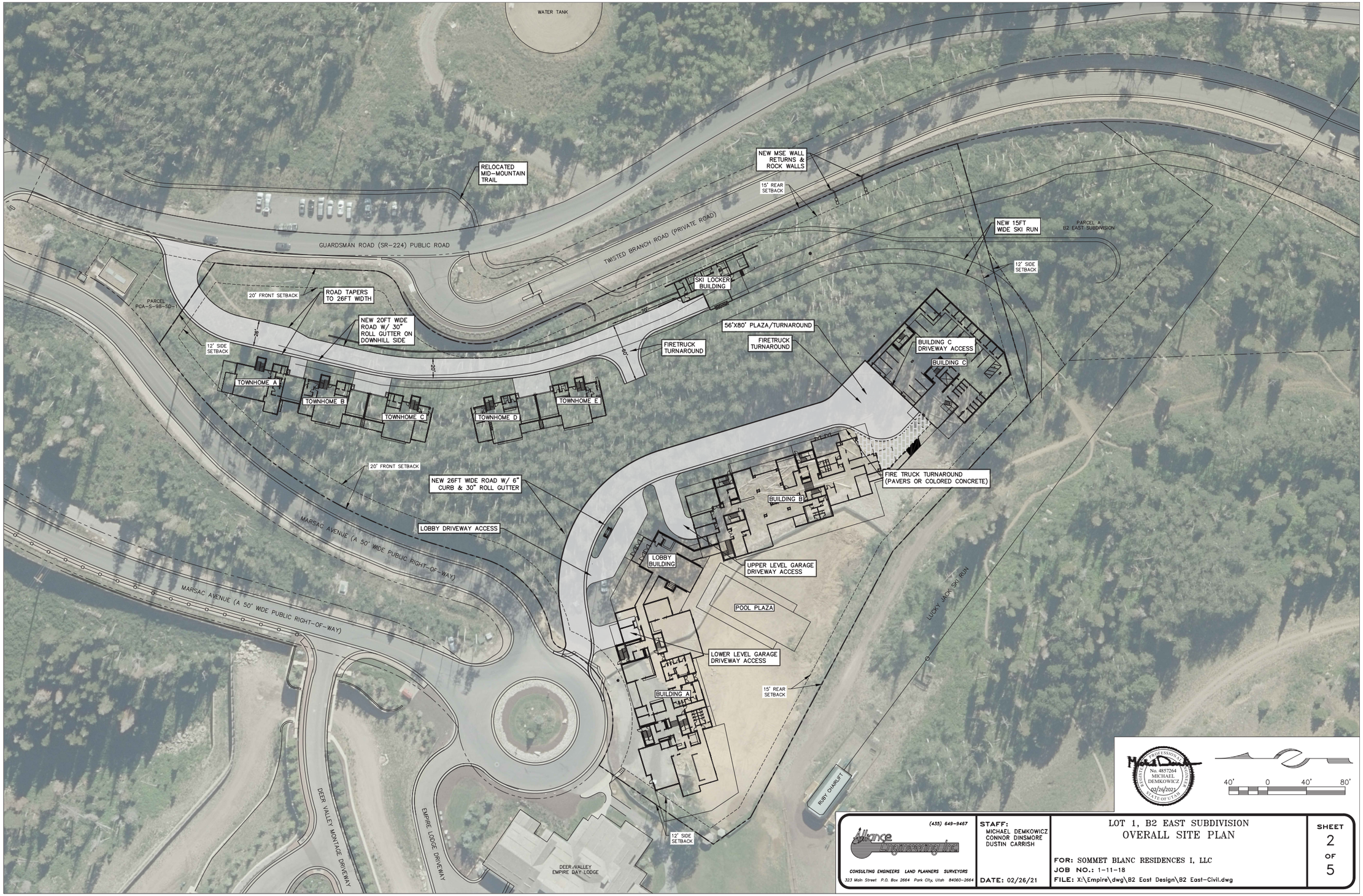
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TWISTED BRANCH ROAD (PRIVATE ROAD)
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SKI LOCKER BUILDING
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ROAD TAPERS TO 26FT WIDTH
NEW 20FT WIDE ROAD W/ 30" ROLL GUTTER ON DOWNHILL SIDE
12' SIDE SETBACK
56'X80' PLAZA/TURNAROUND
FIRETRUCK TURNAROUND
FIRETRUCK TURNAROUND
BUILDING C DRIVEWAY ACCESS
BUILDING C
TOWNHOME A
TOWNHOME B
TOWNHOME C
TOWNHOME D
TOWNHOME E
20' FRONT SETBACK
NEW 26FT WIDE ROAD W/ 6" CURB & 30" ROLL GUTTER
FIRE TRUCK TURNAROUND (PAVERS OR COLORED CONCRETE)
BUILDING B
LOBBY DRIVEWAY ACCESS
MARSAC AVENUE (A 50' WIDE PUBLIC RIGHT-OF-WAY)
LOBBY BUILDING
UPPER LEVEL GARAGE DRIVEWAY ACCESS
POOL PLAZA
LUCKY JACK SKI RUN
LOWER LEVEL GARAGE DRIVEWAY ACCESS
BUILDING A
15' REAR SETBACK
MARSAC AVENUE (A 50' WIDE PUBLIC RIGHT-OF-WAY)
DEER VALLEY MONTAGE DRIVEWAY
EMPIRE LODGE DRIVEWAY
12' SIDE SETBACK
DEER VALLEY EMPIRE DAY LODGE
RUBY CHAIRLIFT
No. 4857264 MICHAEL DEMKOWICZ 02/26/2021 REGISTERED PROFESSIONAL ENGINEER STATE OF UTAH
40' 0 40' 80'
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Alliance Engineering Inc
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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
STAFF: MICHAEL DEMKOWICZ CONNOR DINSMORE DUSTIN CARRISH
DATE: 02/26/21
LOT 1, B2 EAST SUBDIVISION
OVERALL SITE PLAN
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
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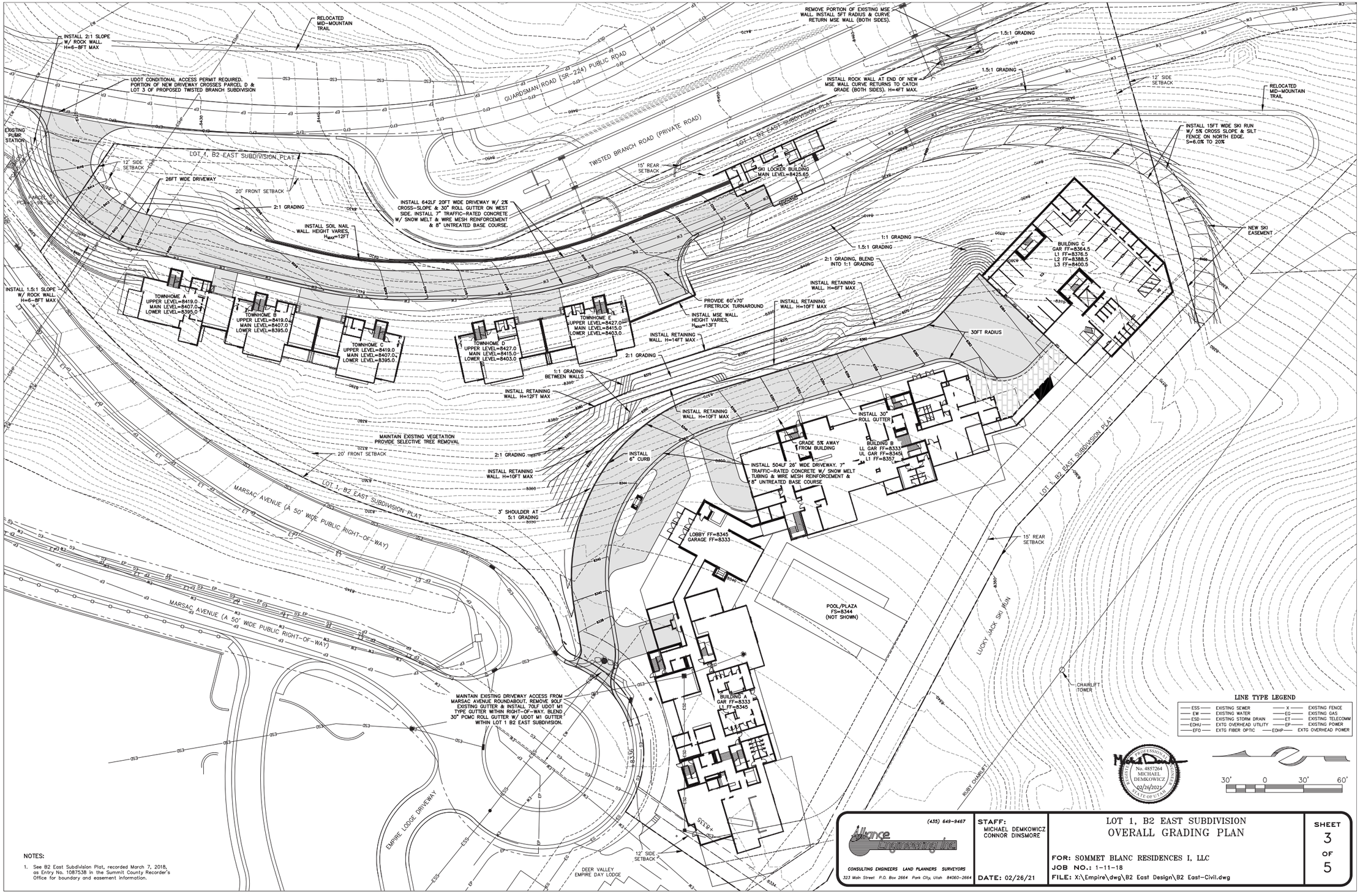
SHEET 2 OF 5



NOTES:

1. See B2 East Subdivision Plat, recorded March 7, 2018, as Entry No. 1087538 in the Summit County Recorder's Office for boundary and easement information.

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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 02/26/21

LOT 1, B2 EAST SUBDIVISION
OVERALL GRADING PLAN

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
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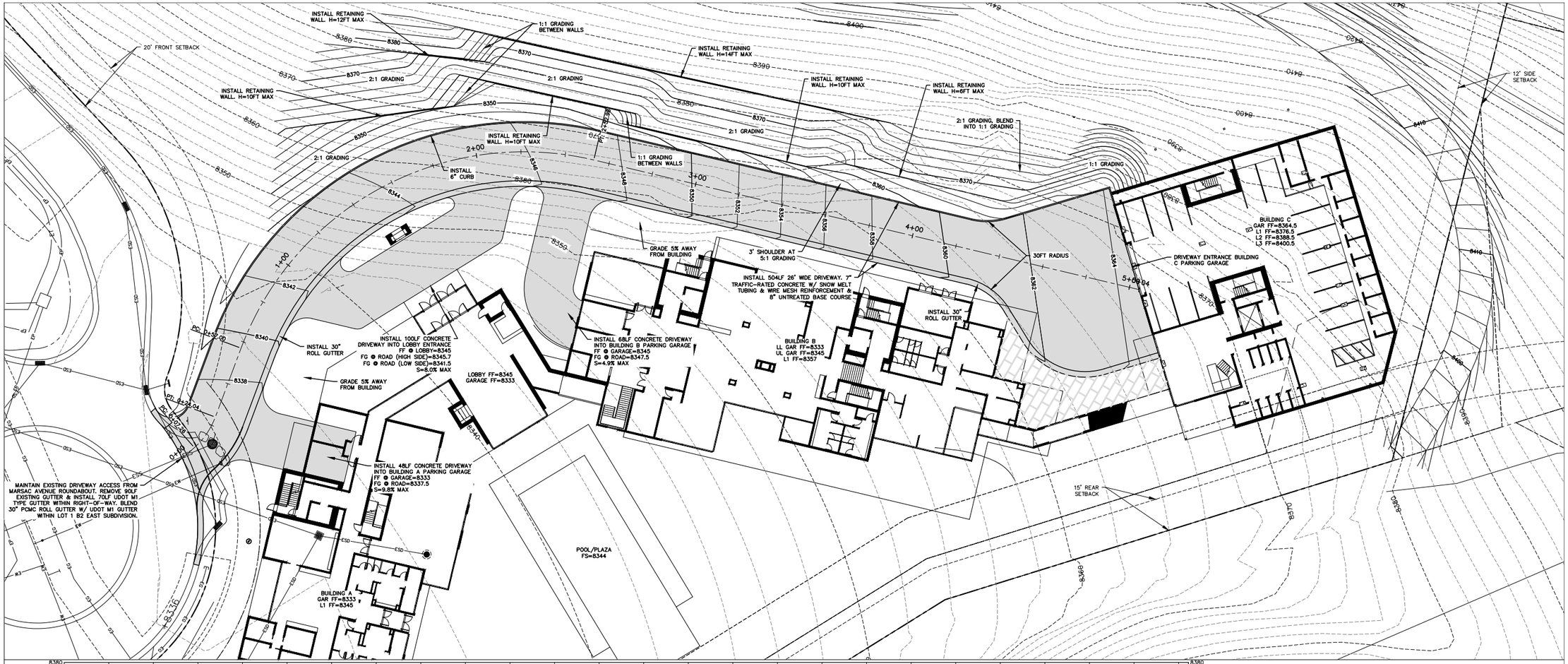
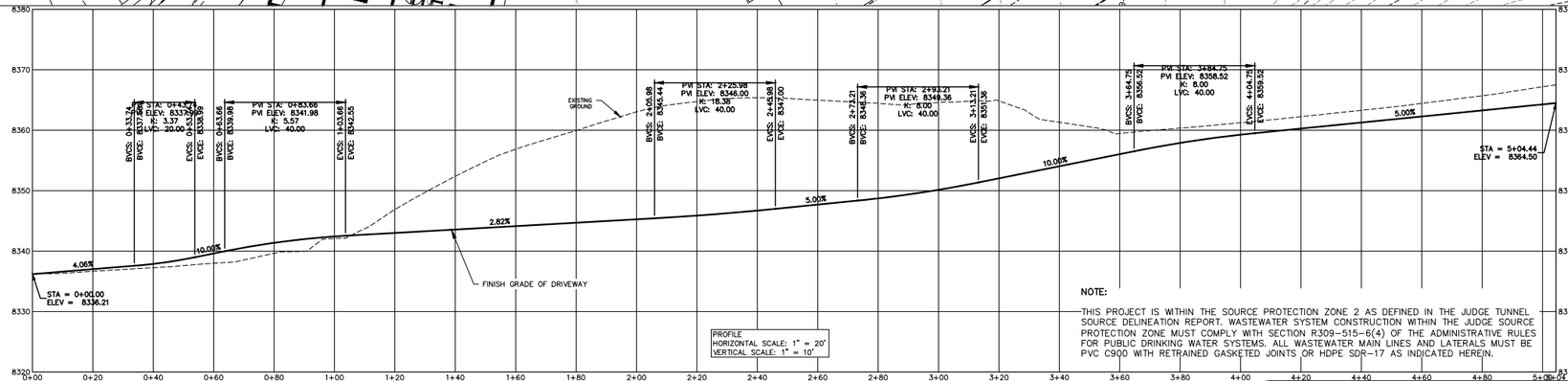
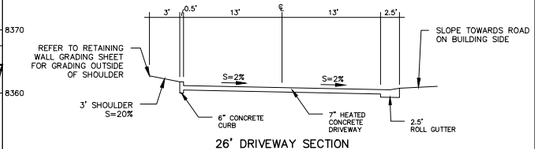
SHEET 3 OF 5

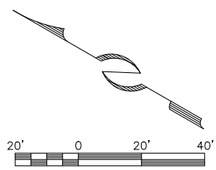




NOTE:

THIS PROJECT IS WITHIN THE SOURCE PROTECTION ZONE 2 AS DEFINED IN THE JUDGE TUNNEL SOURCE DELINEATION REPORT. WASTEWATER SYSTEM CONSTRUCTION WITHIN THE JUDGE SOURCE PROTECTION ZONE MUST COMPLY WITH SECTION R309-515-6(4) OF THE ADMINISTRATIVE RULES FOR PUBLIC DRINKING WATER SYSTEMS. ALL WASTEWATER MAIN LINES AND LATERALS MUST BE PVC C900 WITH RETRAINED GASKETED JOINTS OR HDPE SDR-17 AS INDICATED HEREIN.





PROFESSIONAL ENGINEER — No. 4857264 — MICHAEL DEMKOWICZ — 02/26/2021 — STATE OF UTAH

(435) 649-9467

Alliance Engineering Inc

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

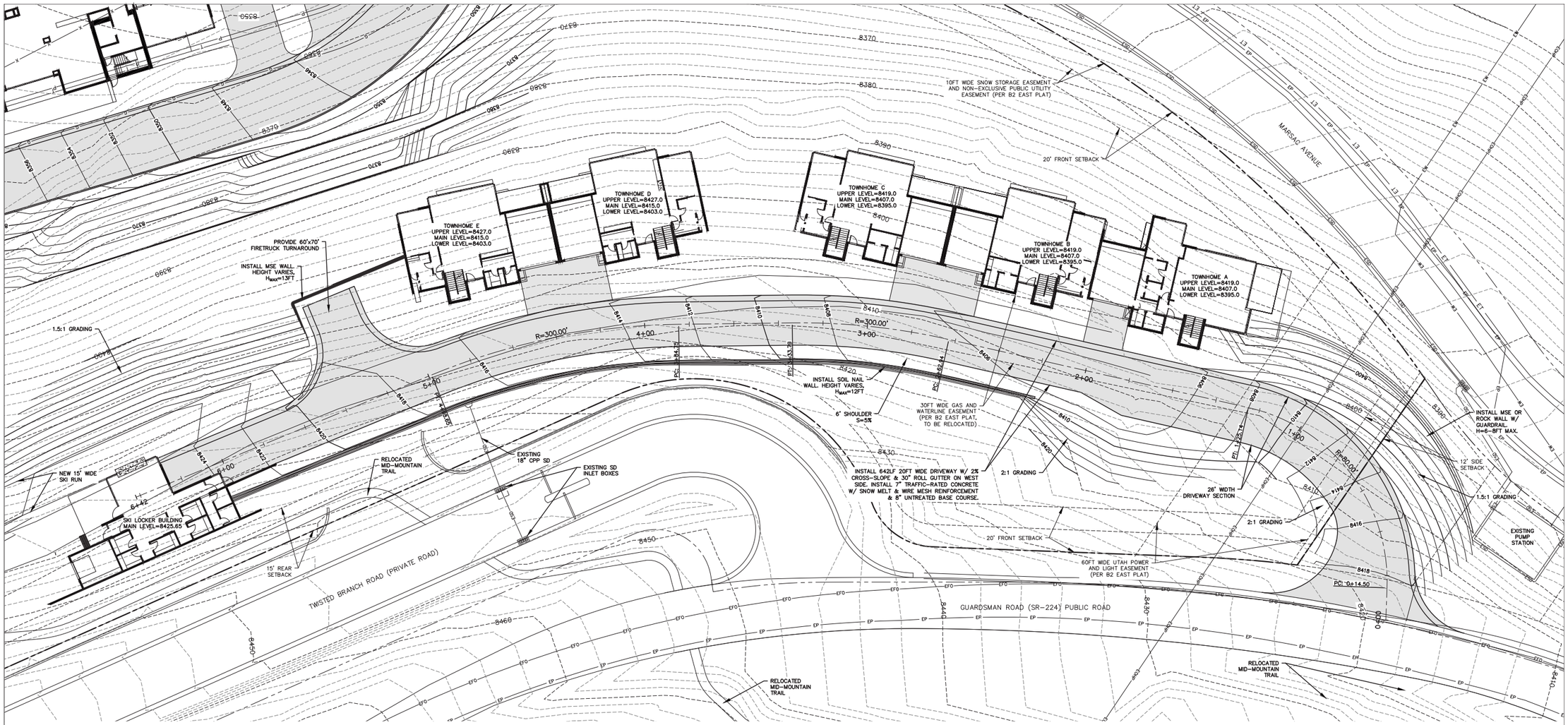
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 02/26/21

LOT 1, B2 EAST SUBDIVISION
LOWER DRIVEWAY PLAN & PROFILE

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\B2 East-Civil.dwg

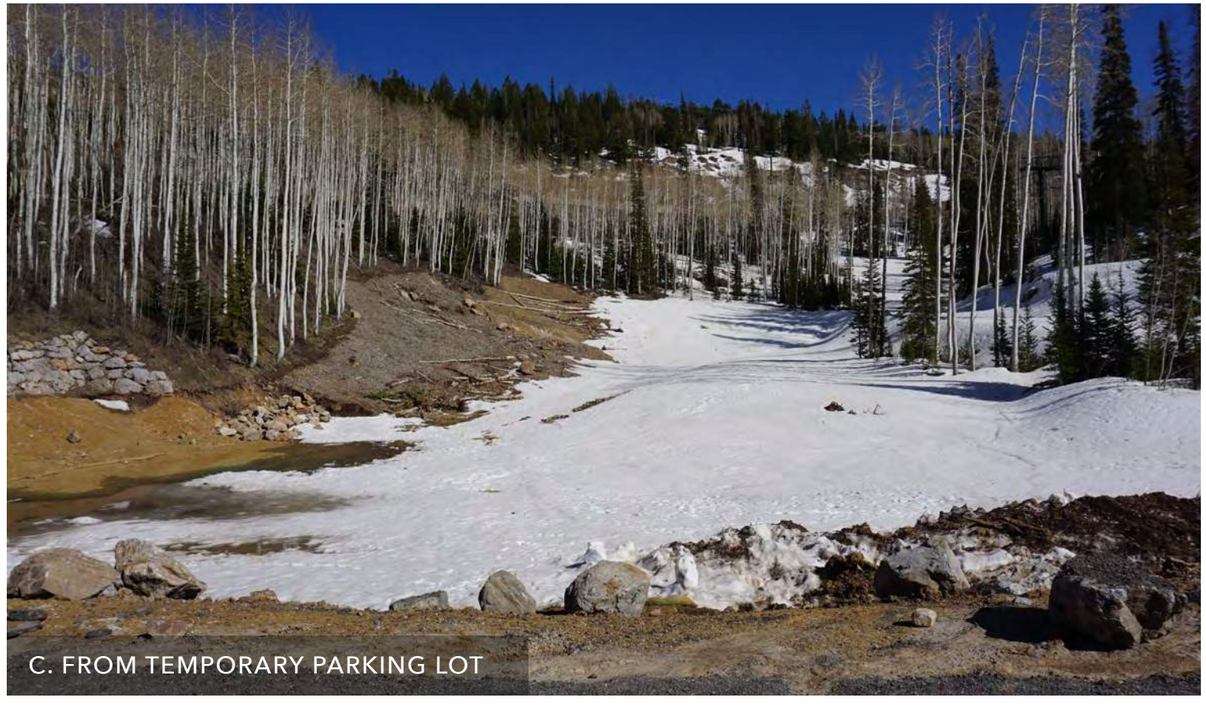
SHEET 4 OF 5


TOWNHOME E
UPPER LEVEL=8427.0
MAIN LEVEL=8415.0
LOWER LEVEL=8403.0
TOWNHOME D
UPPER LEVEL=8427.0
MAIN LEVEL=8415.0
LOWER LEVEL=8403.0
TOWNHOME C
UPPER LEVEL=8419.0
MAIN LEVEL=8407.0
LOWER LEVEL=8395.0
TOWNHOME B
UPPER LEVEL=8419.0
MAIN LEVEL=8407.0
LOWER LEVEL=8395.0
TOWNHOME A
UPPER LEVEL=8419.0
MAIN LEVEL=8407.0
LOWER LEVEL=8395.0
SKI LOCKER BUILDING
MAIN LEVEL=8425.65
PROVIDE 60'x70' FIRETRUCK TURNAROUND
INSTALL MSE WALL HEIGHT VARIES, HMAX=13FT
INSTALL SOIL NAIL WALL HEIGHT VARIES, HMAX=12FT
INSTALL MSE OR ROCK WALL W/ GUARDRAIL H=6-8FT MAX.
1.5:1 GRADING
2:1 GRADING
6' SHOULDER S=5%
12' SIDE SETBACK
20' FRONT SETBACK
15' REAR SETBACK
10FT WIDE SNOW STORAGE EASEMENT AND NON-EXCLUSIVE PUBLIC UTILITY EASEMENT (PER B2 EAST PLAT)
30FT WIDE GAS AND WATERLINE EASEMENT (PER B2 EAST PLAT, TO BE RELOCATED)
60FT WIDE UTAH POWER AND LIGHT EASEMENT (PER B2 EAST PLAT)
INSTALL 642LF 20FT WIDE DRIVEWAY W/ 2% CROSS-SLOPE & 30" ROLL GUTTER ON WEST SIDE. INSTALL 7" TRAFFIC-RATED CONCRETE W/ SNOW MELT & WIRE MESH REINFORCEMENT & 8" UNTREATED BASE COURSE.
26' WIDTH DRIVEWAY SECTION
NEW 15' WIDE SKI RUN
RELOCATED MID-MOUNTAIN TRAIL
EXISTING 18" CPP SD
EXISTING SD INLET BOXES
EXISTING PUMP STATION
TWISTED BRANCH ROAD (PRIVATE ROAD)
GUARDSMAN ROAD (SR-224) PUBLIC ROAD
MARSAC AVENUE
R=300.00'
R=60.00'
PC: 0+14.50
PVI STA: 5+65.98
PVI ELEV: 8420.44
K: 10.00
LVC: 36.97
EVCS: 5+84.47
EVCE: 8422.05
BVCS: 5+47.49
BVCE: 8419.32
PVI STA: 4+50.13
PVI ELEV: 8414.65
K: 10.00
LVC: 40.00
EVCS: 4+70.13
EVCE: 8415.65
BVCS: 4+30.13
BVCE: 8414.45
PVI STA: 4+13.07
PVI ELEV: 8414.28
K: 3.00
LVC: 16.50
EVCS: 4+21.32
EVCE: 8414.36
BVCS: 4+04.82
BVCE: 8413.75
PVI STA: 2+91.72
PVI ELEV: 8406.39
K: 10.00
LVC: 55.00
EVCS: 3+19.22
EVCE: 8408.18
BVCS: 2+64.22
BVCE: 8406.12
PVI STA: 1+54.76
PVI ELEV: 8405.02
K: 5.00
LVC: 55.00
LOW PT. STA: 1+77.26
LOW PT. ELEV: 8405.27
EVCS: 1+82.26
EVCE: 8405.30
BVCS: 1+27.26
BVCE: 8407.77
PVI STA: 0+30.00
PVI ELEV: 8417.50
K: 4.00
LVC: 20.00
EVCS: 0+40.00
EVCE: 8415.50
BVCS: 0+20.00
BVCE: 8418.00
STA = 6+25.83
ELEV = 8425.65
8.70%
5.00%
1.00%
6.50%
1.00%
-10.00%
-5.00%
STA = 0+00.00
ELEV = 8419.00
EXISTING GROUND
FINISH GRADE
20' DRIVEWAY SECTION
SOIL NAIL WALL SLOPE = 0.25:1
6' SHOULDER S=5%
SLOPE TOWARDS ROAD ON BUILDING SIDE
2.5' ROLL GUTTER
20' 0 20' 40'
(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
DATE: 02/26/21
LOT 1, B2 EAST SUBDIVISION
UPPER DRIVEWAY PLAN & PROFILE
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\B2 East-Civil.dwg
SHEET 5 OF 5

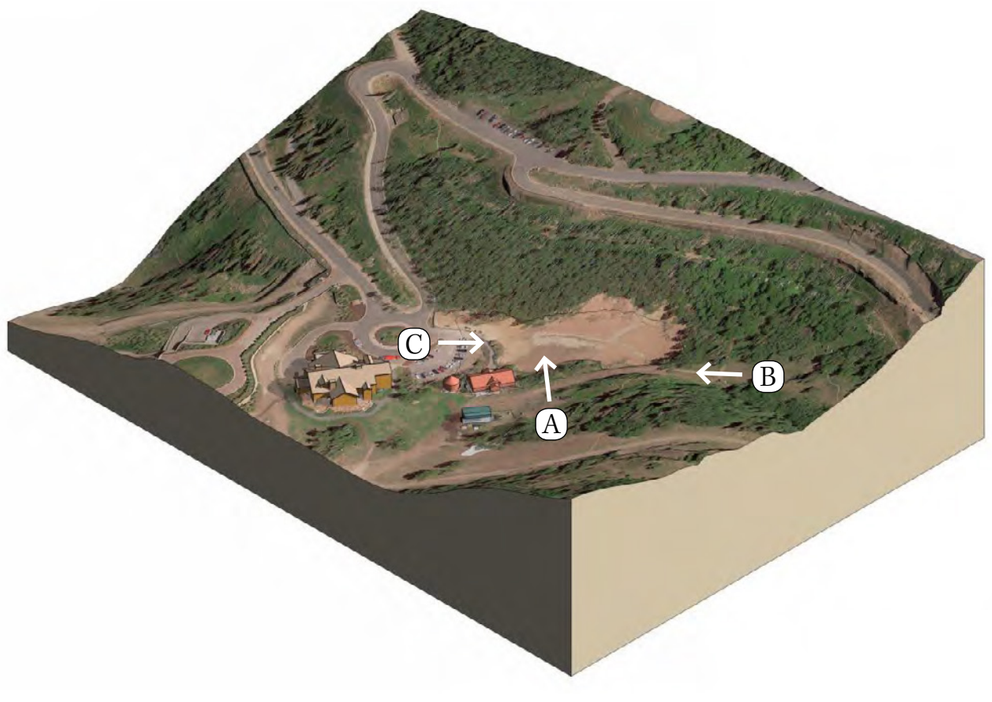
VIEW FROM EMPIRE EXPRESS

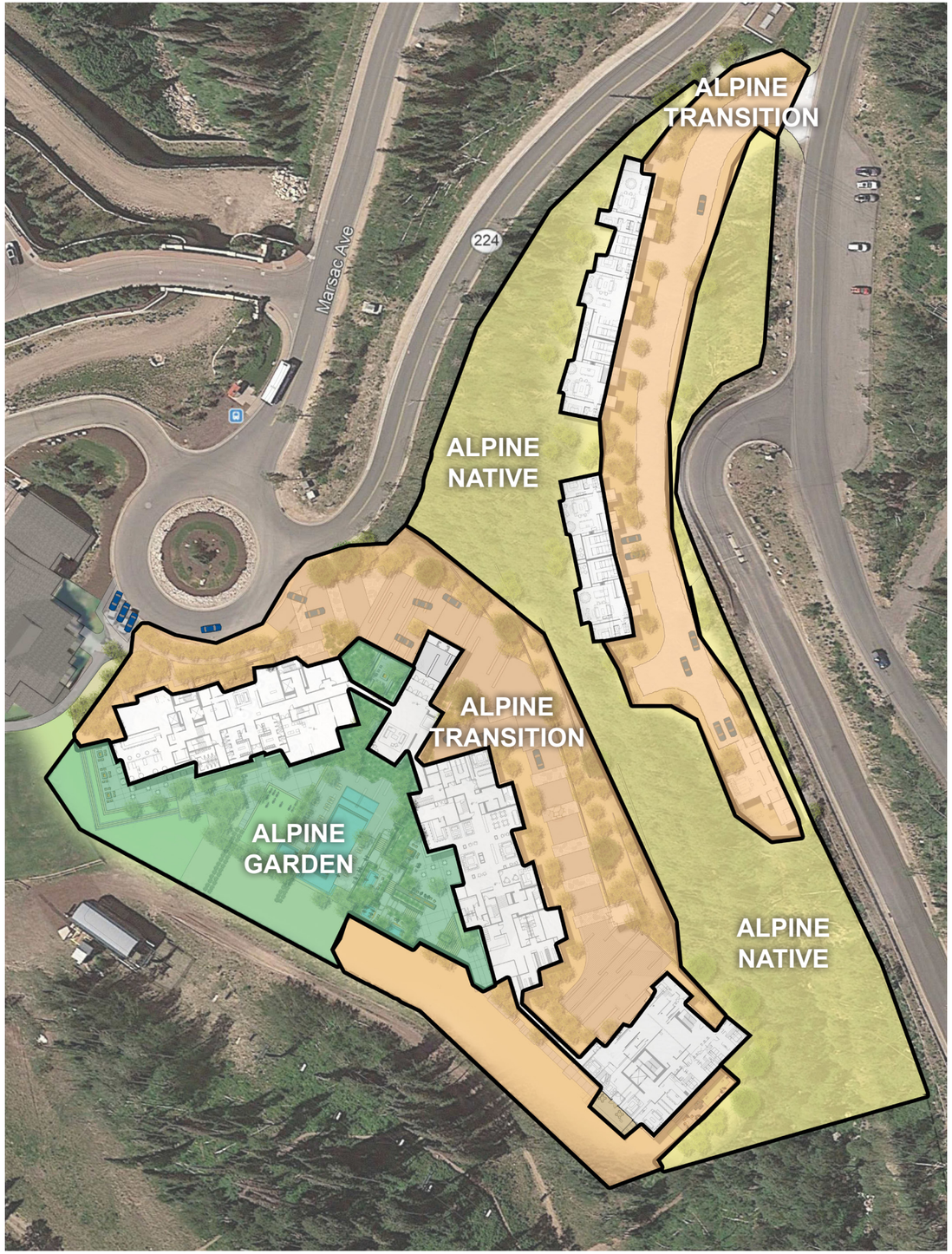
A. FROM CHAIR BASE

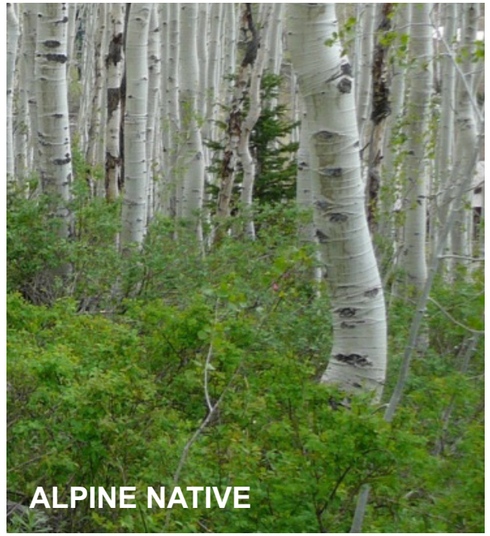
B. NORTH FROM LUCKY JACK



C. FROM TEMPORARY PARKING LOT




ALPINE
TRANSITION
Marsac Ave
224
ALPINE
NATIVE
ALPINE
TRANSITION
ALPINE
GARDEN
ALPINE
NATIVE


ALPINE NATIVE

ALPINE NATIVE

ALPINE TRANSITION

ALPINE GARDEN

ALPINE TRANSITION LANDSCAPE W/ DECORATIVE RETAINING WALLS AND SLOPE STABILIZATION STRATEGIES

ALPINE NATIVE LANDSCAPE PROTECT IN PLACE AND RESTORE TO NATIVE

UPPER ROAD STREETSCAPE AND DECORATIVE PAVING

ALPINE TRANSITION LANDSCAPE

ALPINE NATIVE LANDSCAPE PROTECT IN PLACE AND RESTORE TO NATIVE

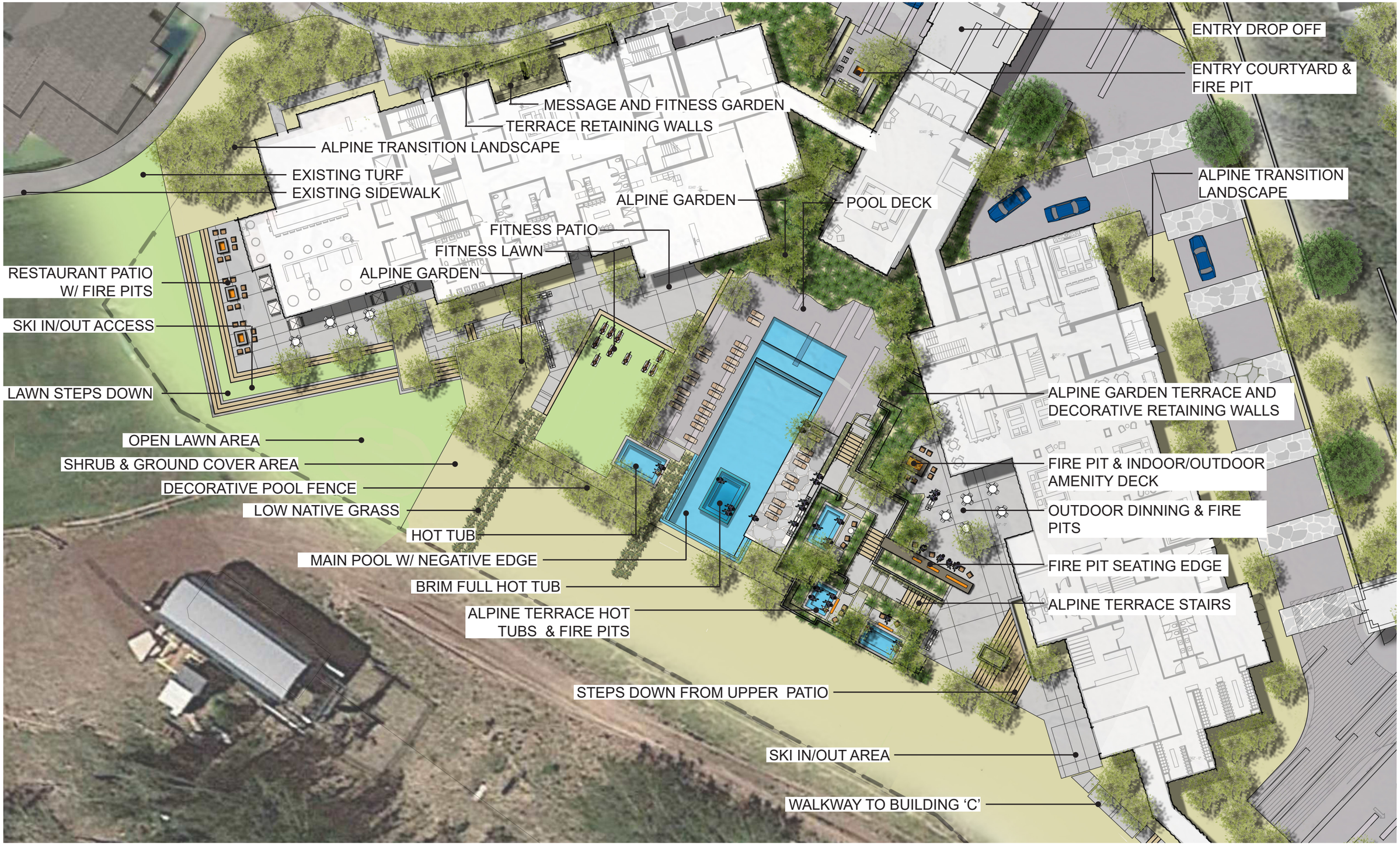
LOWER ROAD DECORATIVE PAVING AND STREETSCAPE

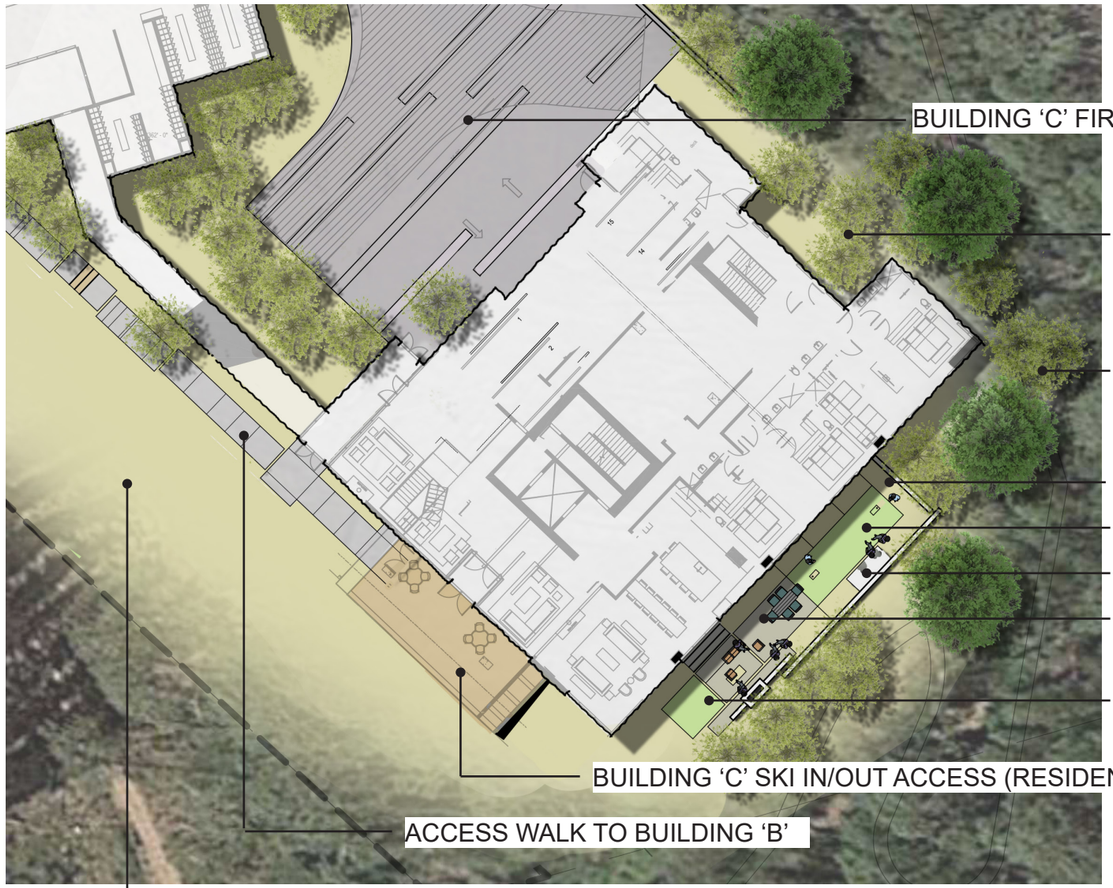
EXISTING LANDSCAPE AND PATIO AT EMPIRE PASS

ALPINE TRANSITION LANDSCAPE DECORATIVE RETAINING WALLS AND SLOPE STABILIZATION STRATEGIES

ALPINE GARDEN AREA SEE AMENITY ENLARGEMENT PLAN

BUILDING C PLAZA AND TURN AROUND AREA


ENTRY DROP OFF
ENTRY COURTYARD & FIRE PIT
MESSAGE AND FITNESS GARDEN
TERRACE RETAINING WALLS
ALPINE TRANSITION LANDSCAPE
EXISTING TURF
EXISTING SIDEWALK
ALPINE GARDEN
POOL DECK
ALPINE TRANSITION LANDSCAPE
FITNESS PATIO
FITNESS LAWN
ALPINE GARDEN
RESTAURANT PATIO W/ FIRE PITS
SKI IN/OUT ACCESS
LAWN STEPS DOWN
ALPINE GARDEN TERRACE AND DECORATIVE RETAINING WALLS
OPEN LAWN AREA
SHRUB & GROUND COVER AREA
DECORATIVE POOL FENCE
LOW NATIVE GRASS
HOT TUB
MAIN POOL W/ NEGATIVE EDGE
BRIM FULL HOT TUB
FIRE PIT & INDOOR/OUTDOOR AMENITY DECK
OUTDOOR DINNING & FIRE PITS
FIRE PIT SEATING EDGE
ALPINE TERRACE HOT TUBS & FIRE PITS
ALPINE TERRACE STAIRS
STEPS DOWN FROM UPPER PATIO
SKI IN/OUT AREA
WALKWAY TO BUILDING ‘C’



BUILDING ‘C’ LEVEL 3
PRIVATE PATIO

ALPINE GARDEN

ALPINE GARDEN

MAIN POOL AERIAL VIEW

ENTRY/DROP OFF COURTYARD

ENTRY DRIVE

RESTAURANT PATIO

FITNESS/YOGA LAWN

MAIN POOL AREA/HOT TUB

MAIN POOL VIEW FROM LOBBY

ALPINE TERRACE VIEW

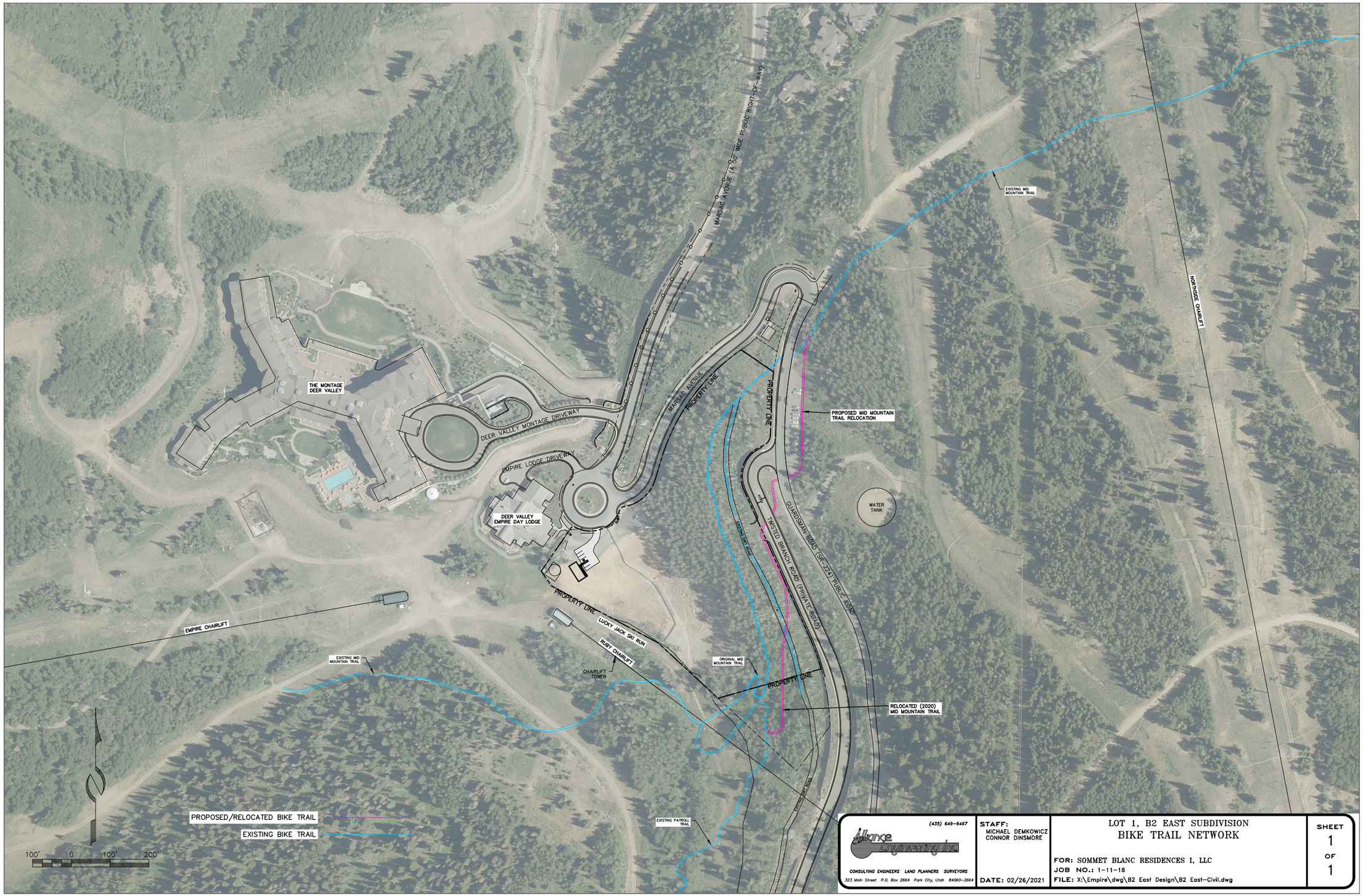
ALPINE TERRACE VIEW

ALPINE TERRACE GROTTO HOT TUBS & UPPER DECK

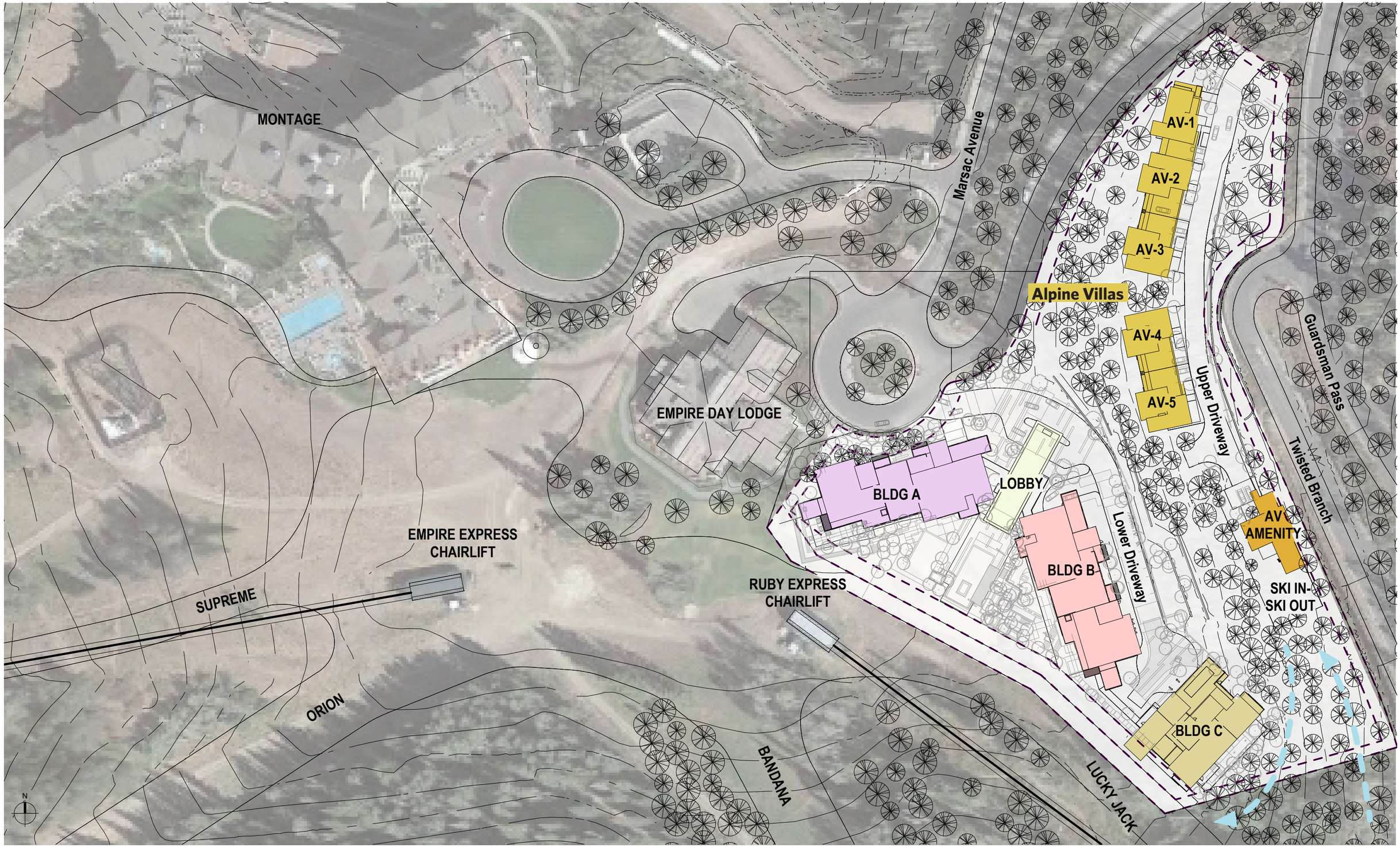
GROTTO HOT TUB AREA

VIEW FROM SKI IN/OUT PATIO

VIEW FROM UPPER AMENITY PATIO


MARSAC AVENUE (A 100' WIDE PUBLIC RIGHT-OF-WAY)
EXISTING MID MOUNTAIN TRAIL
NORTHSIDE CHAIRLIFT
THE MONTAGE DEER VALLEY
DEER VALLEY MONTAGE DRIVEWAY
EMPIRE LODGE DRIVEWAY
MARSAC AVENUE
PROPERTY LINE
PROPOSED MID MOUNTAIN TRAIL RELOCATION
DEER VALLEY EMPIRE DAY LODGE
WATER TANK
TWISTED BRANCH ROAD (PRIVATE ROAD)
GUARDSMAN ROAD (SR-224) PUBLIC ROAD
EMPIRE CHAIRLIFT
EXISTING MID MOUNTAIN TRAIL
PROPERTY LINE
LUCKY JACK SKI RUN
RUBY CHAIRLIFT
CHAIRLIFT TOWER
ORIGINAL MID MOUNTAIN TRAIL
PROPERTY LINE
RELOCATED (2020) MID MOUNTAIN TRAIL
EXISTING PAYROLL TRAIL
PROPOSED/RELOCATED BIKE TRAIL
EXISTING BIKE TRAIL
100' 0 100' 200'
(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
STAFF: MICHAEL DEMKOWICZ CONNOR DINSMORE
DATE: 02/26/2021
LOT 1, B2 EAST SUBDIVISION
BIKE TRAIL NETWORK
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\B2 East-Civil.dwg
SHEET 1 OF 1

FLAGSTAFF PEAK - 9,100 FT
BANDANA
RUBY EXPRESS
KIDS ZONE
LUCKY JACK
ALPINE VILLAS SKI ACCESS
KIDS ZONE
BANDANA
SOMMET BLANC
EMPIRE EXPRESS



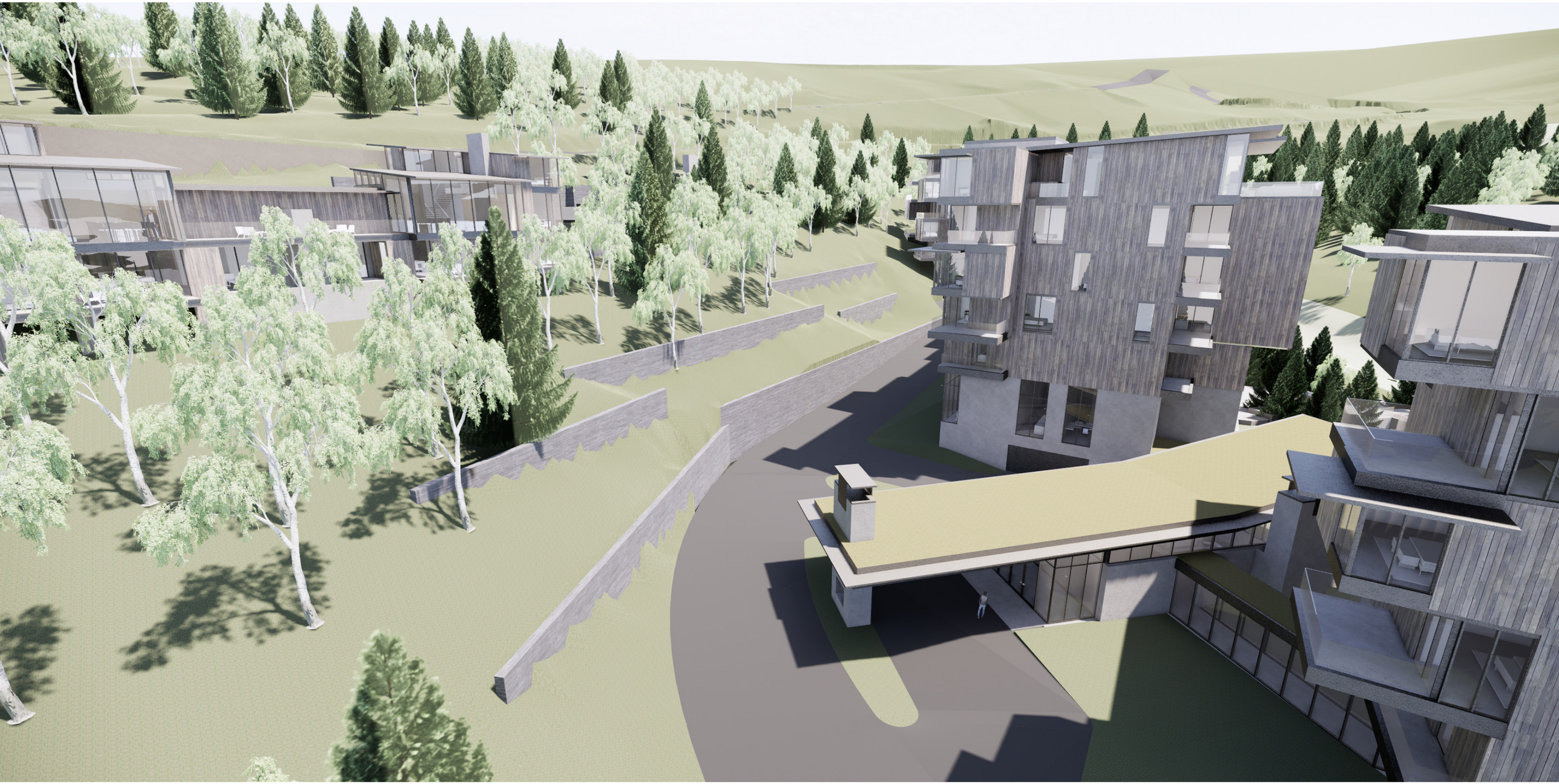
Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment Graphic Site Plan
Exhibit 1 - Site Plan and Aerial Views

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 1 - Site Plan and Aerial Views

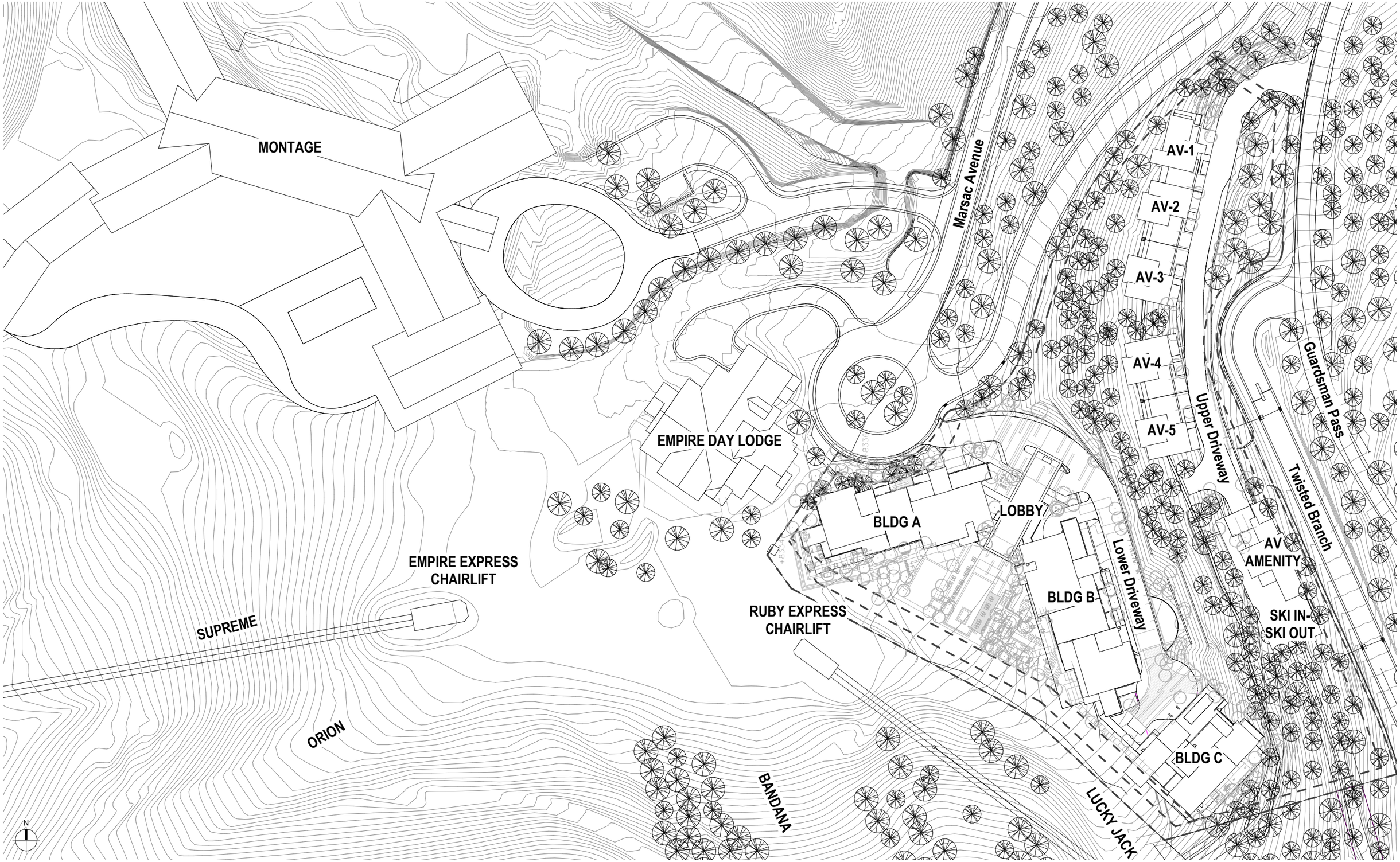
Aerial View 2
Looking South



Sommet Blanc (B2 East) - CUP & MPD Amendment

Exhibit 2 - Condo Lodge Plans and Elevations

February 26, 2021


MONTAGE
EMPIRE DAY LODGE
EMPIRE EXPRESS CHAIRLIFT
SUPREME
ORION
BANDANA
Marsac Avenue
AV-1
AV-2
AV-3
AV-4
AV-5
Upper Driveway
Guardsman Pass
Twisted Branch
BLDG A
LOBBY
Lower Driveway
AV AMENITY
BLDG B
SKI IN-SKI OUT
RUBY EXPRESS CHAIRLIFT
BLDG C
LUCKY JACK
N

GROSS AREA SCHEDULE - BLDGS A, B, C

Area Type	Area
	1,991 SF
ACCESSIBLE & AFFORDABLE	5,061 SF
AMENITY	29,625 SF
CIRCULATION	33,640 SF
MEP	7,655 SF
PARKING	51,686 SF
RESIDENTIAL SALEABLE	139,436 SF
RESTAURANT	3,264 SF
RESTROOMS	2,040 SF
STORAGE	6,878 SF
GRAND TOTAL	281,277 SF

PARKING SUMMARY - BUILDING A&B P2, BUILDING C P1

	UNITS	STALLS/UNIT	REQ'D STALLS	TYPE
Accessible Units	2	1	2	ADA
Affordable Housing Units	3	1.5	4.5	Standard
Buildings ABC Residential	43	2	86	Standard
Restaurant (10 stalls/1,000sf)	3.5	10	35	Tandem
TOTAL			127.5	
25% Required Reduction			95.625	
PARKING SPOTS PROVIDED:			96	

DEER VALLEY PARKING - BUILDING B P1

	REQUIRED		PROVIDED	TYPE
Empire Day Lodge Parking	0		60	Tandem

UNIT SCHEDULE - Alpine Villas

Townhome #	**Sq Ft**
1	5,000
2	5,000
3	5,000
4	5,000
5	5,000
Total	**25,000**

Alpine Villa Ski Lounge Amenity	**Sq Ft**
1	**1,991**

Grand Total	**26,991**

UNIT SCHEDULE - BLDG C

Number	Name	Area	Type
C 201	BLDG C UNIT 201	4,316 SF	5BR
C 202	BLDG C UNIT 202	4,295 SF	5BR
C 301	BLDG C UNIT 301	4,295 SF	5BR
C 302	BLDG C UNIT 302	4,316 SF	5BR
C 401	BLDG C UNIT 401	4,316 SF	5BR
C 402	BLDG C UNIT 402	4,295 SF	5BR
C 501	BLDG C UNIT 501	4,295 SF	5BR
C 502	BLDG C UNIT 502	4,316 SF	5BR
C 601	BLDG C UNIT 601	5,066 SF	PH
GRAND TOTAL: 9		39,512 SF	

UNIT SCHEDULE - ACCESSIBLE

Number	Name	Area	Type
A 21	BLDG A UNIT 21	766 SF	1BR - Accessible
B 21	BLDG B UNIT 21	766 SF	1BR - Accessible
GRAND TOTAL: 2		1,532 SF	

UNIT SCHEDULE - AFFORDABLE

Number	Name	Area	Type
A 22	BLDG A UNIT 22	1,111 SF	1BR - Affordable
B 22	BLDG B UNIT 22	1,111 SF	1BR - Affordable
C 22	BLDG C UNIT 22	1,308 SF	1BR - Affordable
GRAND TOTAL: 3		3,529 SF	

PROPERTY ENTITLEMENTS

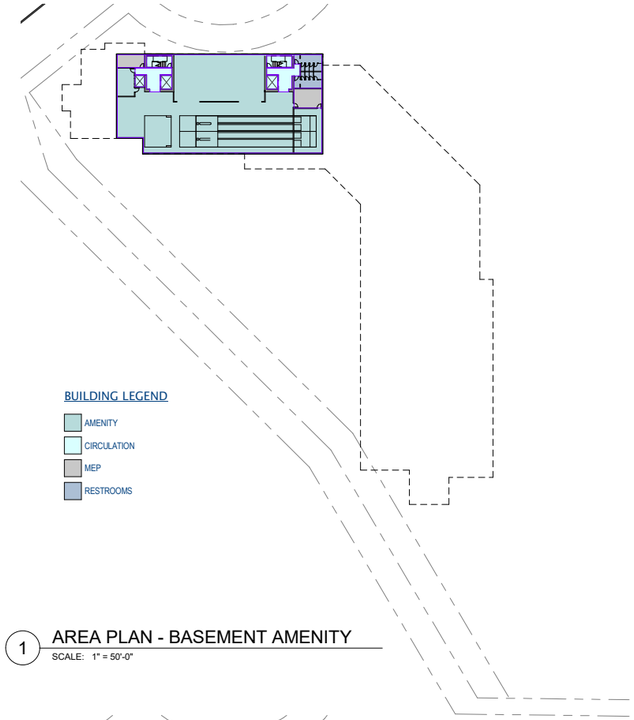
Residential Saleable Permitted	81 ERUS	162,000 SF
Residential Saleable Provided	*see below	164,450 SF
Residential Units Permitted	81	
Residential Units Provided	48	
Resort Support Commercial Permitted	3,600 SF	
Resort Support Commercial Provided	3,264 SF	
Note: Residential Saleable will drop to 162,000 SF prior to plat map		

UNIT SCHEDULE - BLDG A

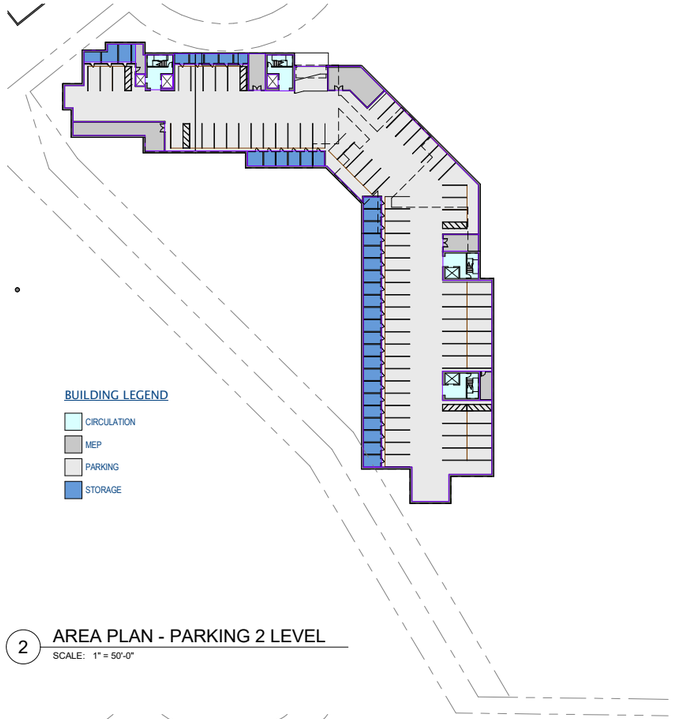
Number	Name	Area	Type
A 202	BLDG A UNIT 202	2,273 SF	2BR - Den
A 203	BLDG A UNIT 203	2,199 SF	2BR - Den
A 204	BLDG A UNIT 204	3,202 SF	4BR
A 301	BLDG A UNIT 301	2,582 SF	3BR - Large
A 302	BLDG A UNIT 302	2,659 SF	3BR - Small
A 303	BLDG A UNIT 303	2,586 SF	3BR - Small
A 304	BLDG A UNIT 304	3,276 SF	4BR
A 401	BLDG A UNIT 401	2,750 SF	3BR - Large
A 402	BLDG A UNIT 402	2,659 SF	3BR - Small
A 403	BLDG A UNIT 403	2,586 SF	3BR - Small
A 404	BLDG A UNIT 404	3,202 SF	4BR
A 501	BLDG A UNIT 501	2,582 SF	3BR - Large
A 502	BLDG A UNIT 502	2,659 SF	3BR - Small
A 503	BLDG A UNIT 503	2,586 SF	3BR - Small
A 504	BLDG A UNIT 504	3,276 SF	4BR
A 602	BLDG A UNIT 602	4,529 SF	PH
A 603	BLDG A UNIT 603	4,355 SF	PH
GRAND TOTAL: 17		49,962 SF	

UNIT SCHEDULE - BLDG B

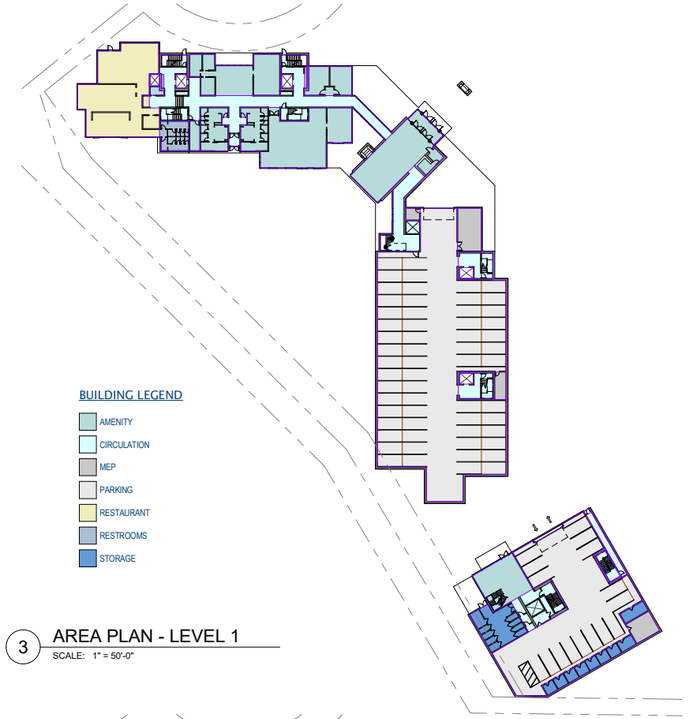
Number	Name	Area	Type
B 202	BLDG B UNIT 202	2,273 SF	2BR - Den
B 203	BLDG B UNIT 203	2,199 SF	2BR - Den
B 204	BLDG B UNIT 204	3,202 SF	4BR
B 301	BLDG B UNIT 301	2,582 SF	3BR - Large
B 302	BLDG B UNIT 302	2,659 SF	3BR - Small
B 303	BLDG B UNIT 303	2,586 SF	3BR - Small
B 304	BLDG B UNIT 304	3,276 SF	4BR
B 401	BLDG B UNIT 401	2,750 SF	3BR - Large
B 402	BLDG B UNIT 402	2,659 SF	3BR - Small
B 403	BLDG B UNIT 403	2,586 SF	3BR - Small
B 404	BLDG B UNIT 404	3,202 SF	4BR
B 501	BLDG B UNIT 501	2,582 SF	3BR - Large
B 502	BLDG B UNIT 502	2,659 SF	3BR - Small
B 503	BLDG B UNIT 503	2,586 SF	3BR - Small
B 504	BLDG B UNIT 504	3,276 SF	4BR
B 602	BLDG B UNIT 602	4,529 SF	PH
B 603	BLDG B UNIT 603	4,355 SF	PH
GRAND TOTAL: 17		49,962 SF	



1 AREA PLAN - BASEMENT AMENITY
SCALE: 1" = 50'-0"

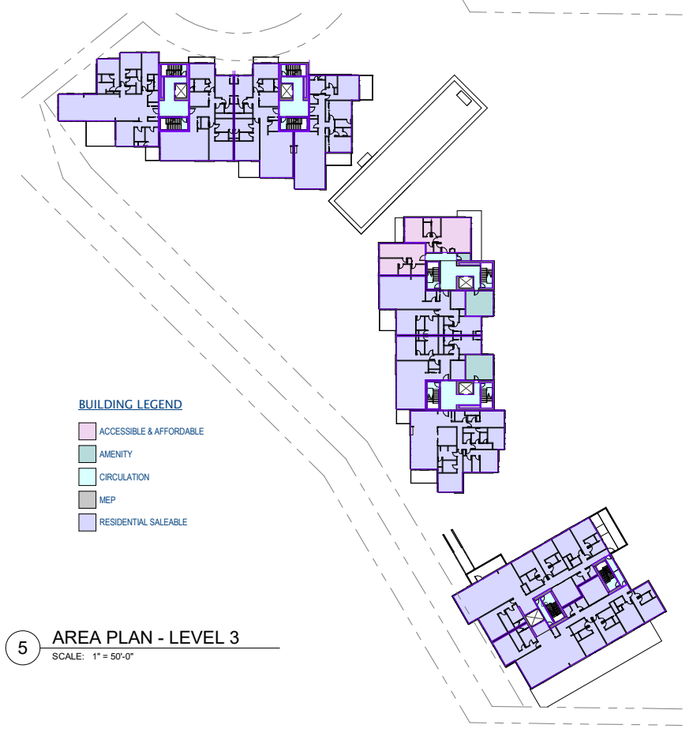


2 AREA PLAN - PARKING 2 LEVEL
SCALE: 1" = 50'-0"

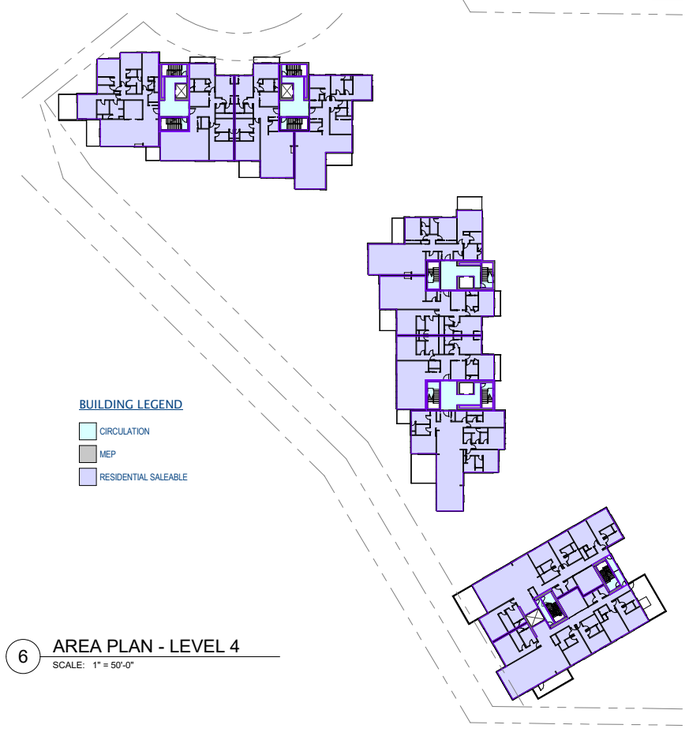


3 AREA PLAN - LEVEL 1
SCALE: 1" = 50'-0"

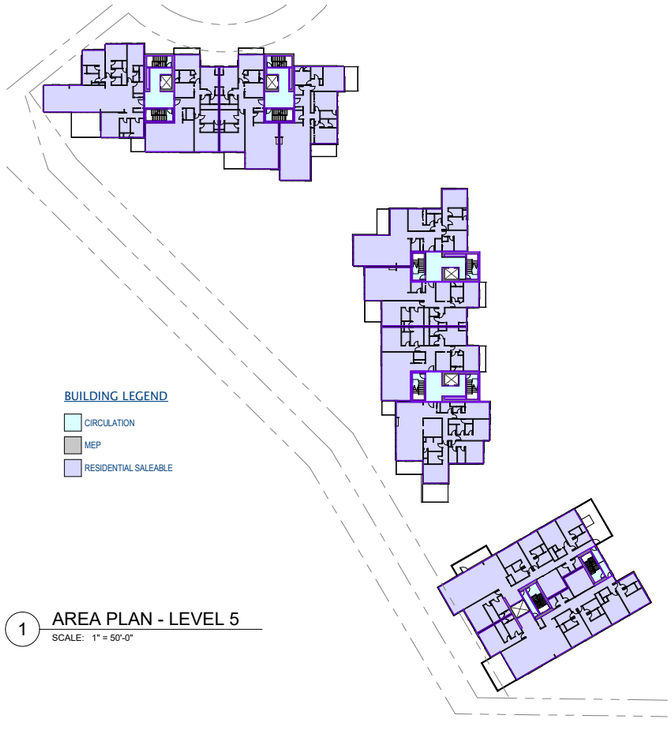
4 AREA PLAN - LEVEL 2
SCALE: 1" = 50'-0"



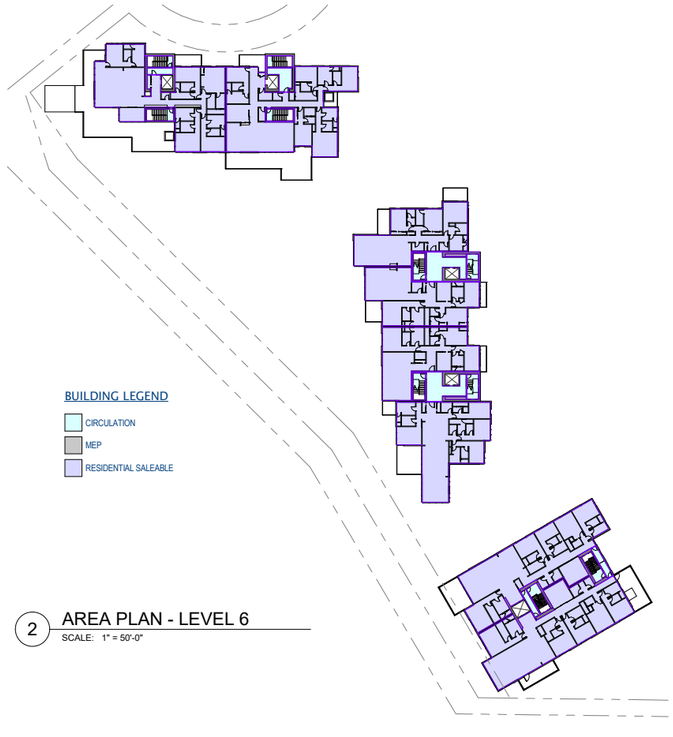
5 AREA PLAN - LEVEL 3
SCALE: 1" = 50'-0"



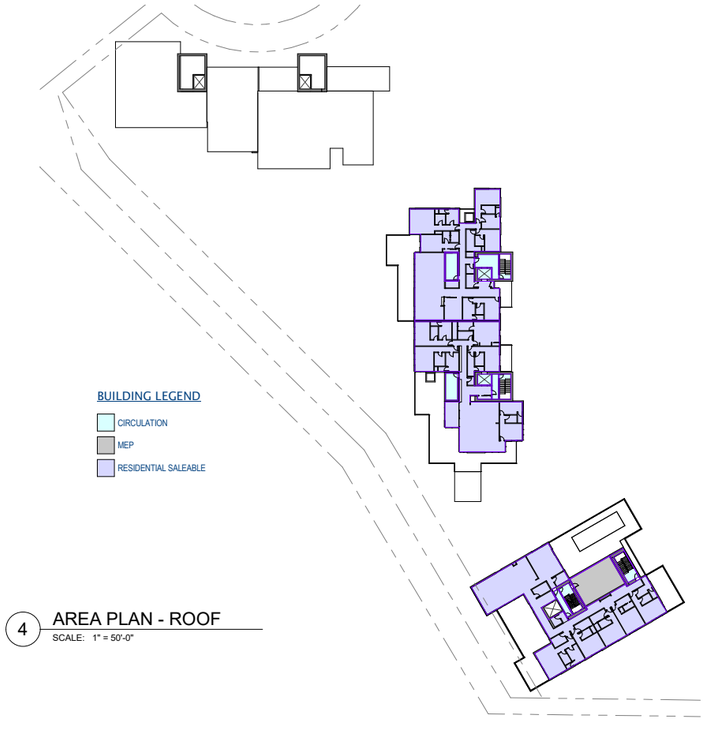
6 AREA PLAN - LEVEL 4
SCALE: 1" = 50'-0"



1 AREA PLAN - LEVEL 5
SCALE: 1" = 50'-0"

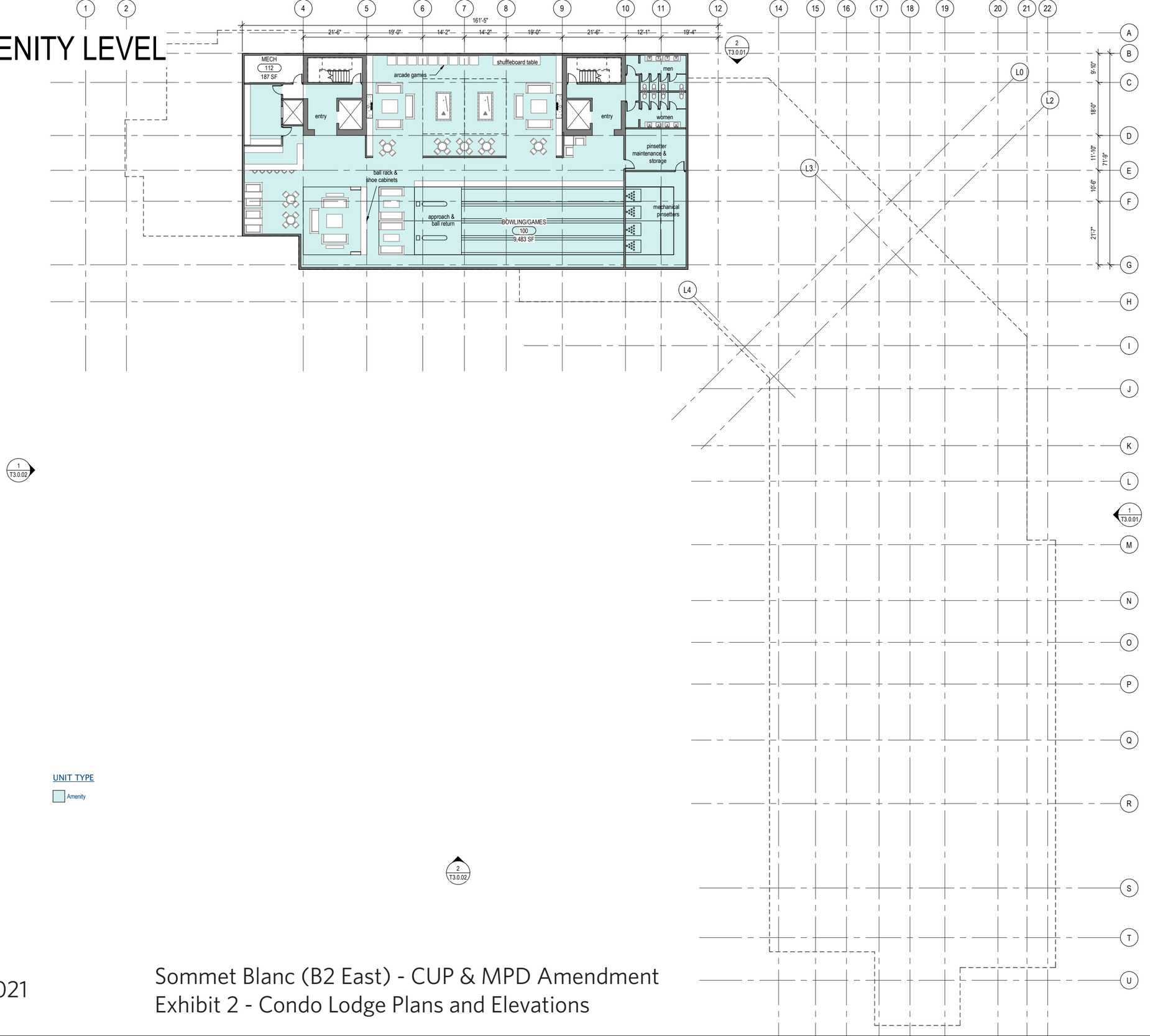


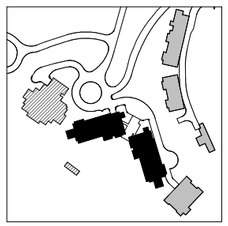
2 AREA PLAN - LEVEL 6
SCALE: 1" = 50'-0"



4 AREA PLAN - ROOF
SCALE: 1" = 50'-0"

BLDG A - BASEMENT AMENITY LEVEL



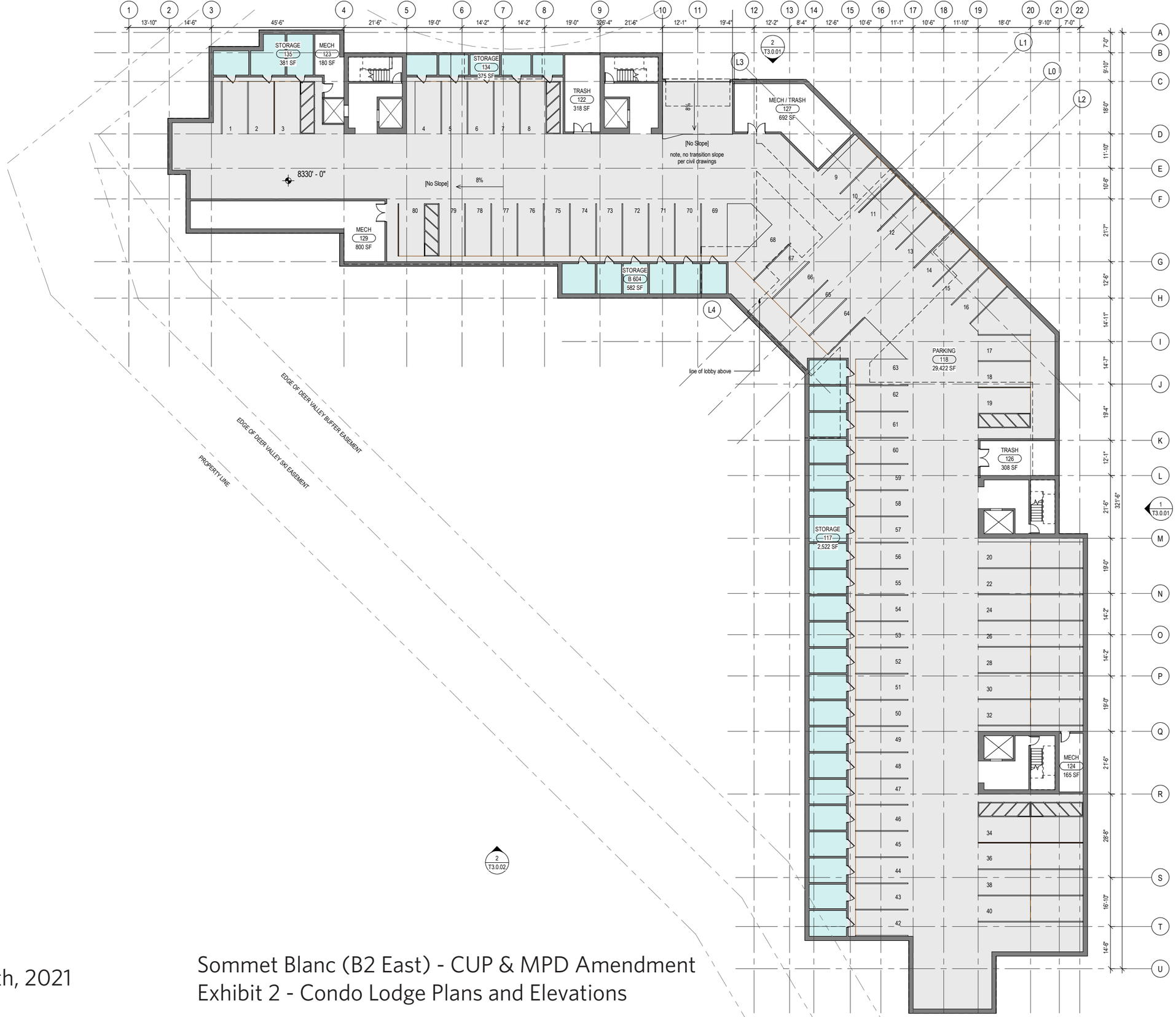


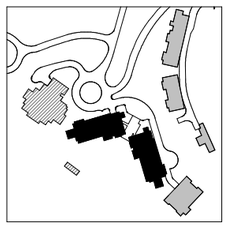
0 4' 8' 12' 16' 32' 48'

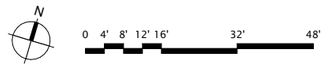
UNIT TYPE

Amenity

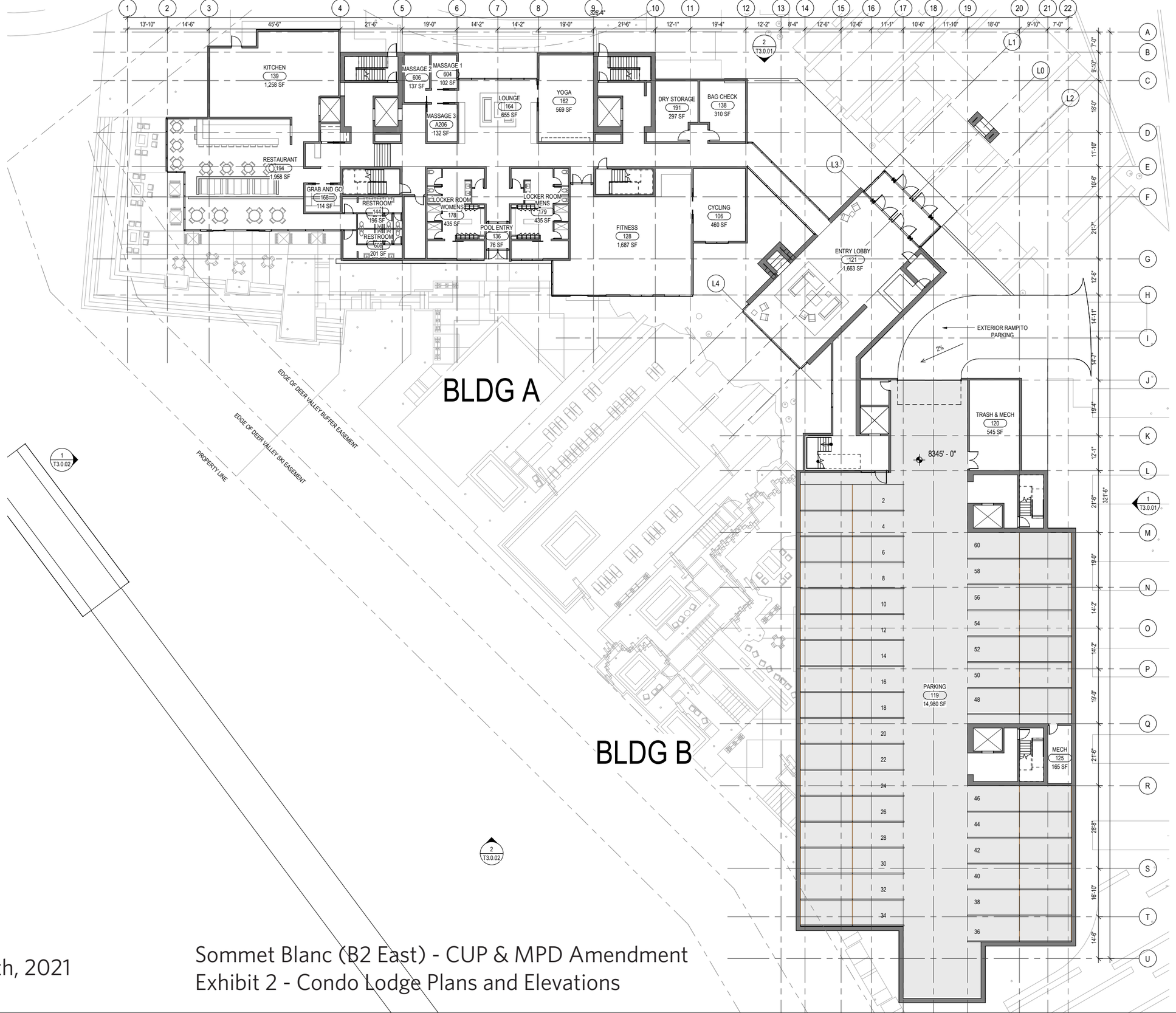
BLDG AB - P2


STORAGE 135 381 SF
MECH 123 180 SF
STORAGE 134 375 SF
TRASH 122 318 SF
MECH / TRASH 127 692 SF
MECH 129 800 SF
STORAGE B 604 582 SF
PARKING 118 29,422 SF
TRASH 126 308 SF
STORAGE 117 2,522 SF
MECH 124 165 SF
8330' - 0"
[No Slope]
8%
[No Slope]
note, no transition slope per civil drawings
line of lobby above
EDGE OF DEER VALLEY BUFFER EASEMENT
EDGE OF DEER VALLEY SKI EASEMENT
PROPERTY LINE
2 T3.0.01
1 T3.0.01
2 T3.0.02

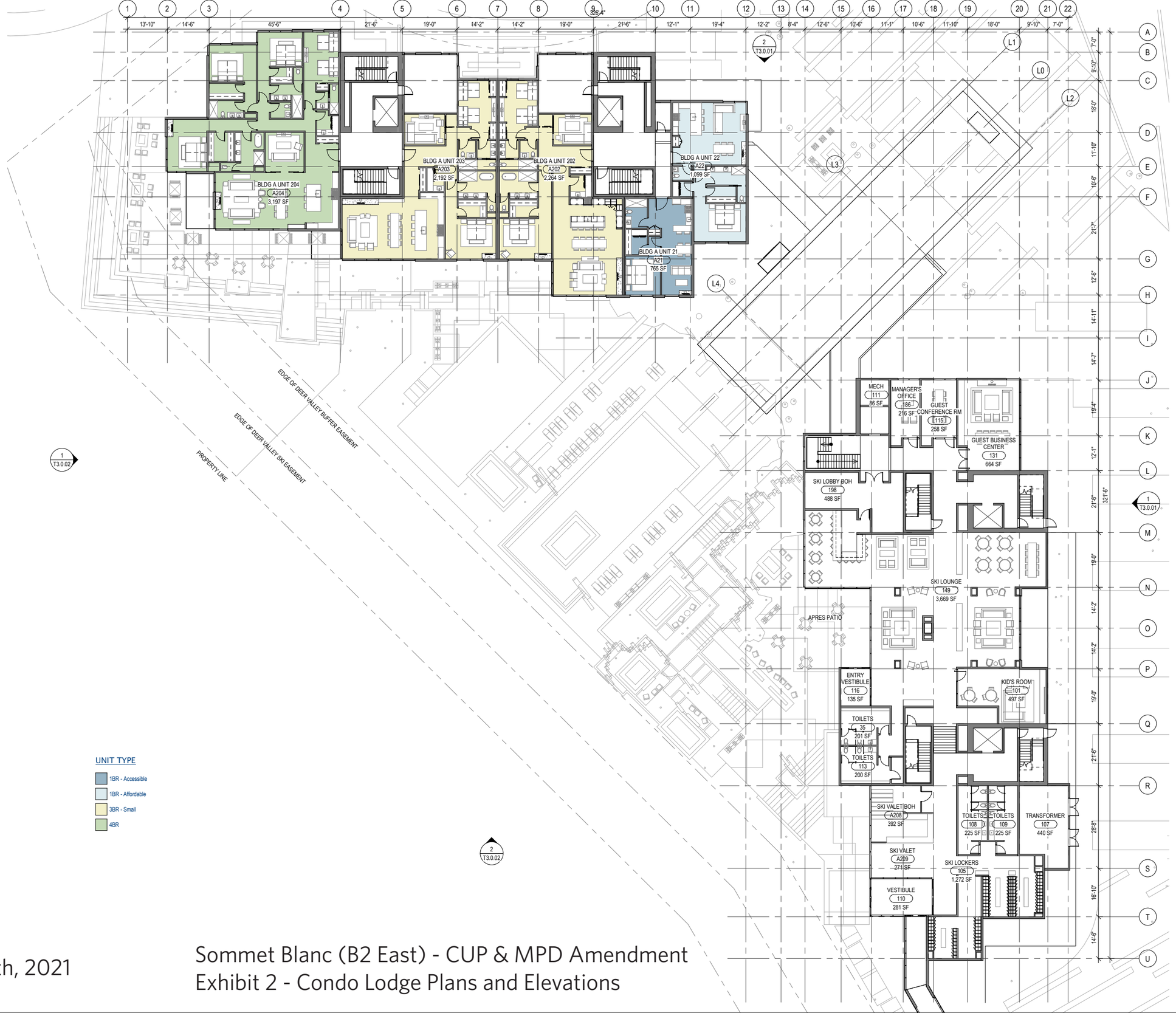


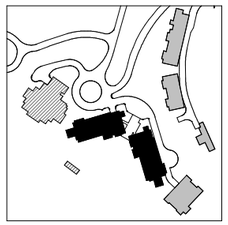

N
0 4' 8' 12' 16' 32' 48'

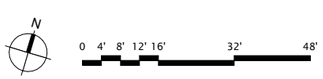
BLDG A - L1
BLDG B - P1



BLDG A - L2
BLDG B - L1







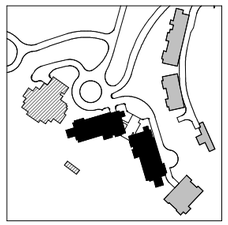
UNIT TYPE

- 1BR - Accessible
- 1BR - Affordable
- 3BR - Small
- 4BR

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

BLDG A - L3
BLDG B - L2



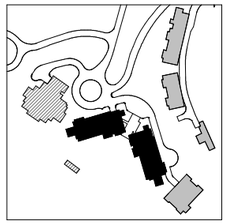
N

0 4' 8' 12' 16' 32' 48'

UNIT TYPE

- 1BR - Accessible
- 1BR - Affordable
- 3BR - Large
- 3BR - Small
- 4BR

BLDG A - L4
BLDG B - L3



UNIT TYPE

- 3BR - Large
- 3BR - Small
- 4BR

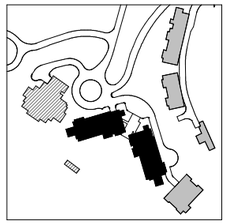
N

0 4' 8' 12' 16' 32' 48'

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

BLDG A - L5
BLDG B - L4



N

0 4' 8' 12' 16' 32' 48'

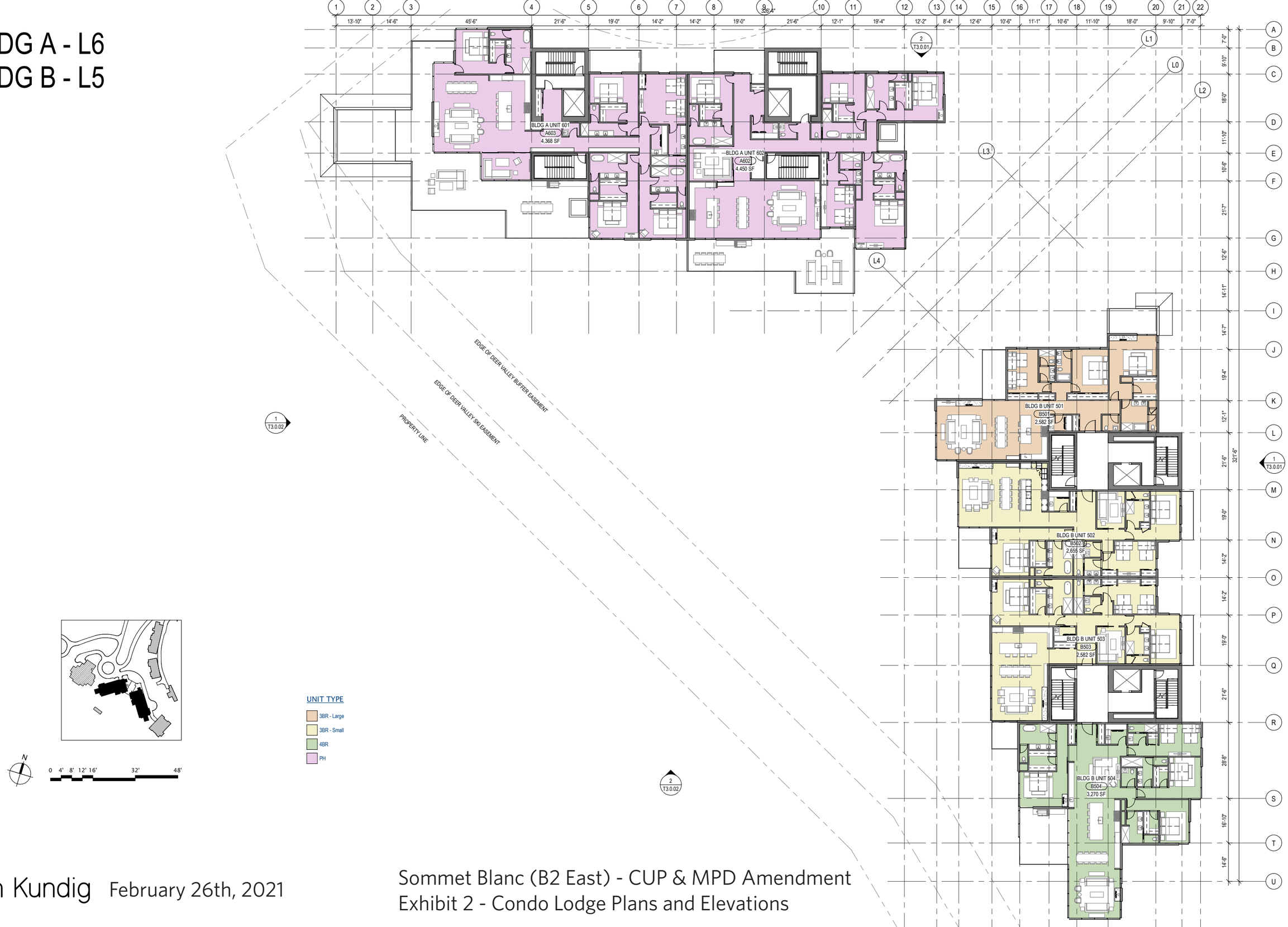
UNIT TYPE

- 3BR - Large
- 3BR - Small
- 4BR

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

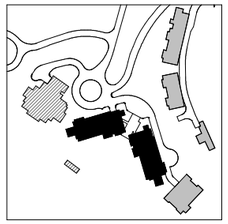
BLDG A - L6
BLDG B - L5



Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

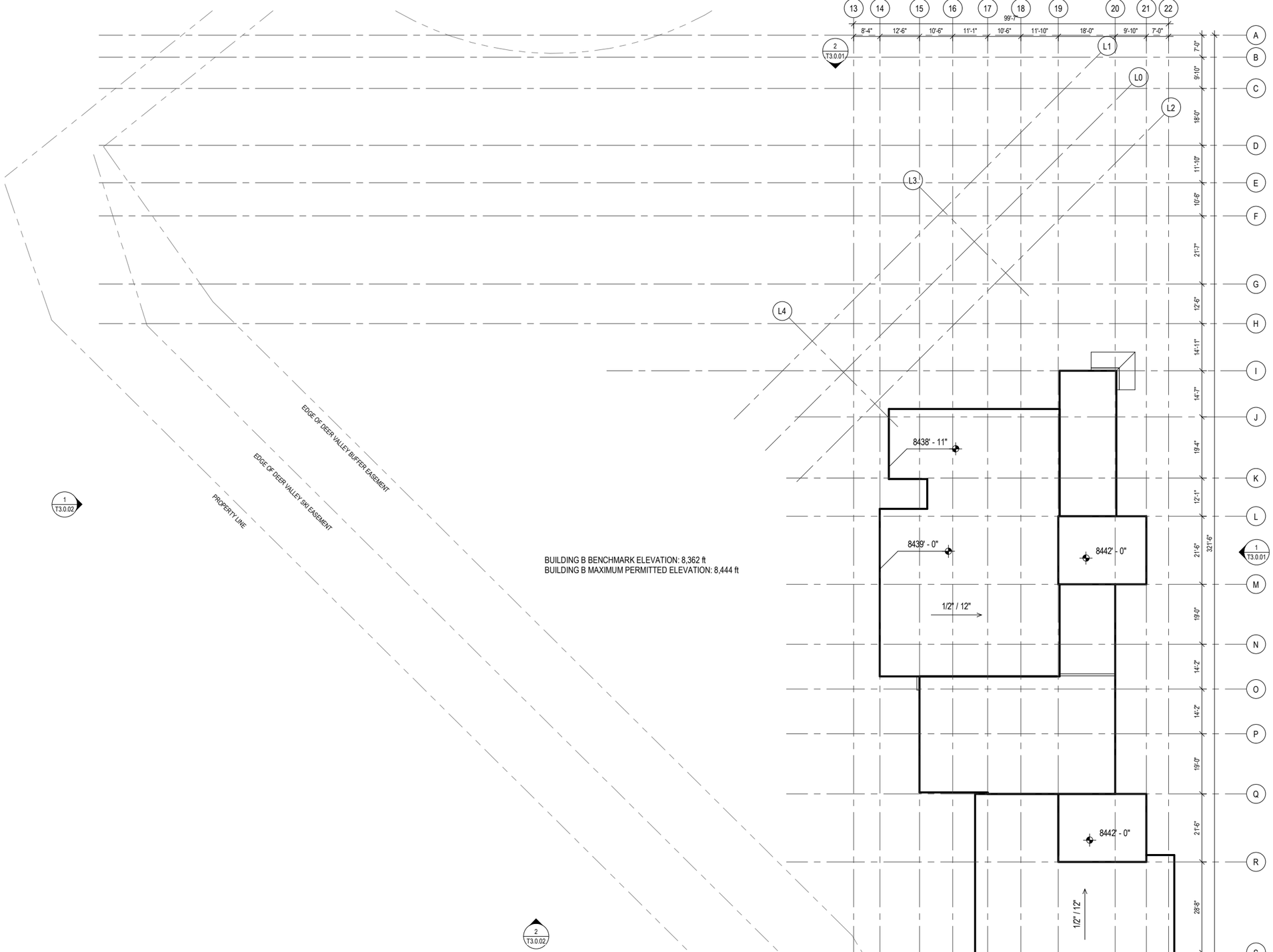
BLDG A - ROOF
BLDG B - L6



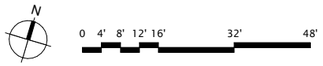
UNIT TYPE

PH

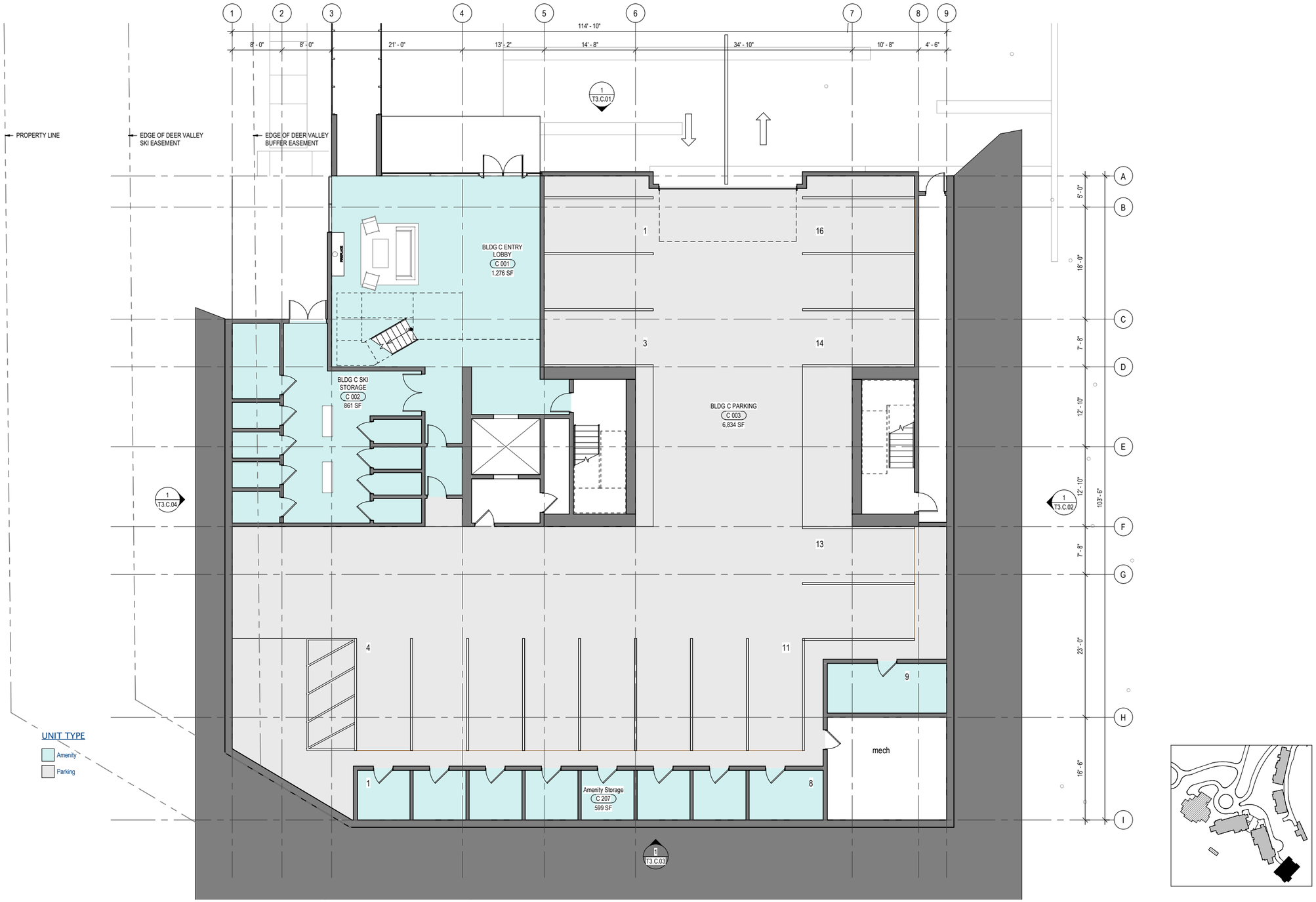
BLDG B - ROOF



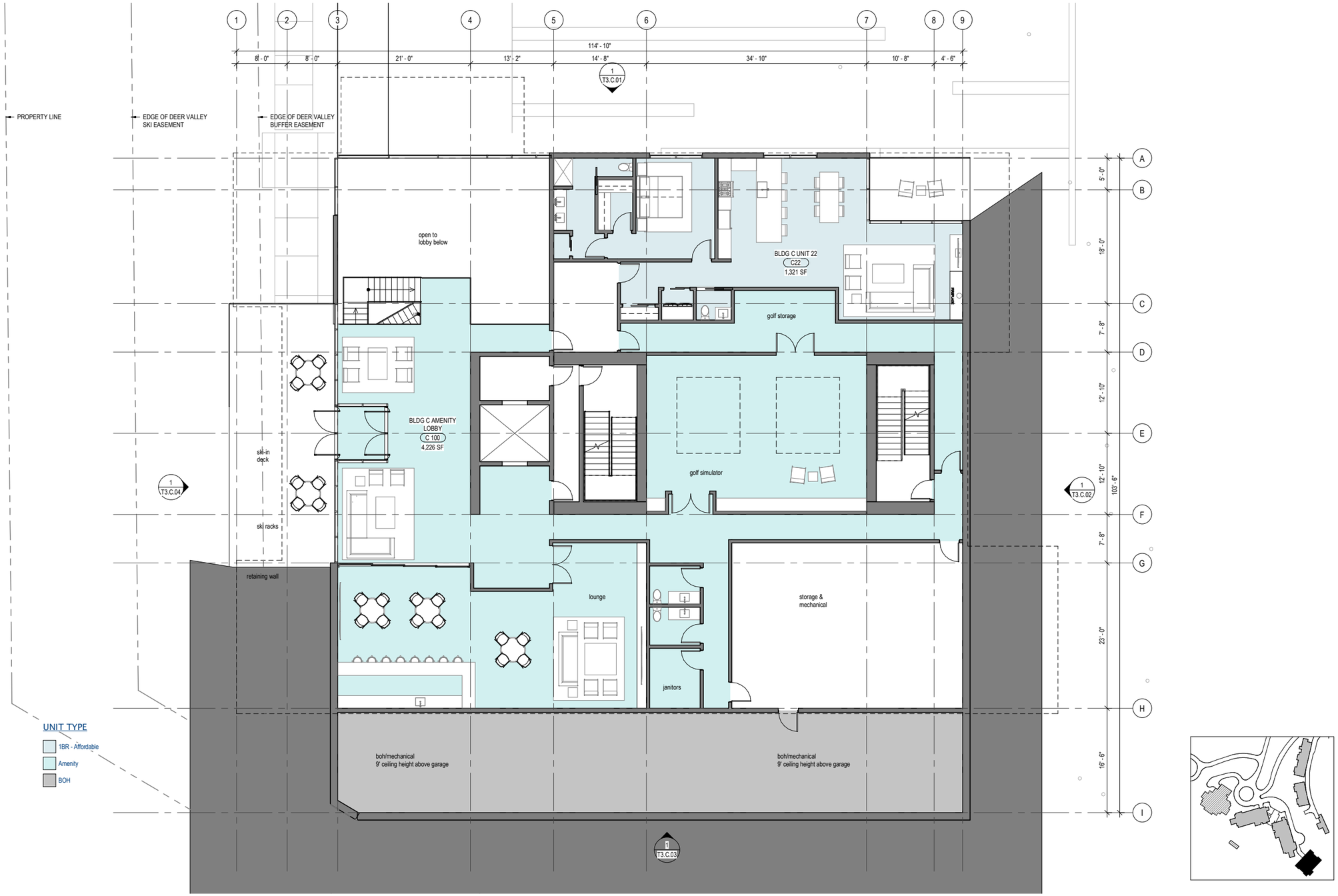
BUILDING B BENCHMARK ELEVATION: 8,362 ft
BUILDING B MAXIMUM PERMITTED ELEVATION: 8,444 ft



BLDG C - PARKING



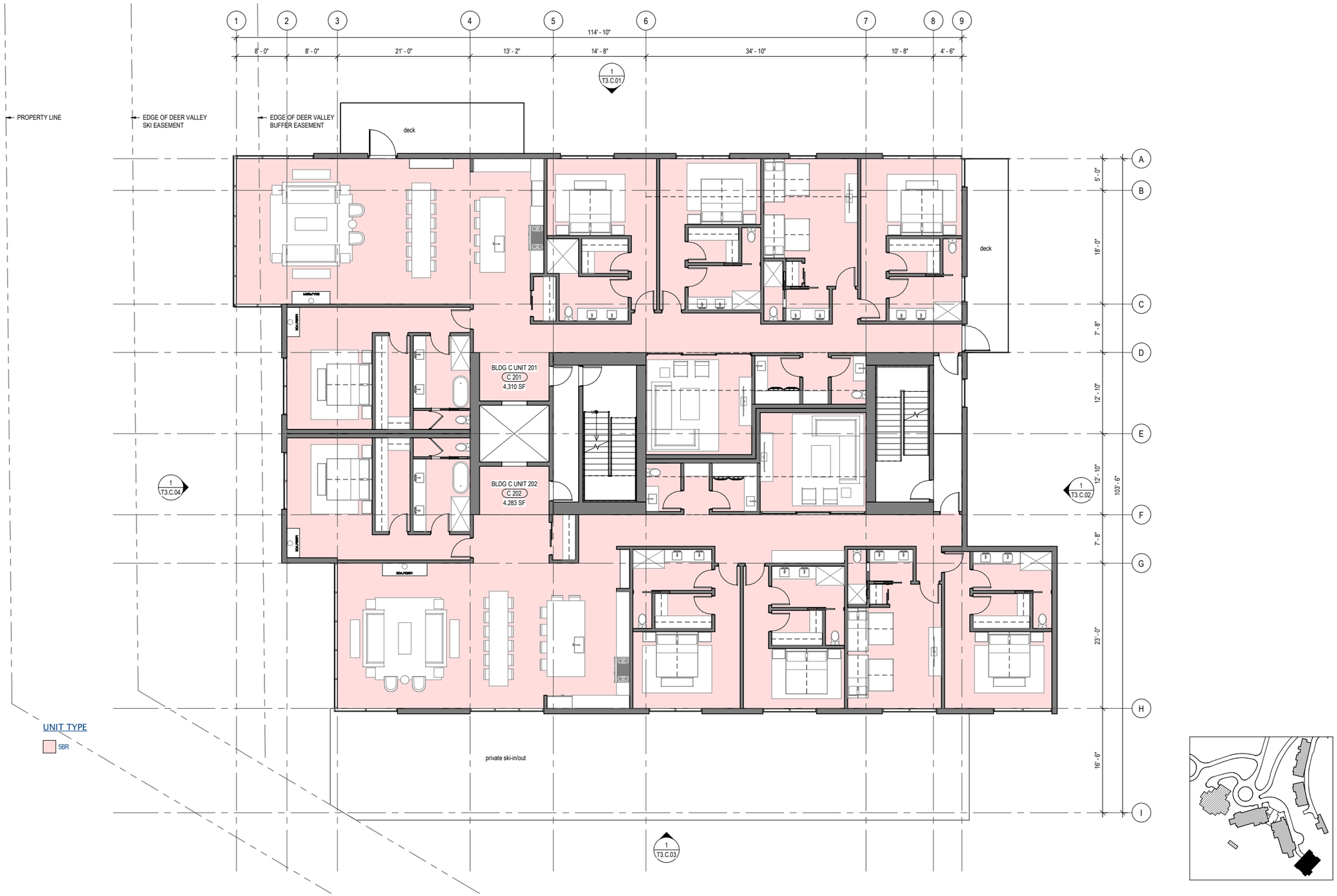
BLDG C - L1



Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

BLDG C - L2



N

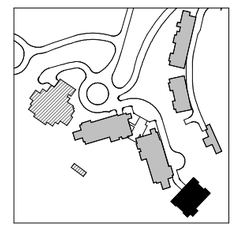
0 2' 4' 6' 8' 16' 24'

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

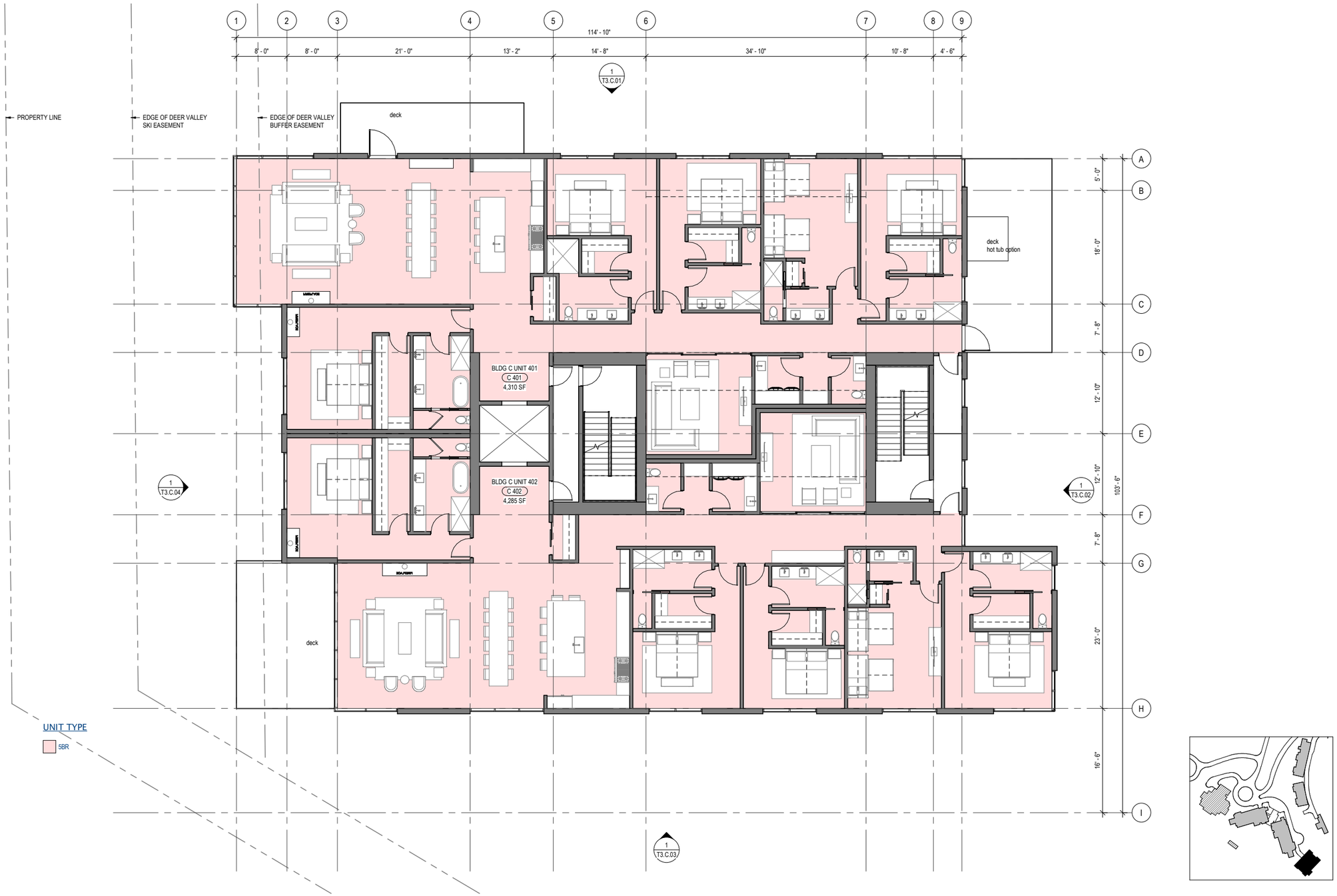
BLDG C - L3

1
2
3
4
5
6
7
8
9
114' - 10"
8' - 0"
8' - 0"
21' - 0"
13' - 2"
14' - 8"
34' - 10"
10' - 8"
4' - 6"
1
T3.C.01
PROPERTY LINE
EDGE OF DEER VALLEY SKI EASEMENT
EDGE OF DEER VALLEY BUFFER EASEMENT
deck
BLDG C UNIT 301
C 301
4,285 SF
BLDG C UNIT 302
C 302
4,310 SF
FIREPLACE
deck
hot tub
7'x7'
deck
1
T3.C.04
1
T3.C.02
1
T3.C.03
A
B
C
D
E
F
G
H
I
5' - 0"
18' - 0"
7' - 8"
12' - 10"
12' - 10"
103' - 6"
7' - 8"
23' - 0"
16' - 6"
UNIT TYPE
5BR



N
0
2'
4'
6'
8'
16'
24'

BLDG C - L4

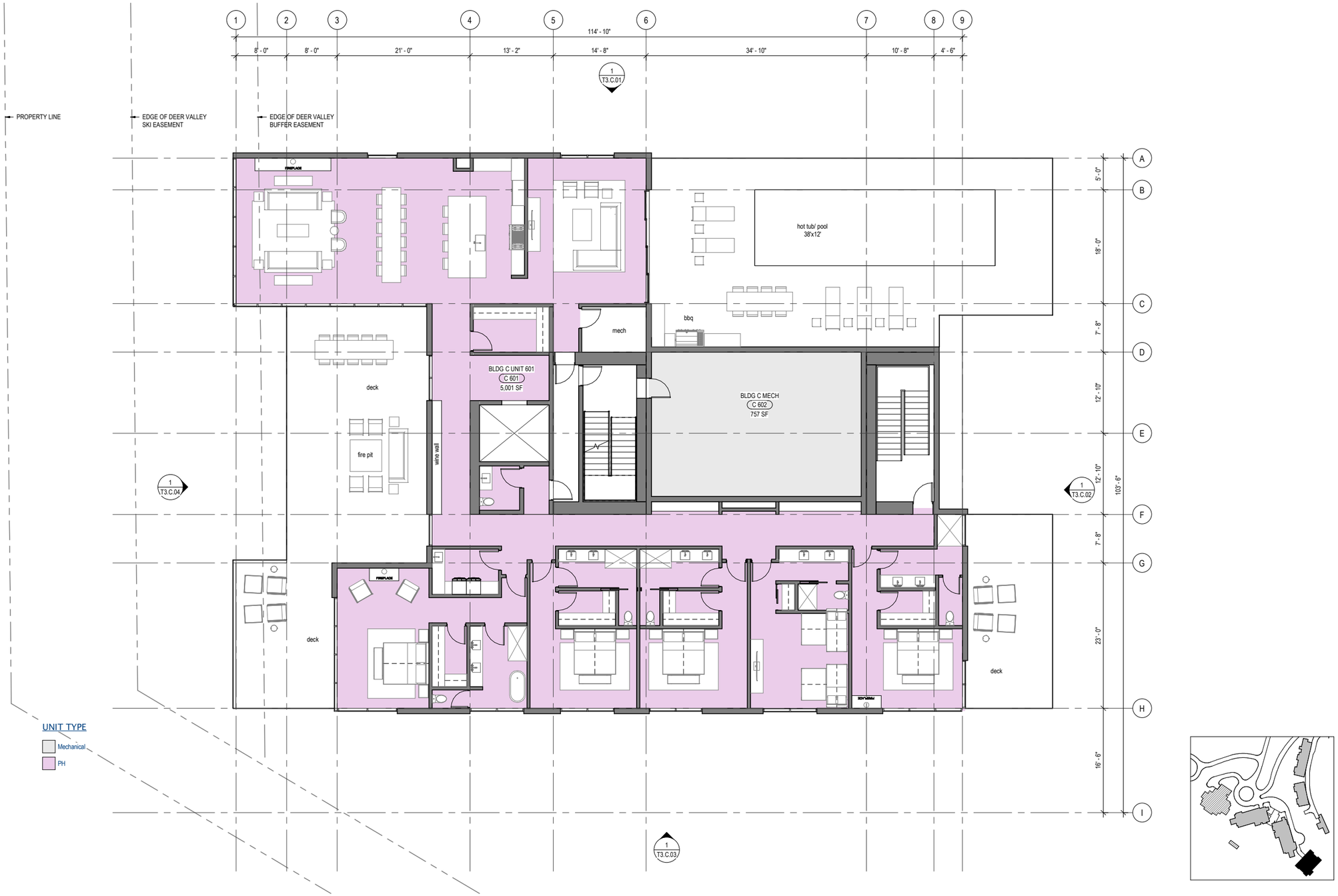

PROPERTY LINE
EDGE OF DEER VALLEY SKI EASEMENT
EDGE OF DEER VALLEY BUFFER EASEMENT
1 2 3 4 5 6 7 8 9
114' - 10"
8' - 0"
8' - 0"
21' - 0"
13' - 2"
14' - 8"
34' - 10"
10' - 8"
4' - 6"
1 T3.C.01
deck
deck hot tub option
BLDG C UNIT 401
C 401
4,310 SF
BLDG C UNIT 402
C 402
4,285 SF
deck
1 T3.C.04
1 T3.C.02
1 T3.C.03
A B C D E F G H I
5' - 0"
18' - 0"
7' - 8"
12' - 10"
12' - 10"
103' - 6"
7' - 8"
23' - 0"
16' - 6"
UNIT TYPE
5BR

N
0 2' 4' 6' 8' 16' 24'

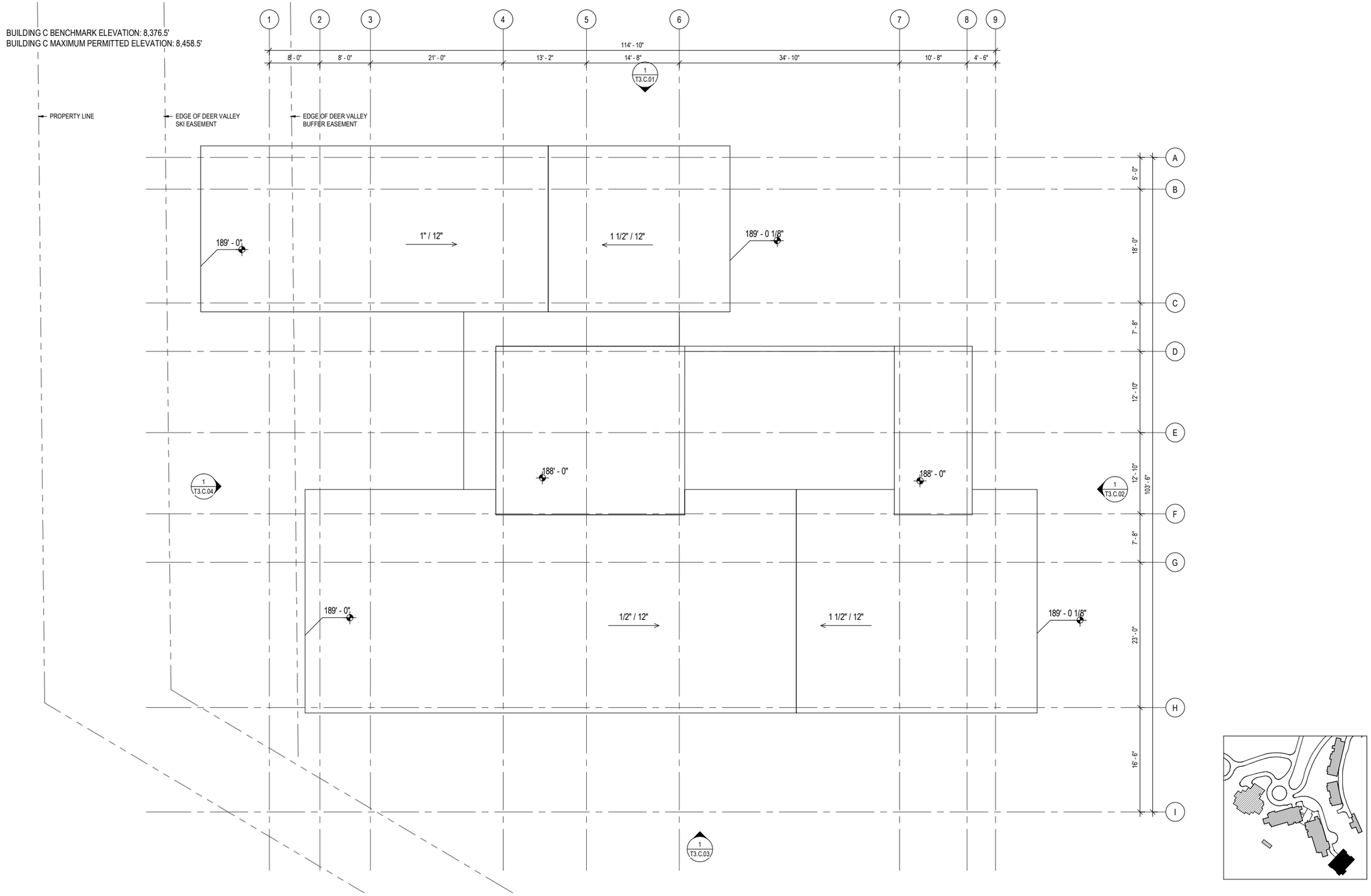
BLDG C - L5

1
2
3
4
5
6
7
8
9
114' - 10"
8' - 0"
8' - 0"
21' - 0"
13' - 2"
14' - 8"
34' - 10"
10' - 8"
4' - 6"
1
T3.C.01
PROPERTY LINE
EDGE OF DEER VALLEY SKI EASEMENT
EDGE OF DEER VALLEY BUFFER EASEMENT
deck
BLDG C UNIT 501
C 501
4,285 SF
BLDG C UNIT 502
C 502
4,310 SF
FIREPLACE
deck
hot tub
7'x7'
deck
A
B
C
D
E
F
G
H
I
5' - 0"
18' - 0"
7' - 8"
12' - 10"
12' - 10"
3' - 6"
103' - 6"
7' - 8"
23' - 0"
16' - 6"
1
T3.C.04
1
T3.C.02
1
T3.C.03
UNIT TYPE
5BR

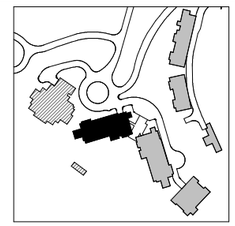
BLDG C - L6


PROPERTY LINE
EDGE OF DEER VALLEY SKI EASEMENT
EDGE OF DEER VALLEY BUFFER EASEMENT
1
2
3
4
5
6
7
8
9
114' - 10"
8' - 0"
8' - 0"
21' - 0"
13' - 2"
14' - 8"
34' - 10"
10' - 8"
4' - 6"
1
T3.C.01
A
B
C
D
E
F
G
H
I
5' - 0"
18' - 0"
7' - 8"
12' - 10"
12' - 10"
7' - 8"
23' - 0"
16' - 6"
103' - 6"
hot tub/ pool
38'x12'
bbq
mech
BLDG C UNIT 601
C 601
5,001 SF
BLDG C MECH
C 602
757 SF
deck
fire pit
white wall
deck
deck
1
T3.C.04
1
T3.C.02
1
T3.C.03
UNIT TYPE
Mechanical
PH
N
0 2' 4' 6' 8' 16' 24'

BLDG C - ROOF

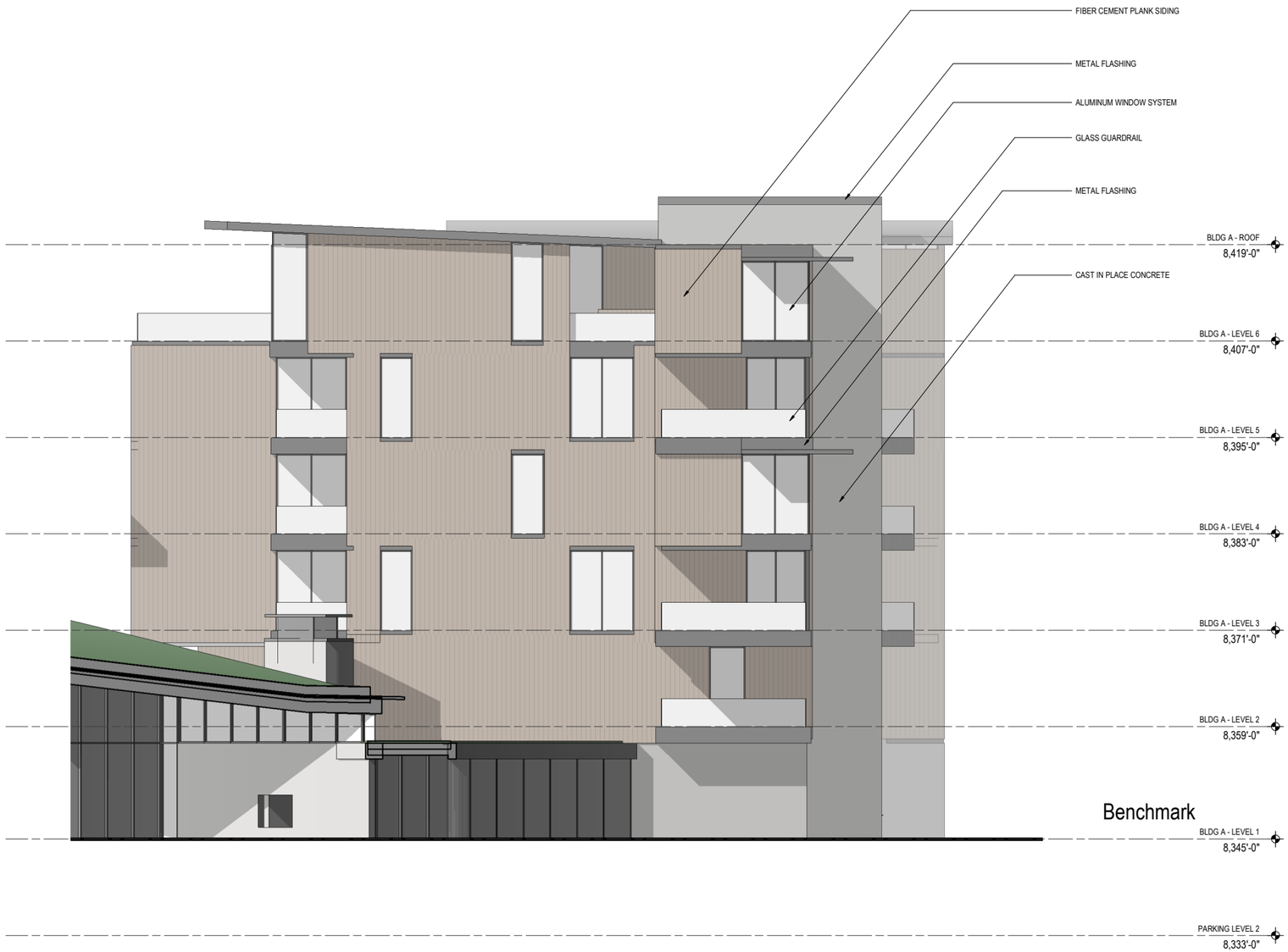

BUILDING C BENCHMARK ELEVATION: 8,376.5'
BUILDING C MAXIMUM PERMITTED ELEVATION: 8,458.5'
1
2
3
4
5
6
7
8
9
114' - 10"
8' - 0"
8' - 0"
21' - 0"
13' - 2"
14' - 8"
34' - 10"
10' - 8"
4' - 6"
1
T3.C.01
PROPERTY LINE
EDGE OF DEER VALLEY SKI EASEMENT
EDGE OF DEER VALLEY BUFFER EASEMENT
189' - 0"
1" / 12"
1 1/2" / 12"
189' - 0 1/8"
188' - 0"
188' - 0"
1
T3.C.04
1
T3.C.02
189' - 0"
1/2" / 12"
1 1/2" / 12"
189' - 0 1/8"
1
T3.C.03
A
B
C
D
E
F
G
H
I
5' - 0"
18' - 0"
7' - 8"
12' - 10"
12' - 10"
103' - 6"
7' - 8"
23' - 0"
16' - 6"

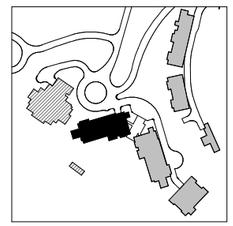
BLDG A - NORTH ELEVATION



0 2' 4' 6' 8' 16' 24'

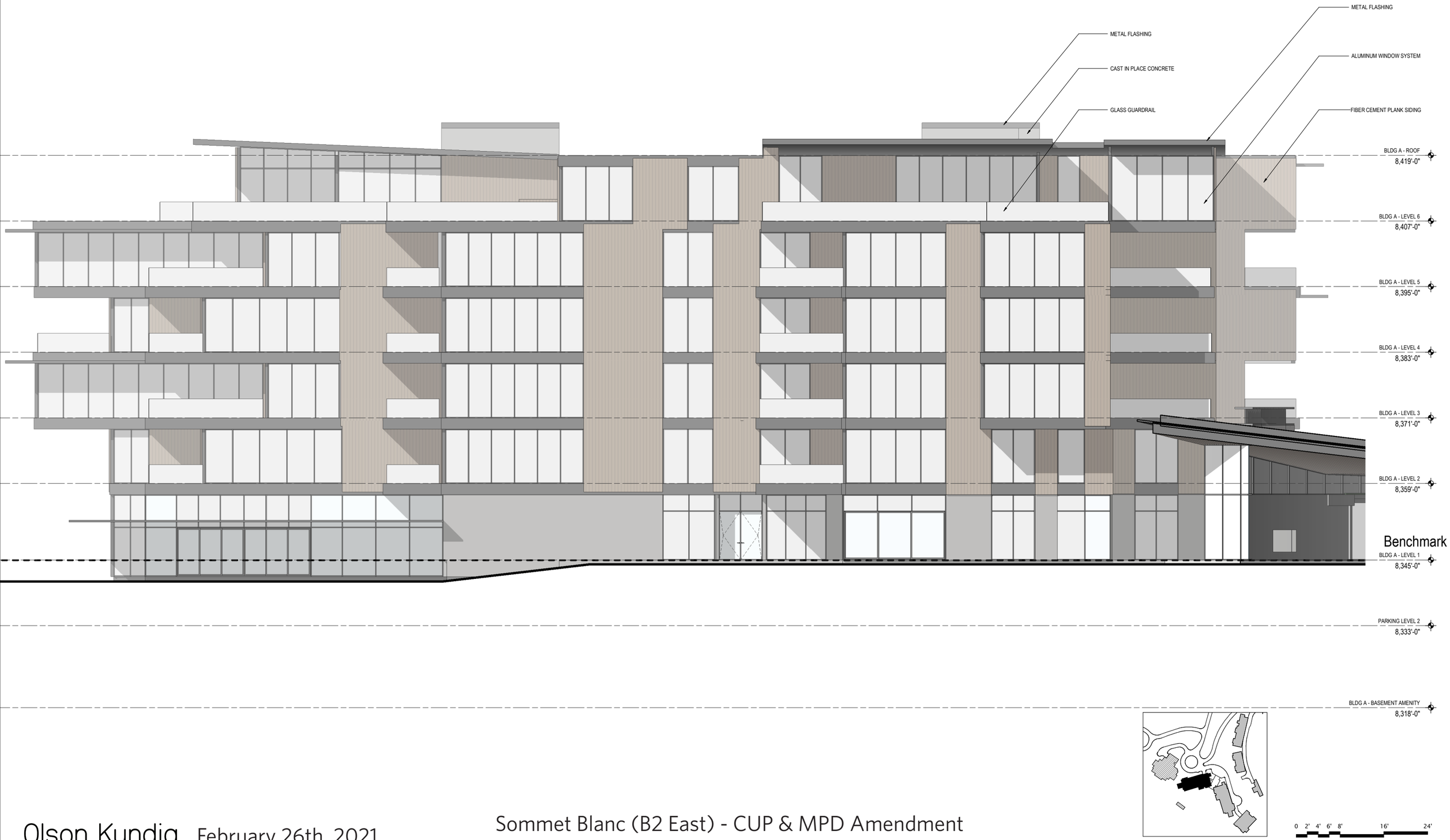
BLDG A - EAST ELEVATION





0 2' 4' 6' 8' 16' 24'

BLDG A - SOUTH ELEVATION

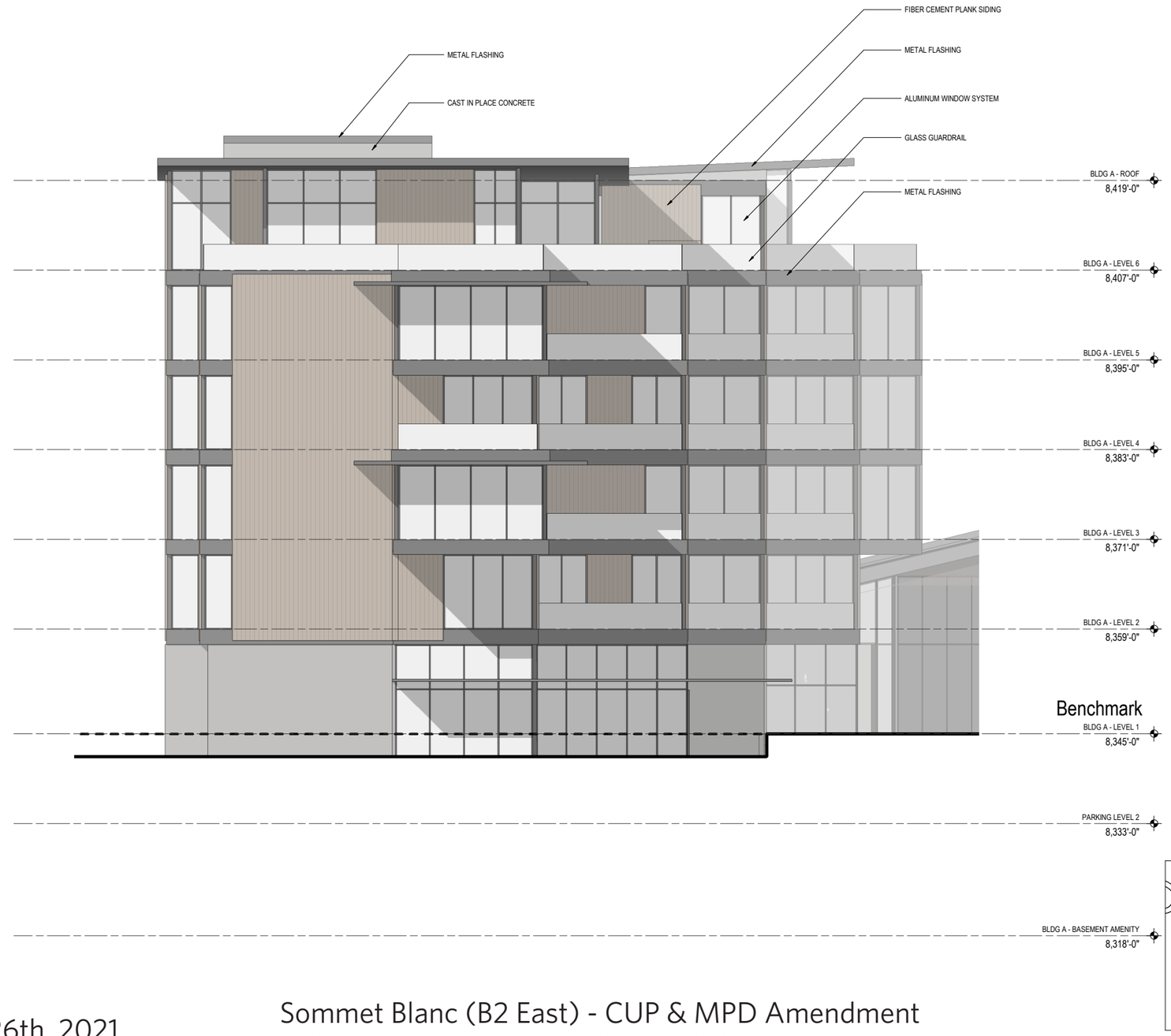


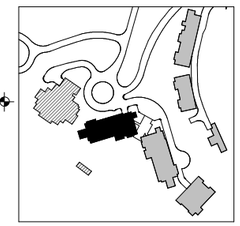
0 2' 4' 6' 8' 16' 24'

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

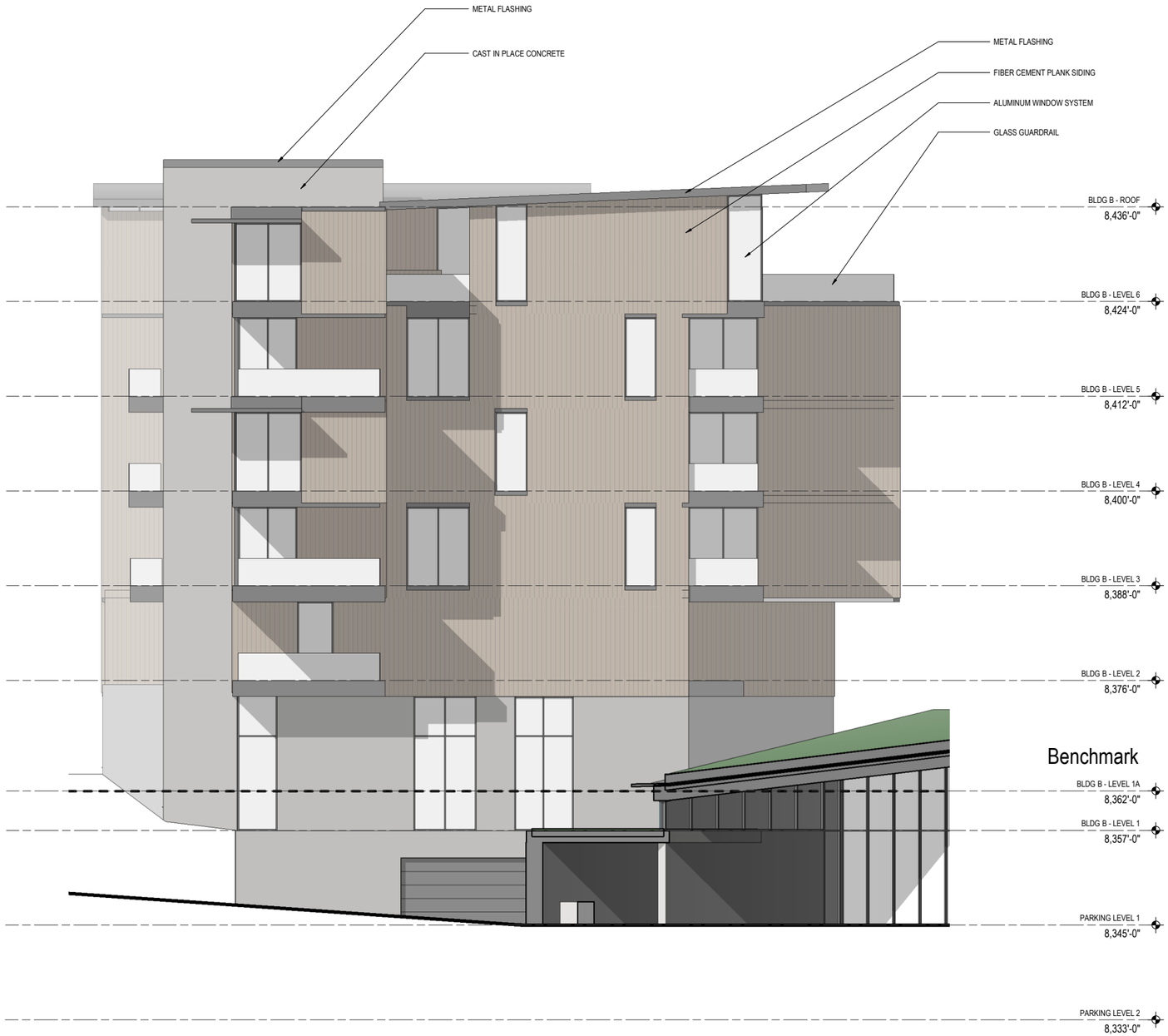
BLDG A - WEST ELEVATION

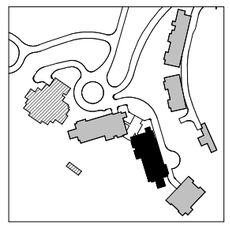




0 2' 4' 6' 8' 16' 24'

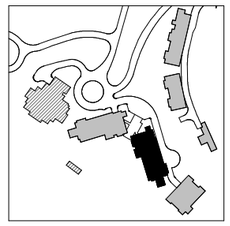
BLDG B - NORTH ELEVATION





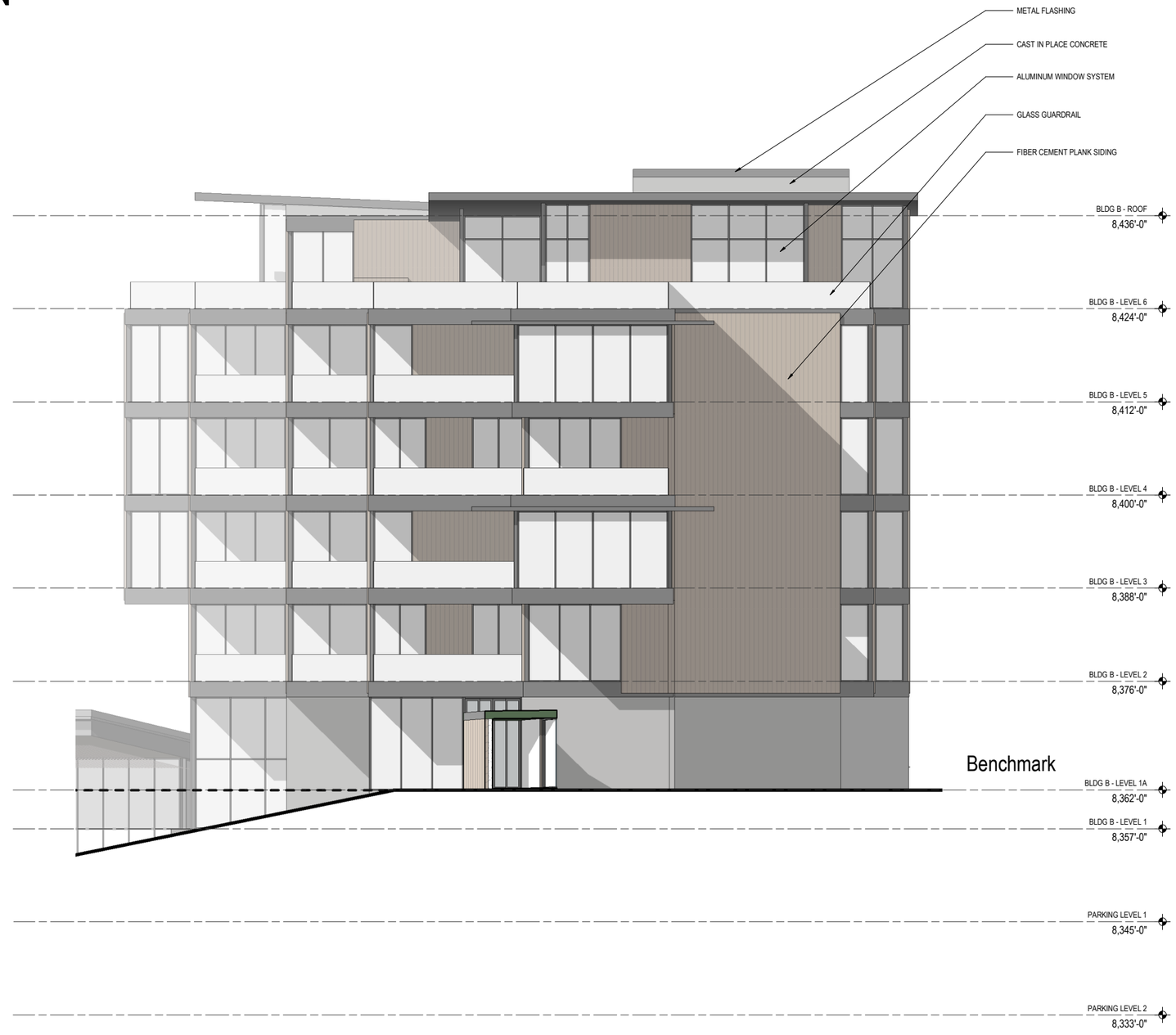
0 2' 4' 6' 8' 16' 24'

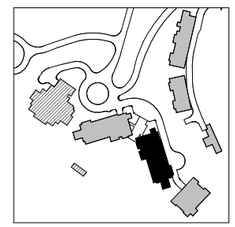
BLDG B - EAST ELEVATION



0 2' 4' 6' 8' 16' 24'

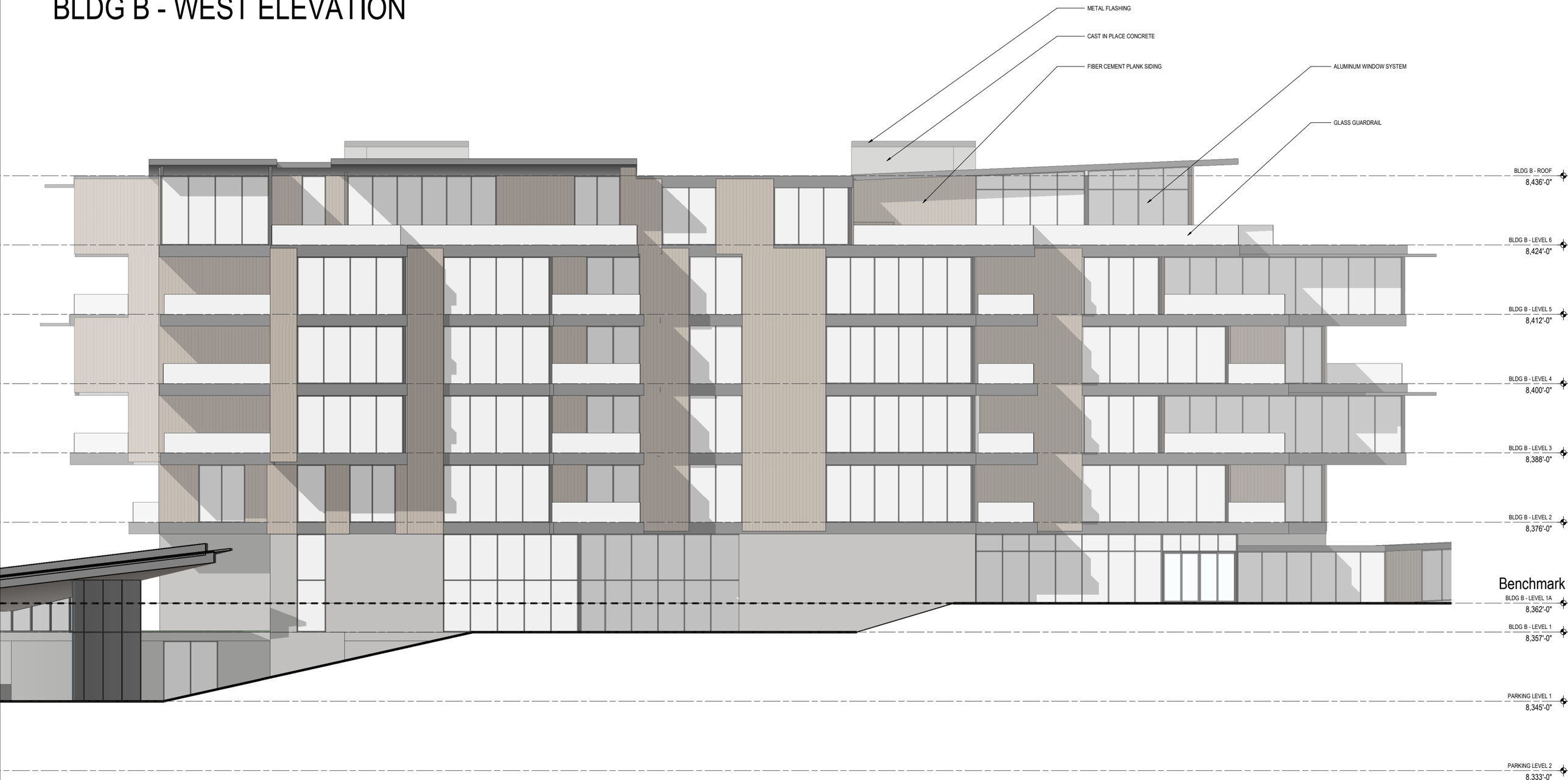
BLDG B - SOUTH ELEVATION

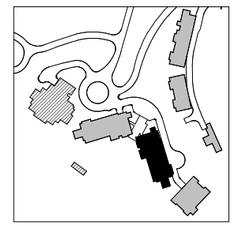




0 2' 4' 6' 8' 16' 24'

BLDG B - WEST ELEVATION



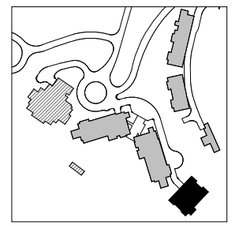


0 2' 4' 6' 8' 16' 24'

Olson Kundig February 26th, 2021

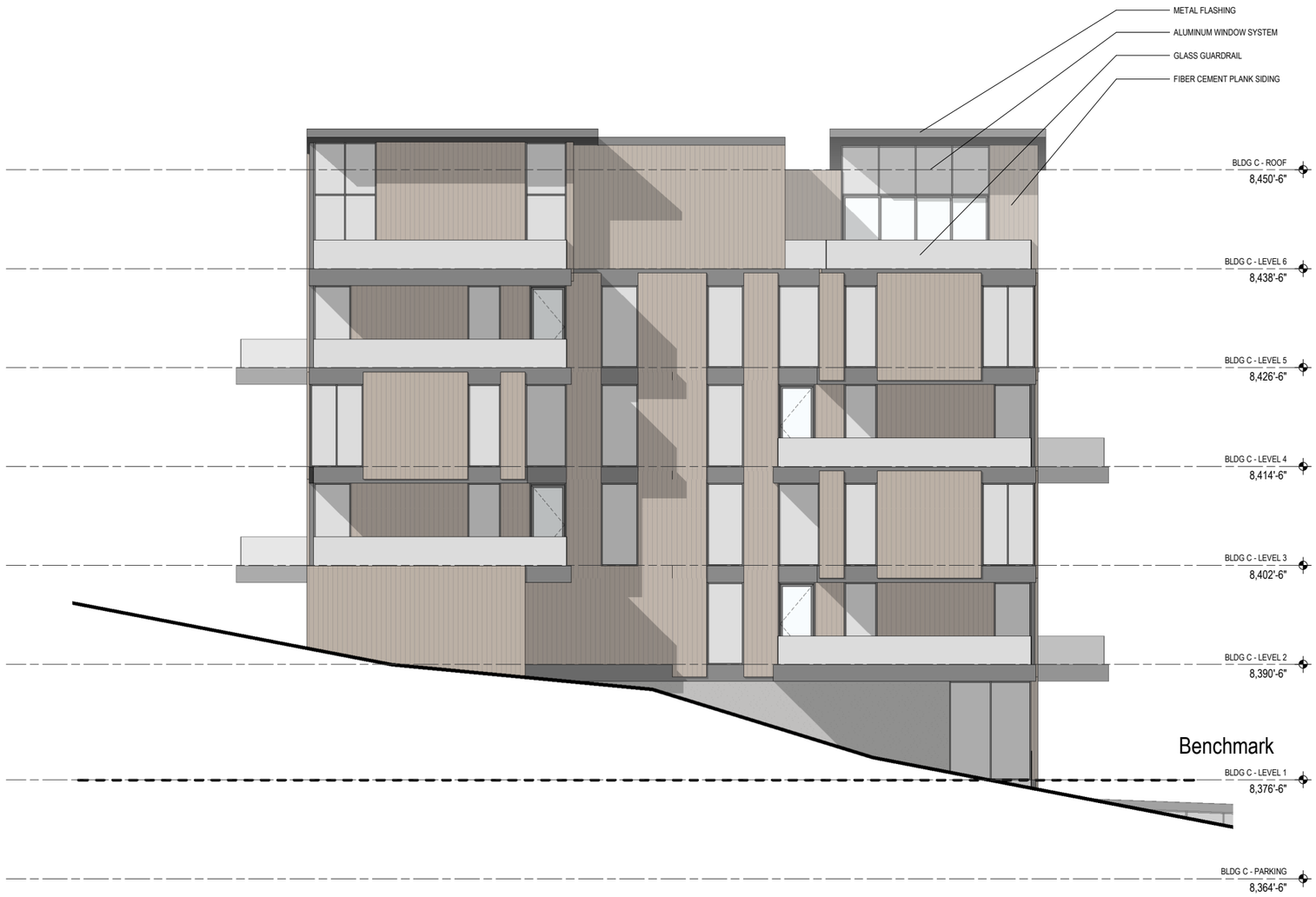
Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 2 - Condo Lodge Plans and Elevations

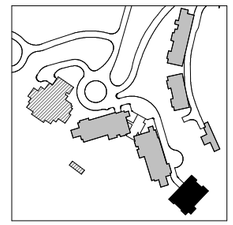
BLDG C - NORTH ELEVATION



0 2' 4' 6' 8' 16' 24'

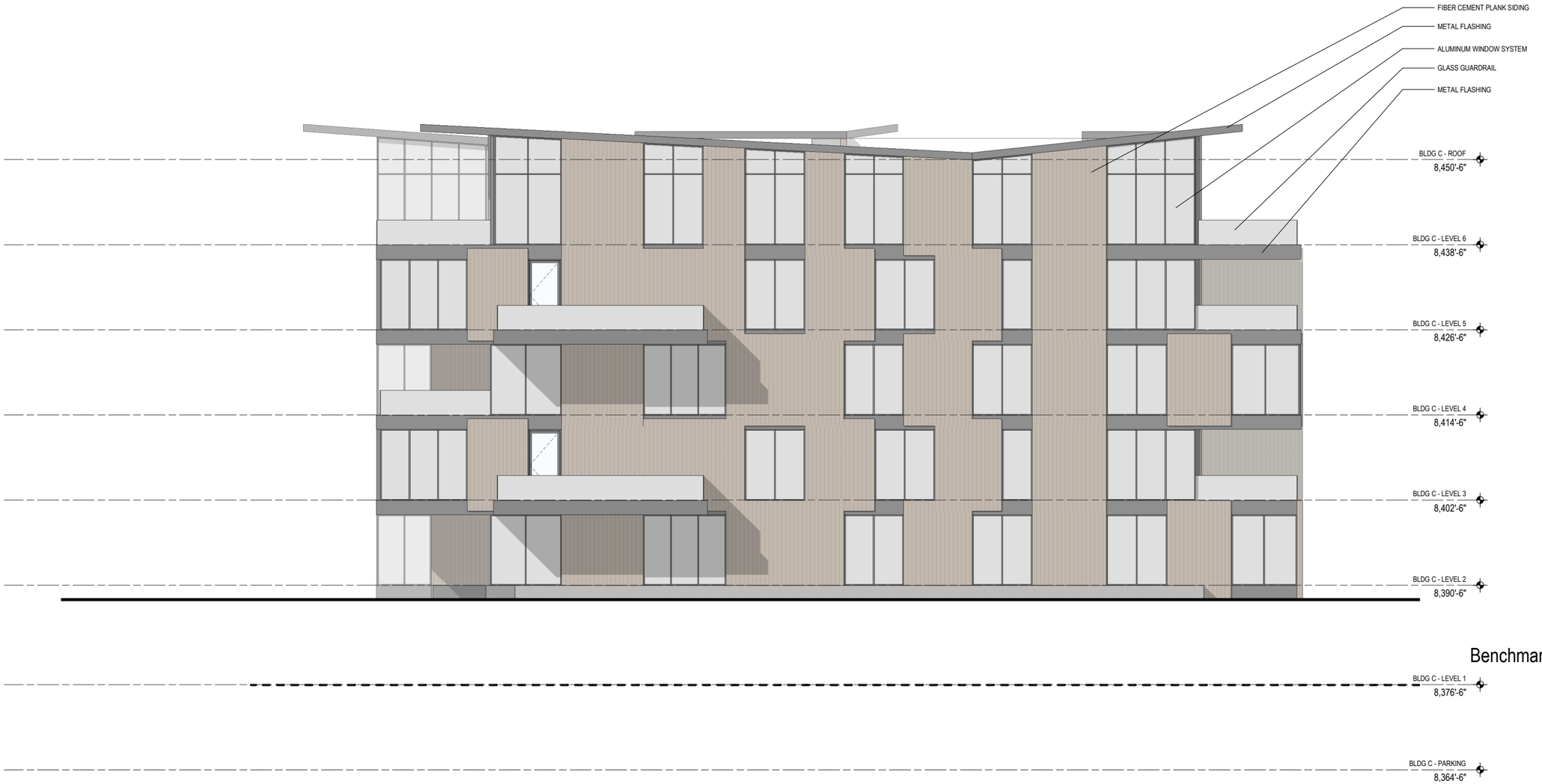
BLDG C - EAST ELEVATION

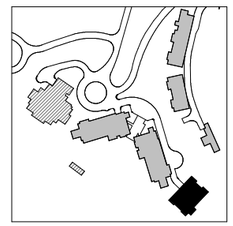




0 2' 4' 6' 8' 16' 24'

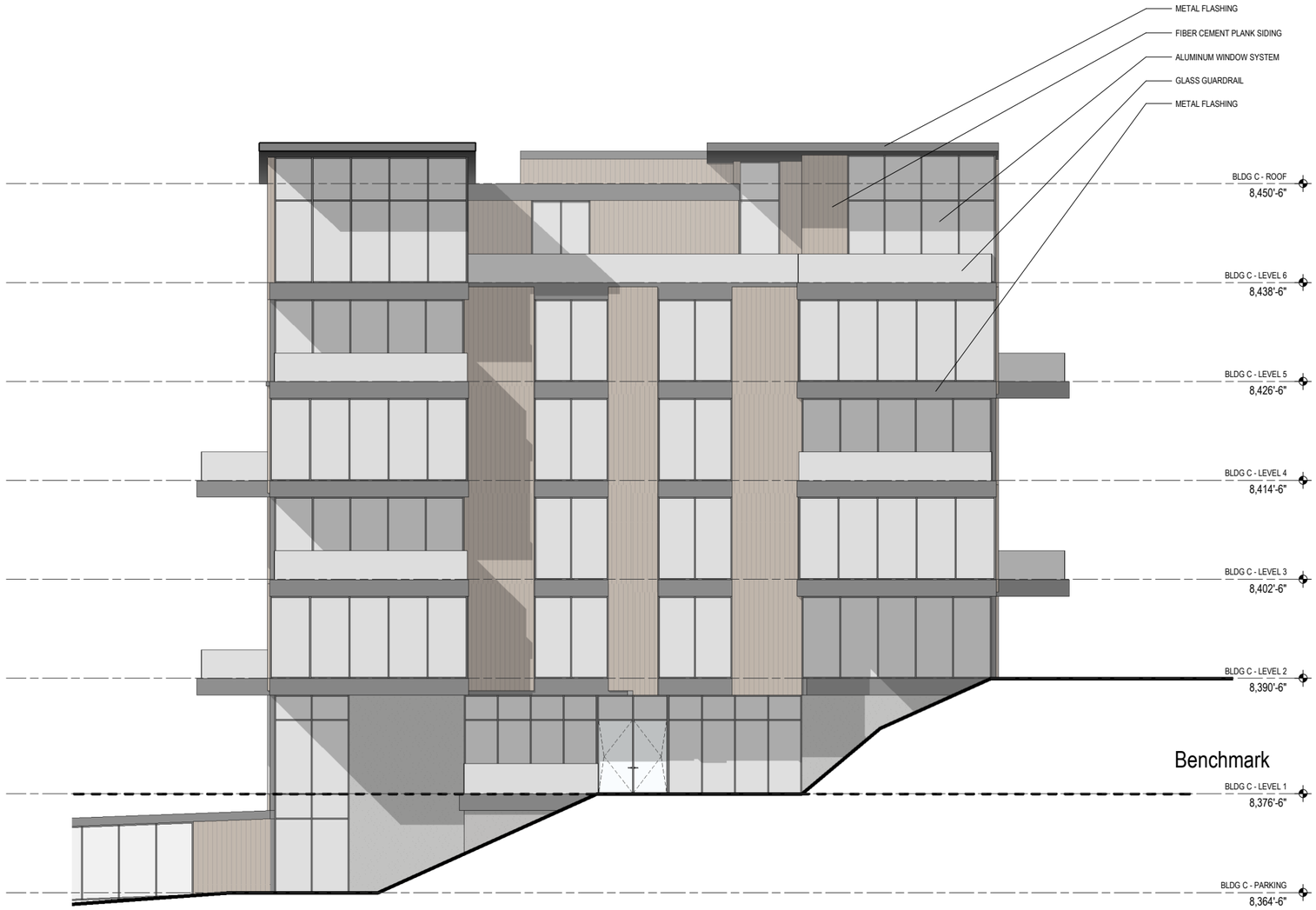
BLDG C - SOUTH ELEVATION

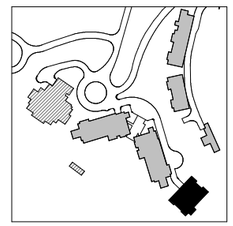




0 2' 4' 6' 8' 16' 24'

BLDG C - WEST ELEVATION





0 2' 4' 6' 8' 16' 24'

MATERIAL PALETTE

INSPIRATION

CEMENTITIOUS PLANK SIDING

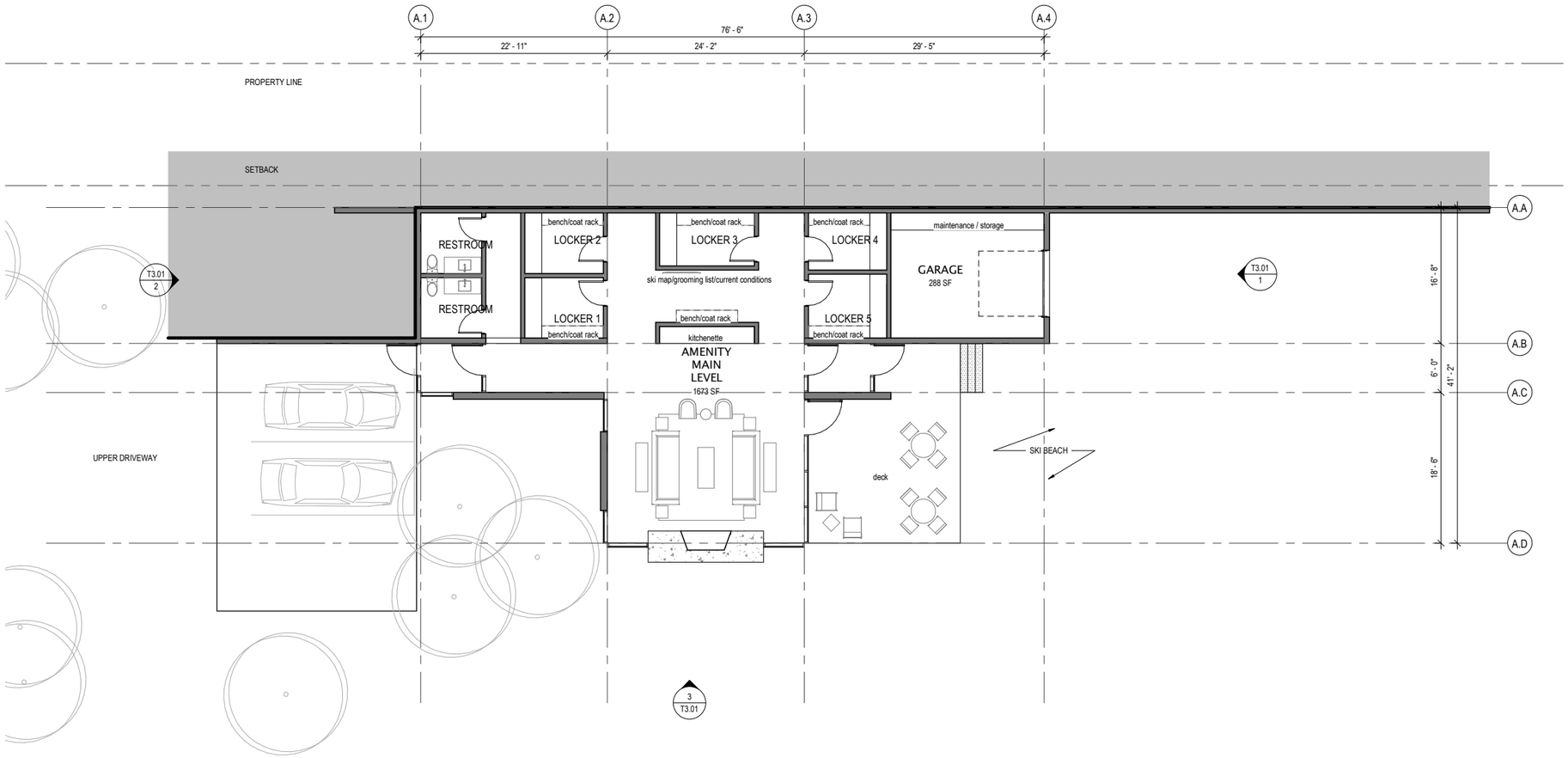
ALUMINUM WINDOW SYSTEM

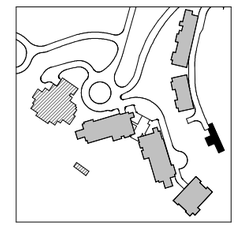
CAST IN PLACE CONCRETE

PAINTED METAL

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 3 - Alpine Villas Plans and Elevations
February 26, 2021

AMENITY MAIN LEVEL

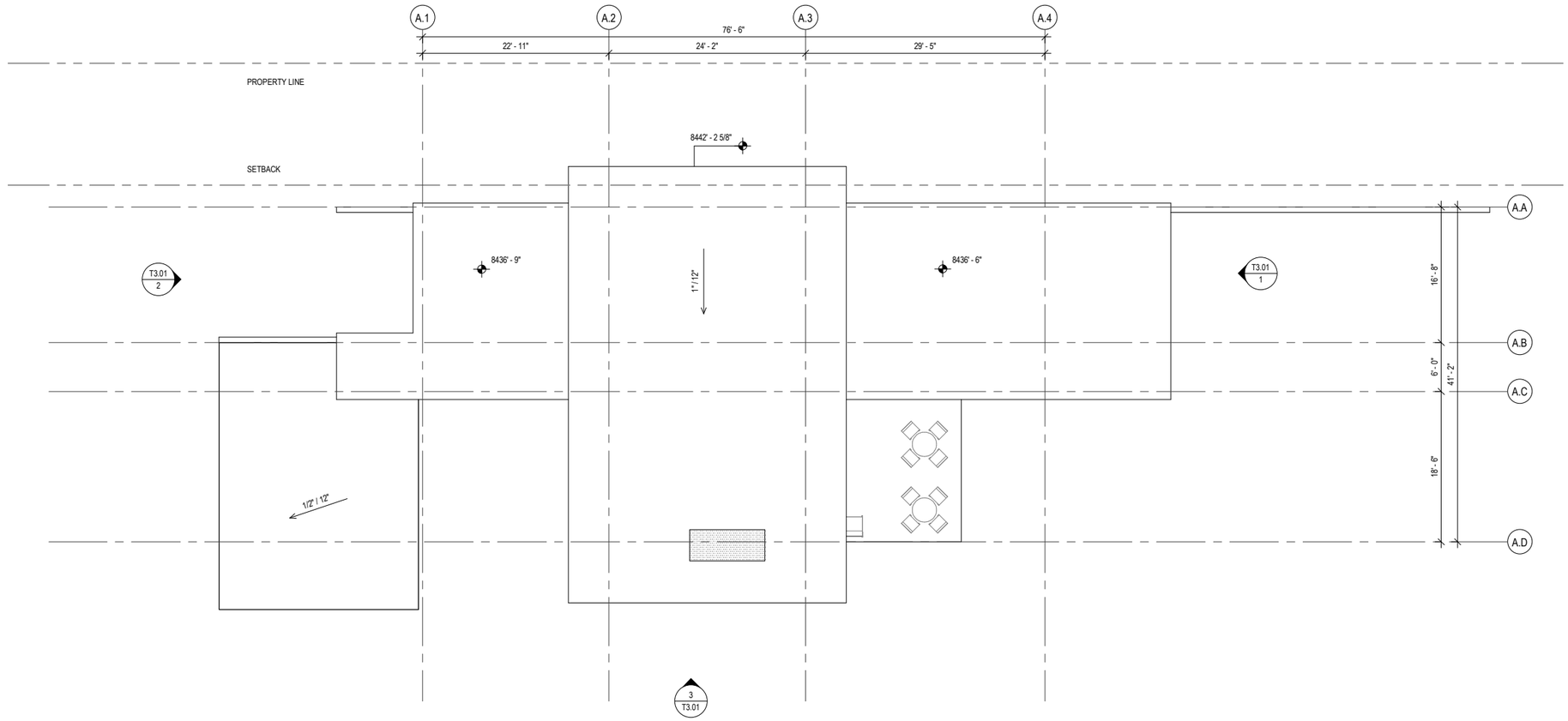


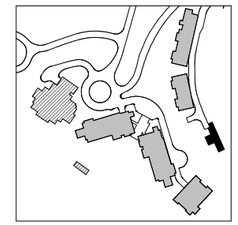


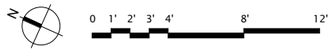
N

0 1' 2' 3' 4' 8' 12'

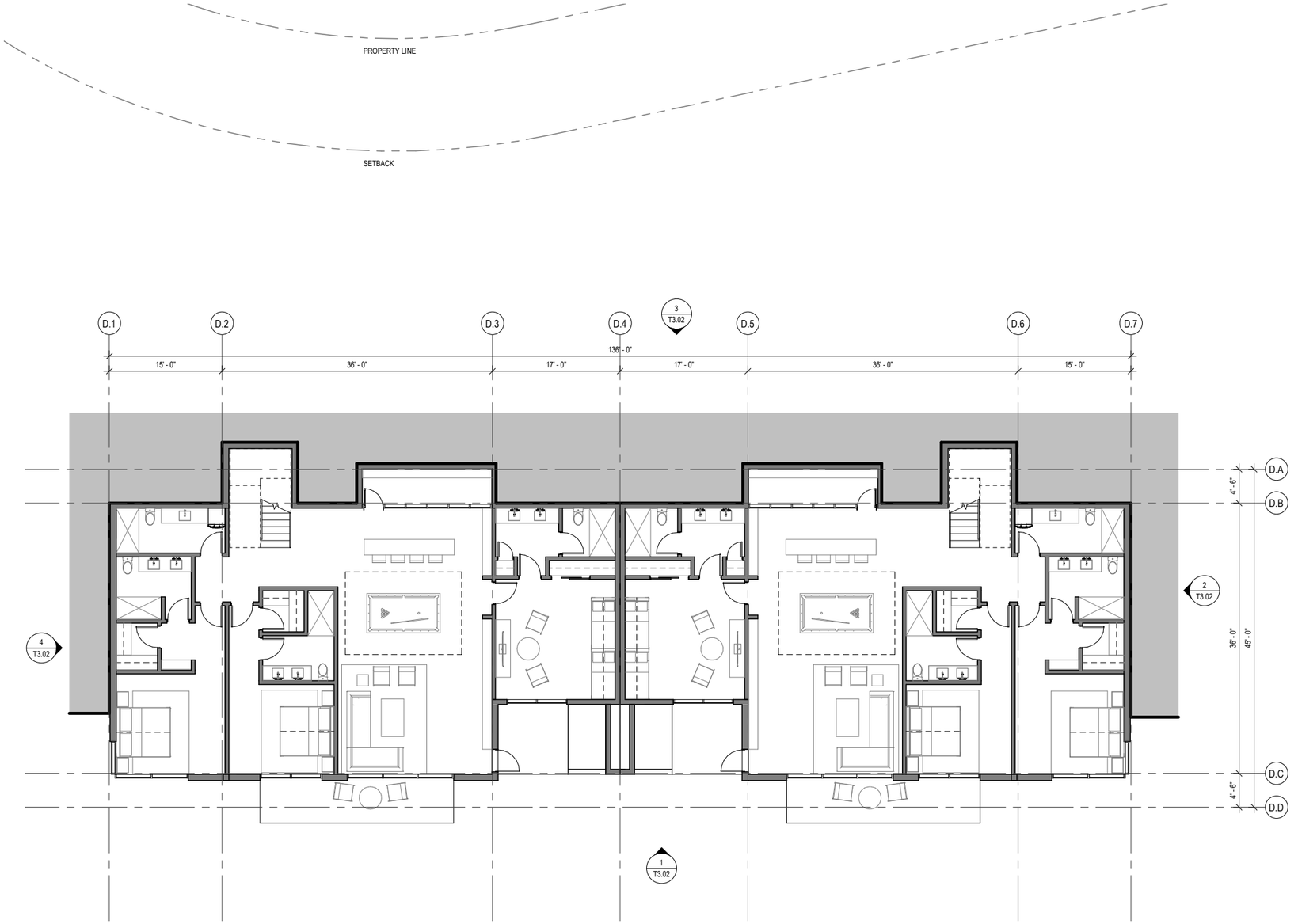
AMENITY ROOF

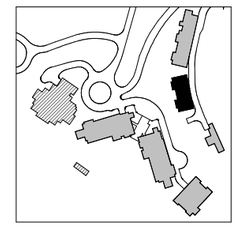


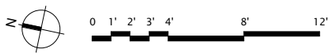




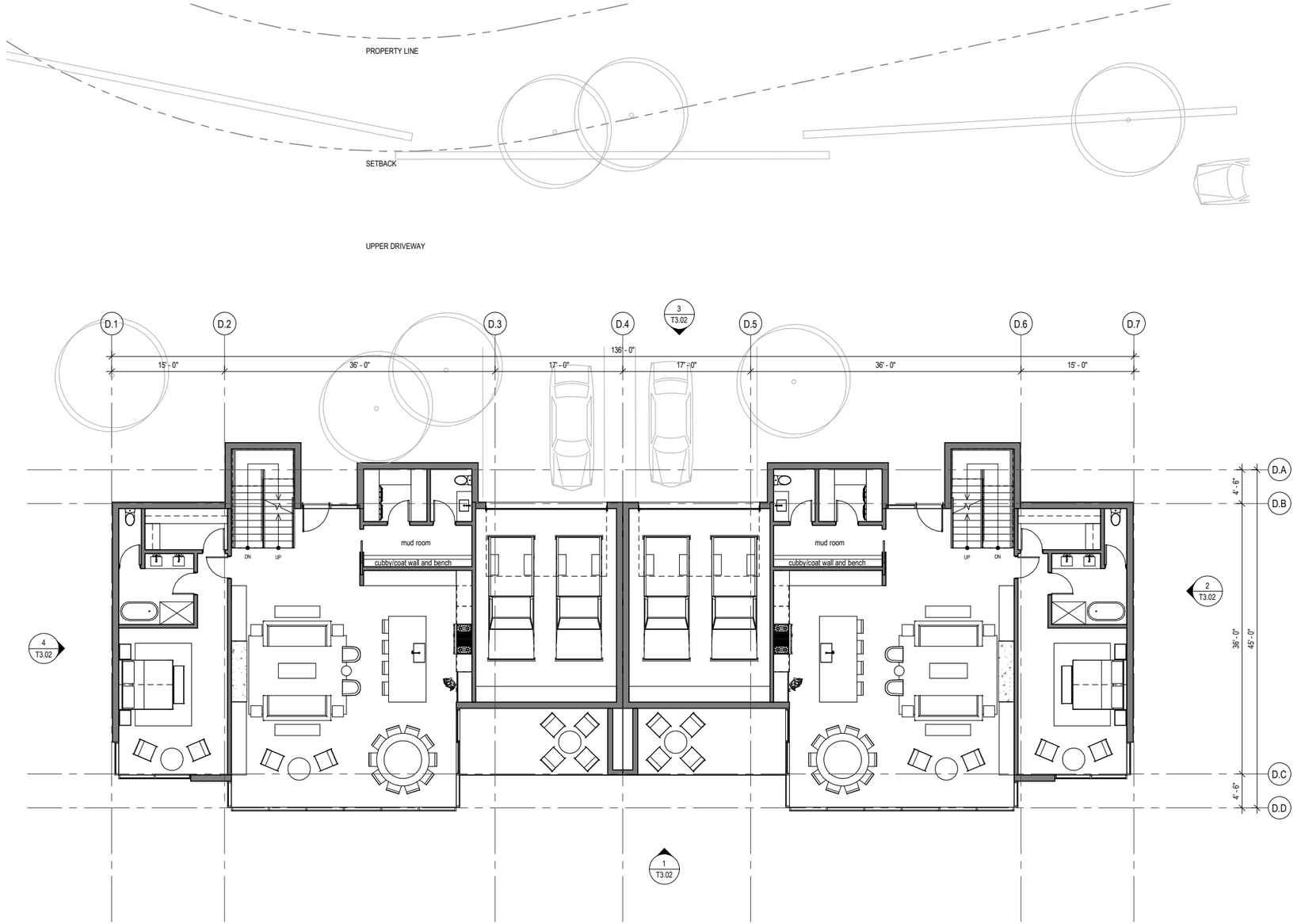
DUPLEX LOWER LEVEL

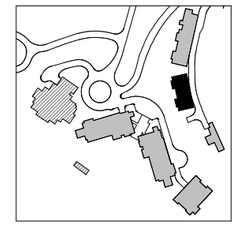






DUPLEX MAIN LEVEL

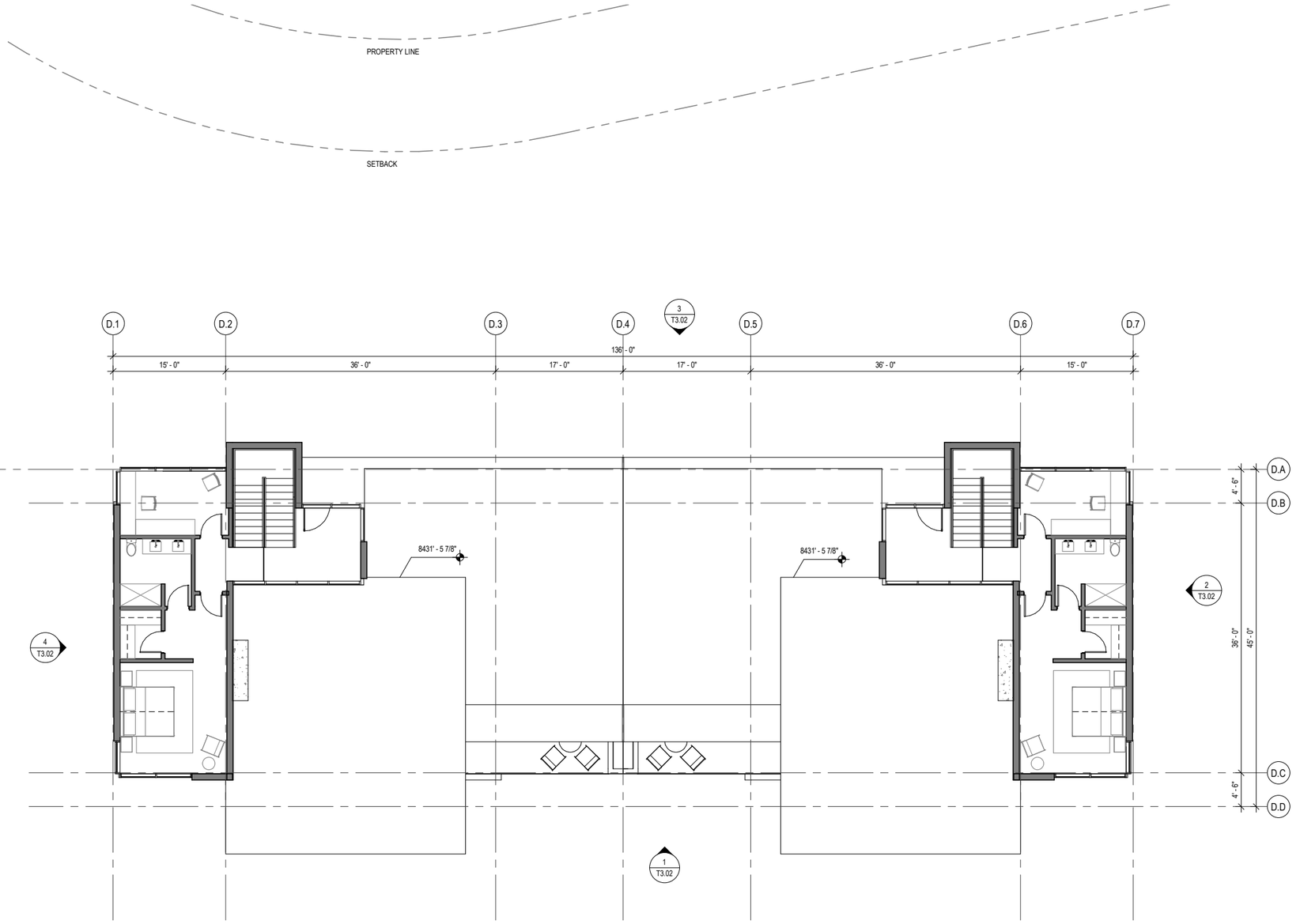


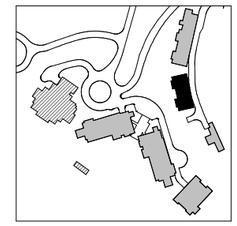


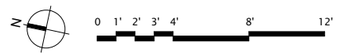
N

0 1' 2' 3' 4' 8' 12'

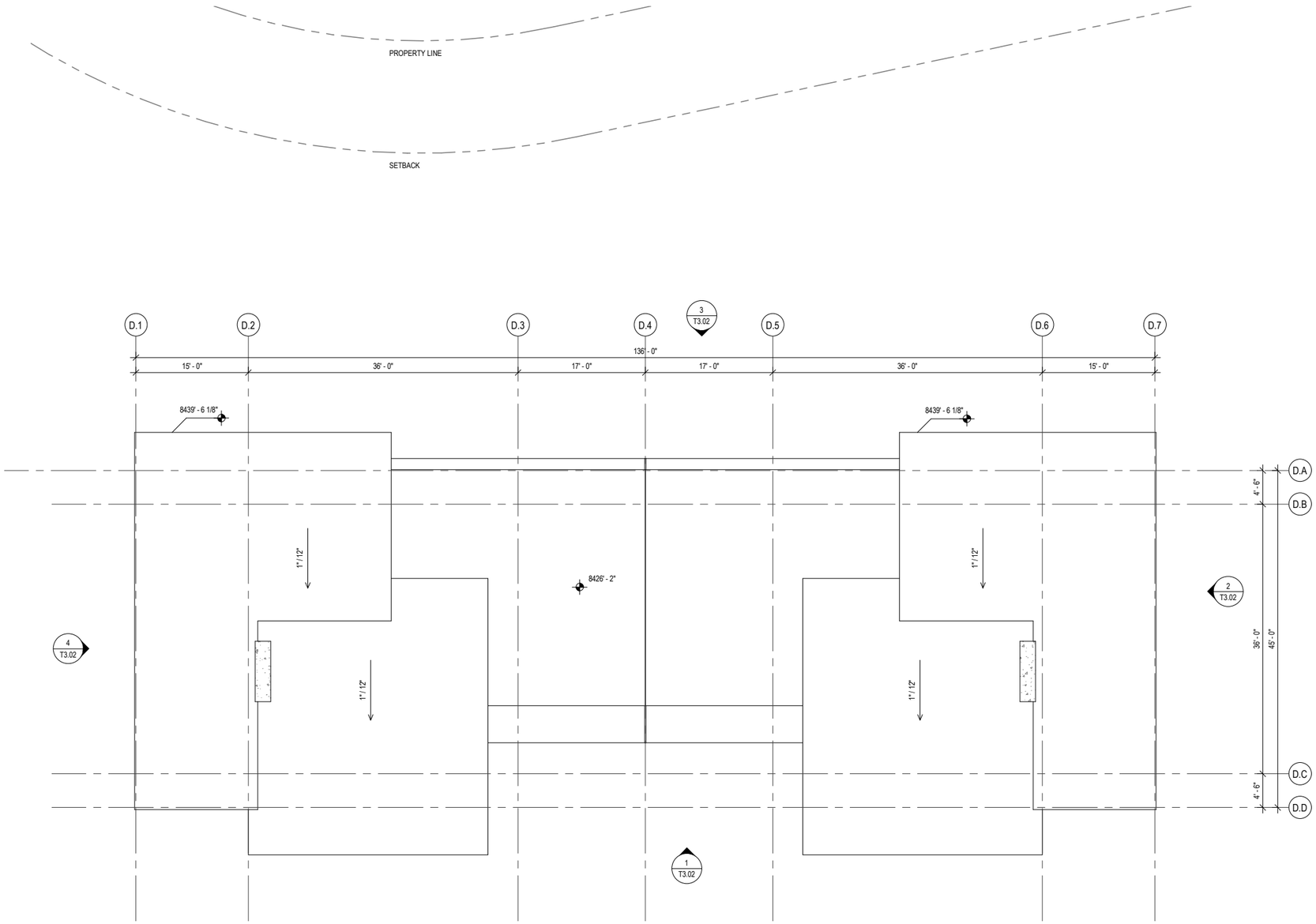
DUPLEX UPPER LEVEL

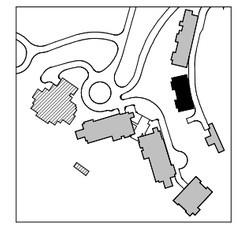


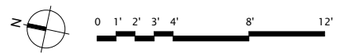




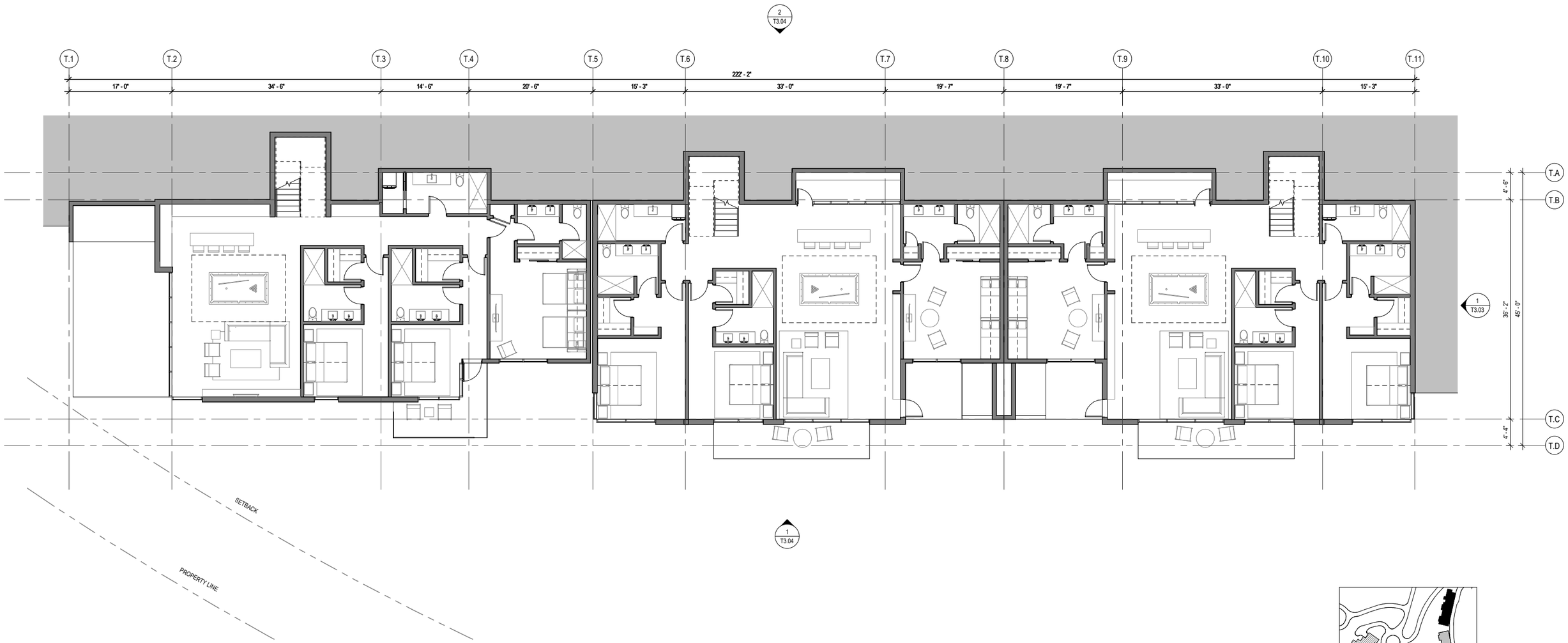
DUPLEX ROOF

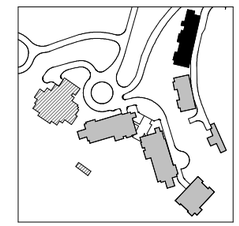

PROPERTY LINE
SETBACK
D.1
D.2
D.3
D.4
D.5
D.6
D.7
3
T3.02
136' - 0"
15' - 0"
36' - 0"
17' - 0"
17' - 0"
36' - 0"
15' - 0"
8439' - 6 1/8"
8439' - 6 1/8"
8426' - 2"
1"/12"
1"/12"
1"/12"
1"/12"
4
T3.02
2
T3.02
1
T3.02
D.A
D.B
D.C
D.D
4' - 6"
36' - 0"
45' - 0"
4' - 6"




N
0
1'
2'
3'
4'
8'
12'

TRIPLEX LOWER LEVEL

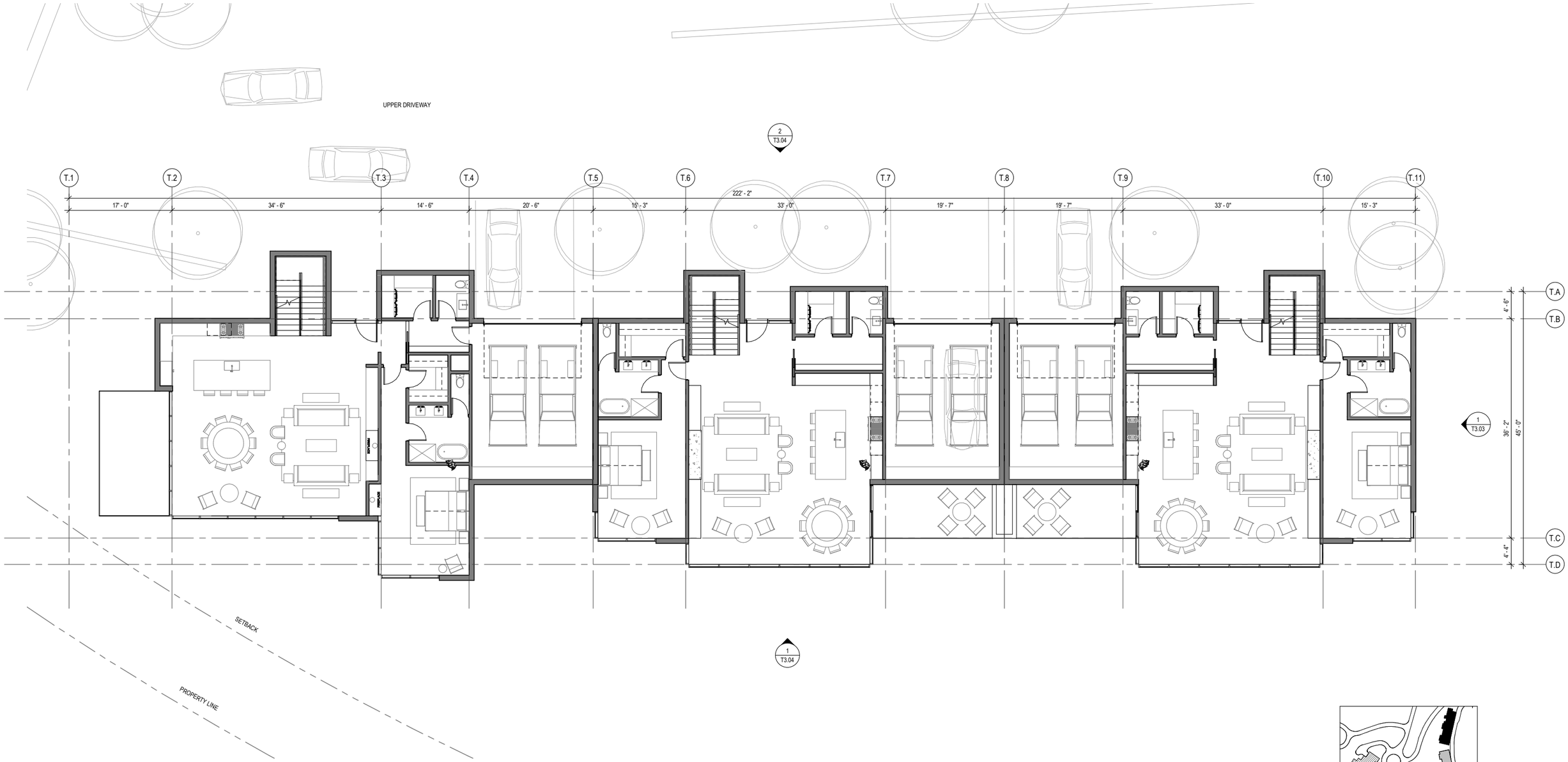


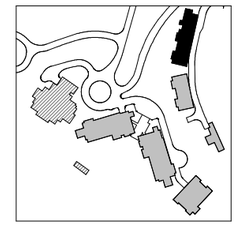


N

0 1' 2' 3' 4' 8' 12'

TRIPLEX MAIN LEVEL

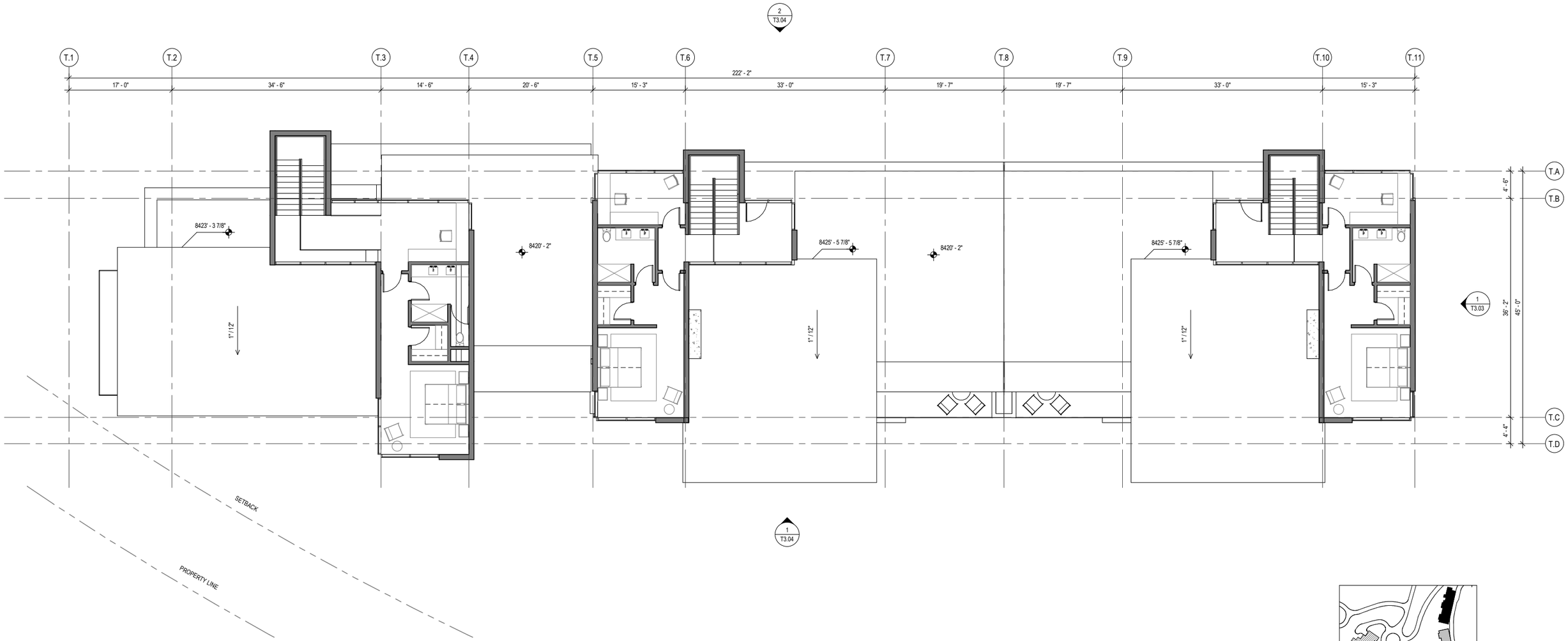


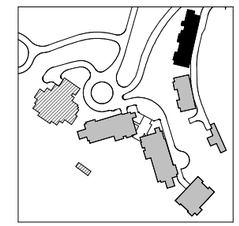


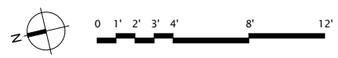
N

0 1' 2' 3' 4' 8' 12'

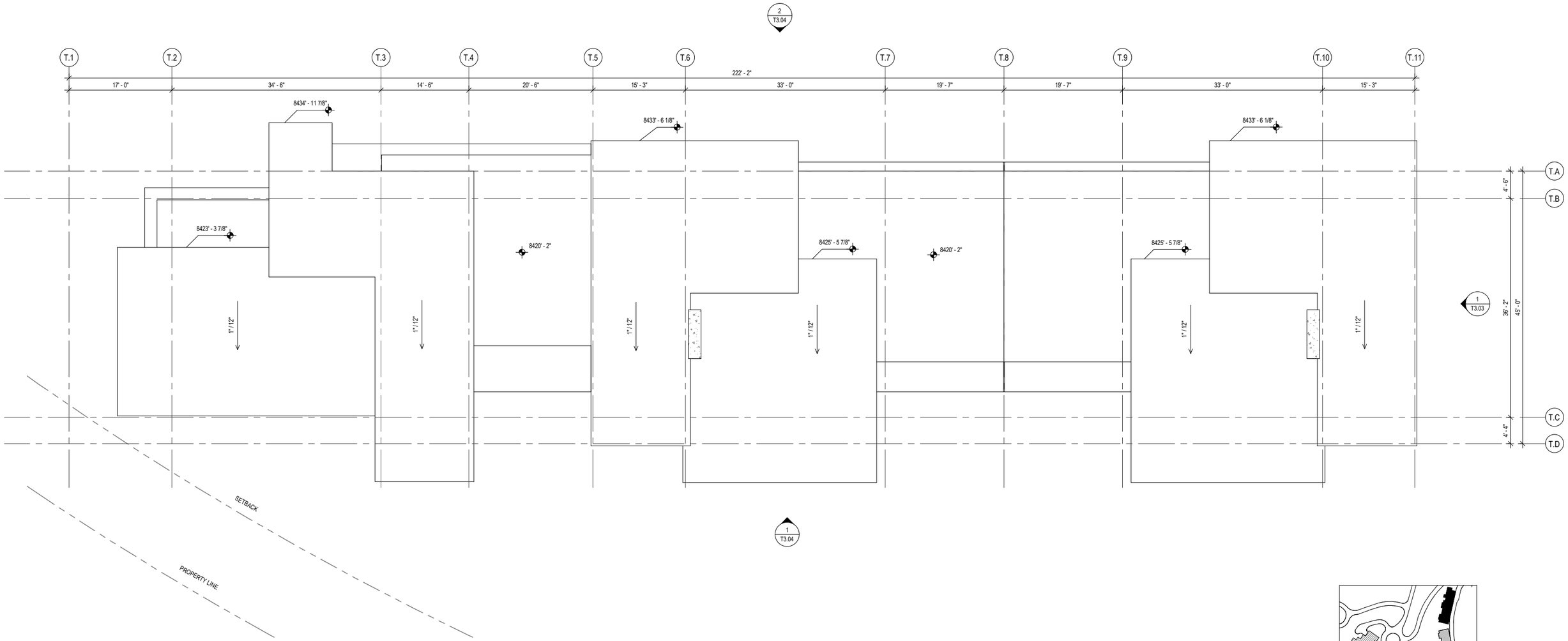
TRIPLEX UPPER LEVEL

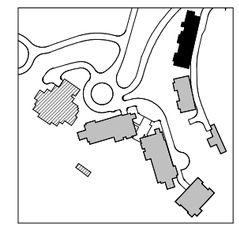






TRIPLEX ROOF

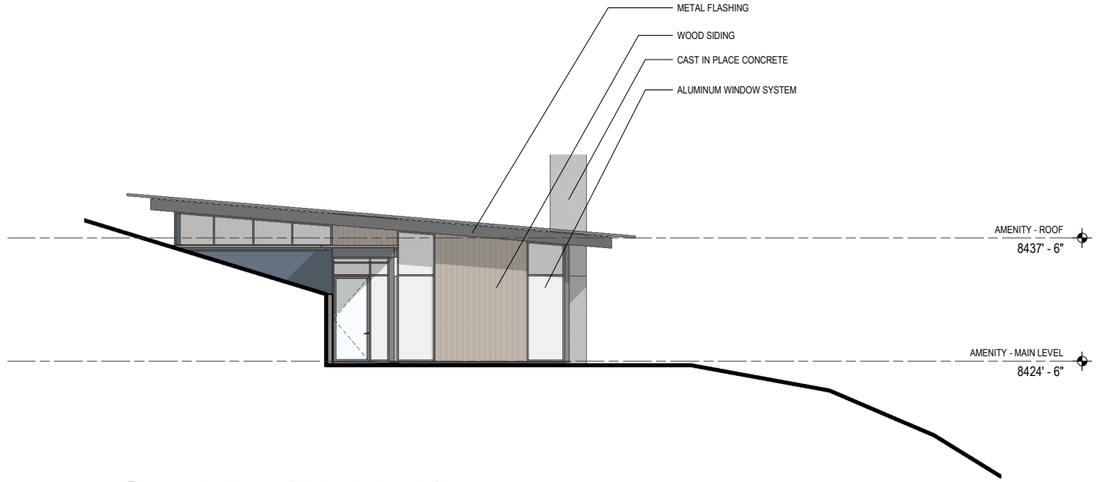




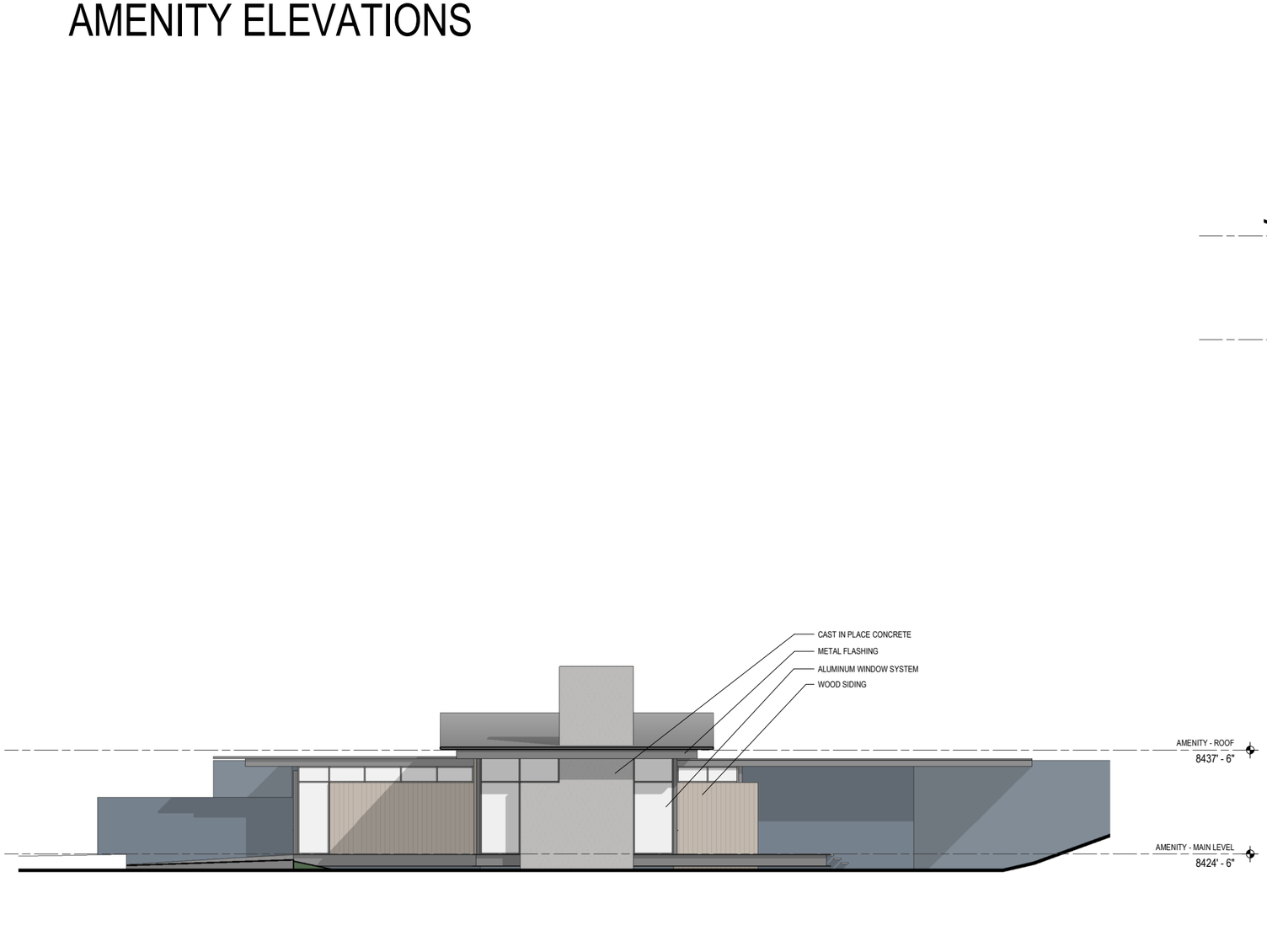
N

0 1' 2' 3' 4' 8' 12'

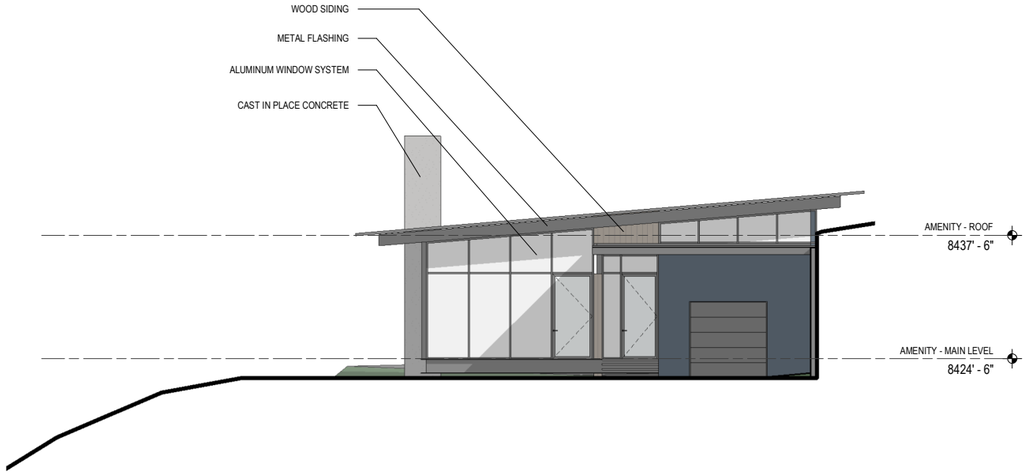
AMENITY ELEVATIONS



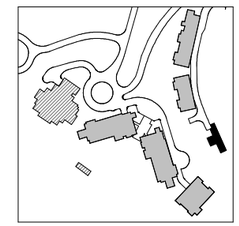
2 AMENITY - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



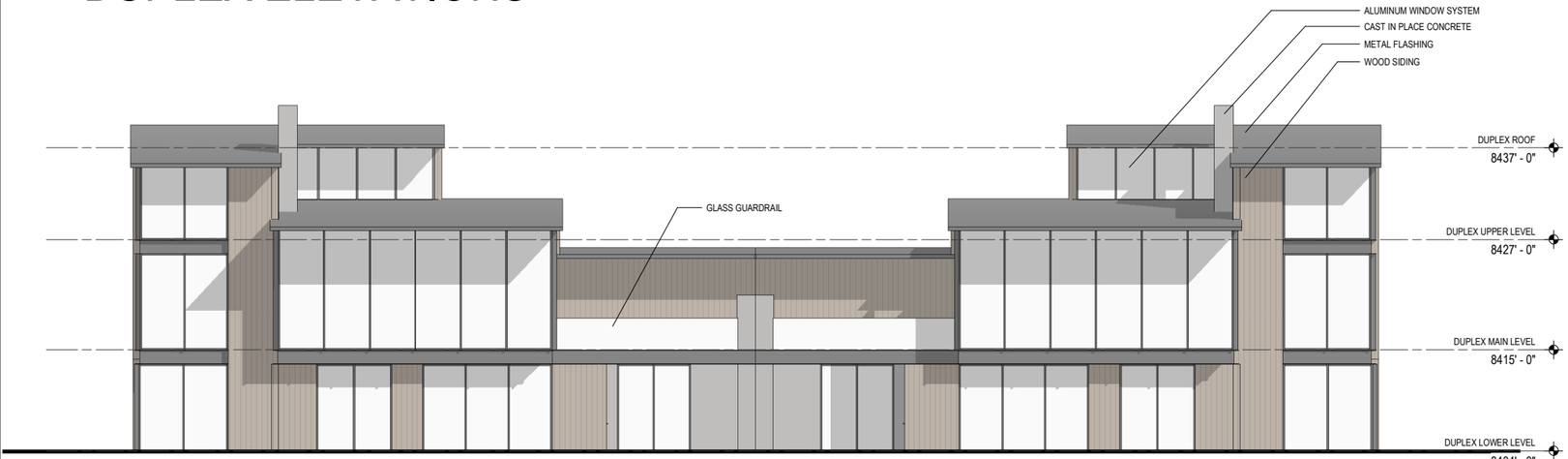
3 AMENITY - WEST ELEVATION
SCALE: 1/8" = 1'-0"



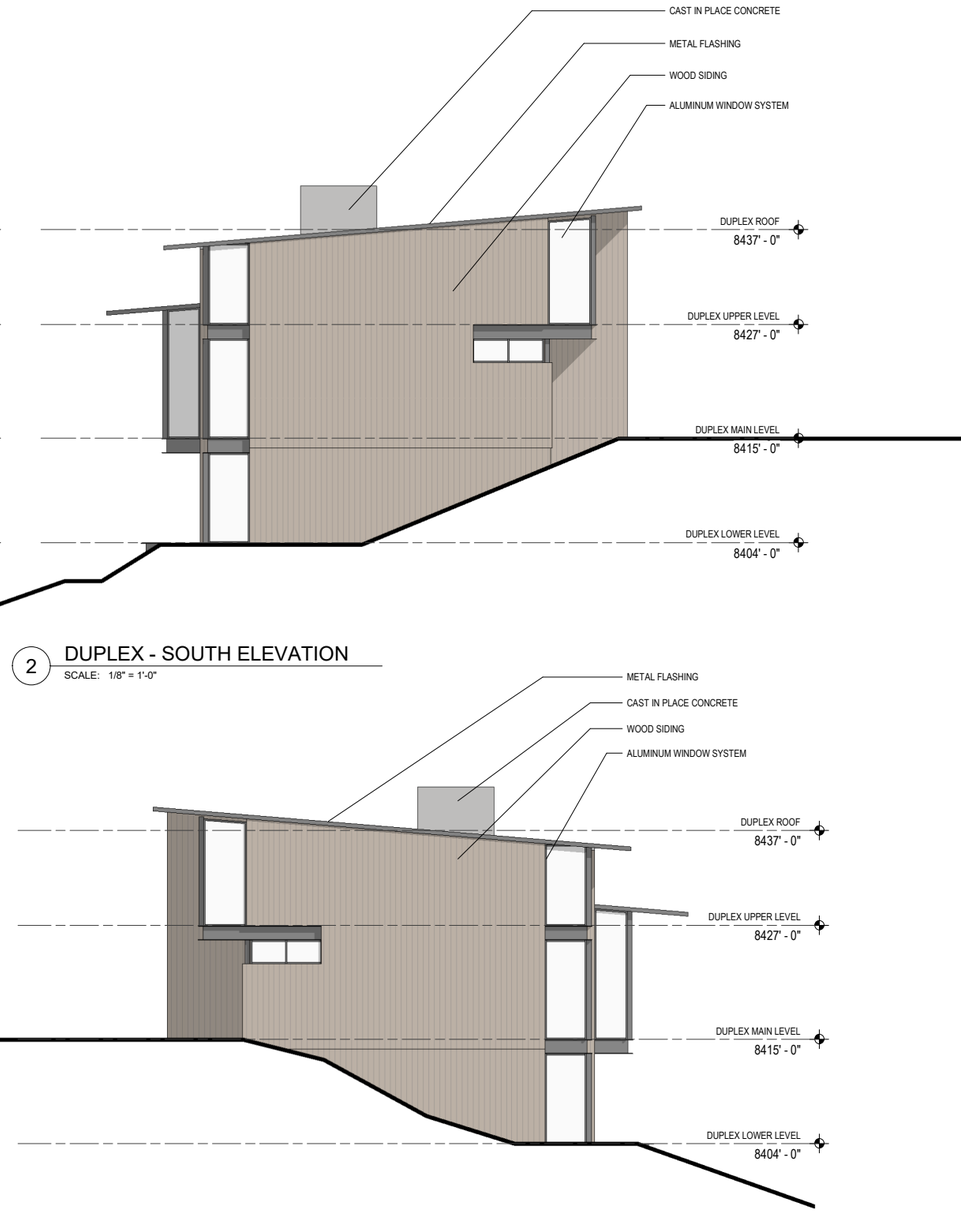
1 AMENITY - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



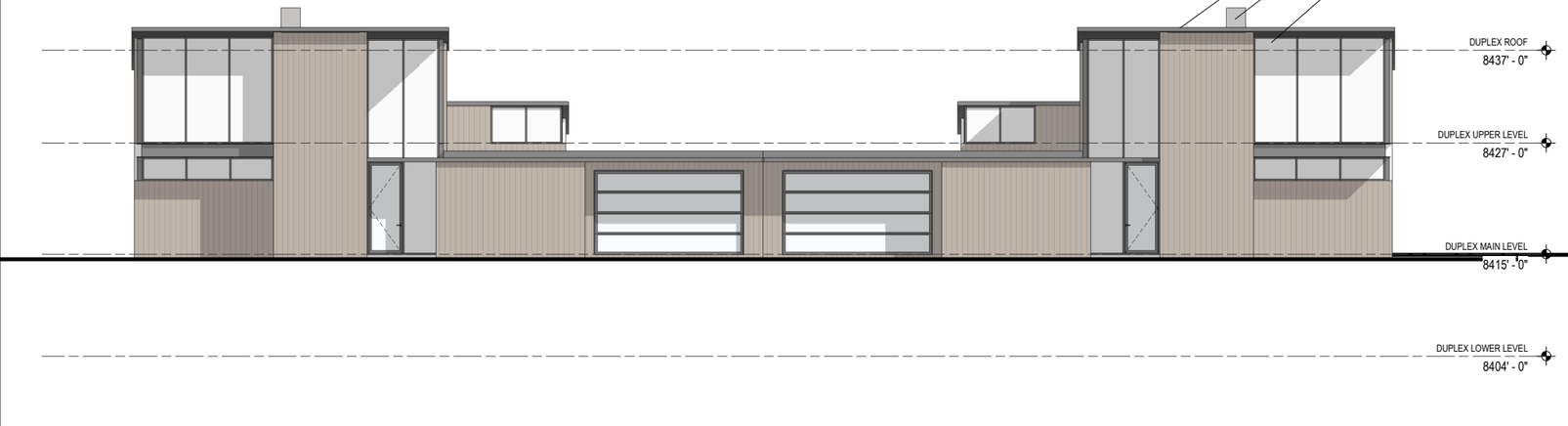
DUPLEX ELEVATIONS



1 DUPLEX - WEST ELEVATION
SCALE: 1/8" = 1'-0"

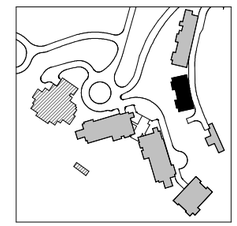


2 DUPLEX - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



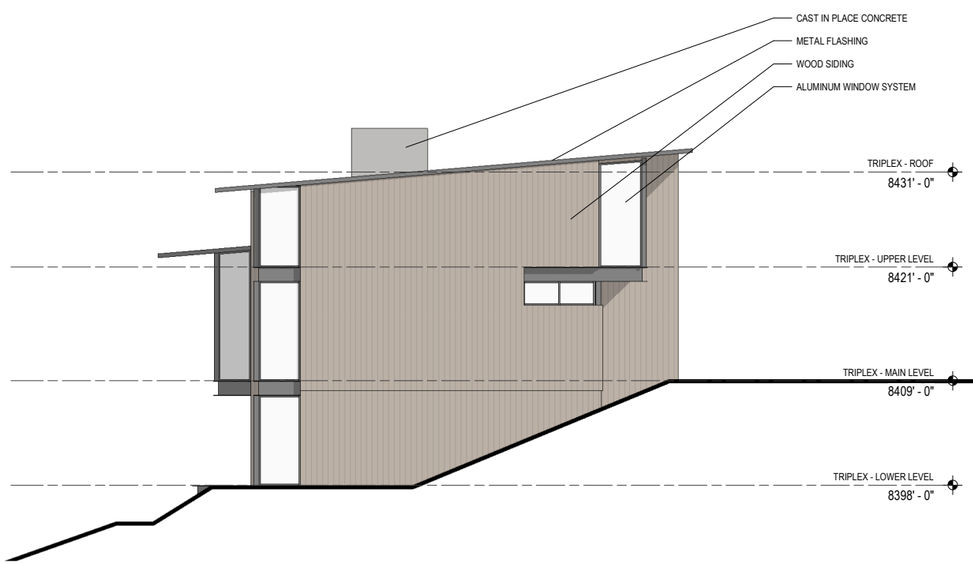
3 DUPLEX - EAST ELEVATION
SCALE: 1/8" = 1'-0"

4 DUPLEX - NORTH ELEVATION
SCALE: 1/8" = 1'-0"

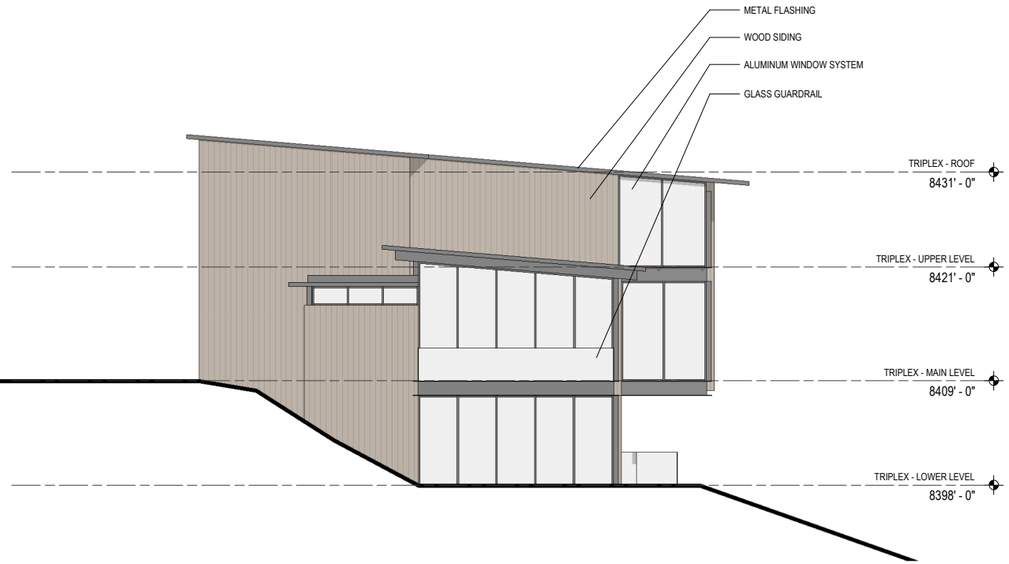


0 2' 4' 6' 8' 16' 24'

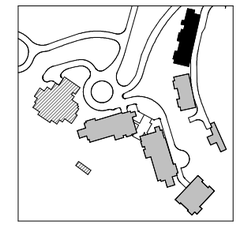
TRIPLEX ELEVATIONS



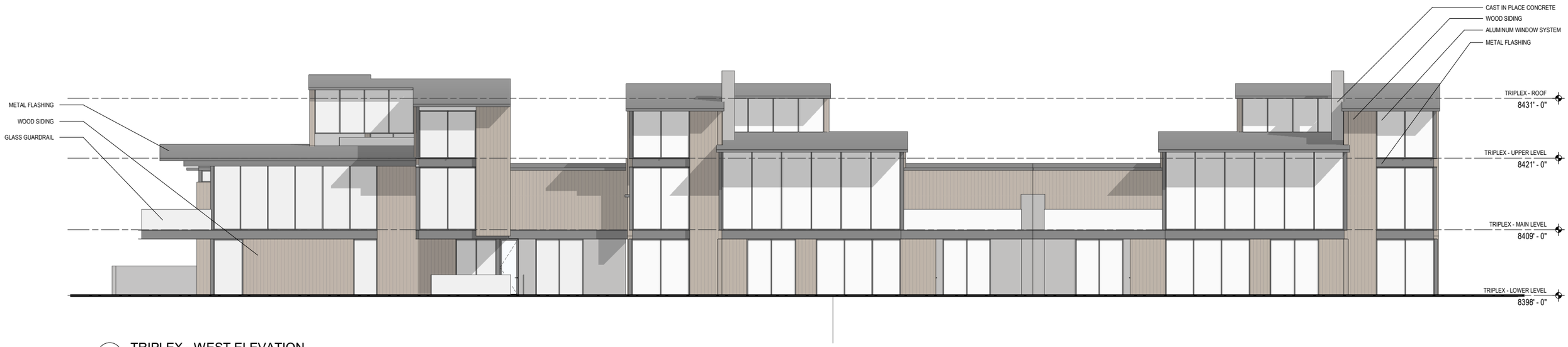
1 TRIPLEX - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



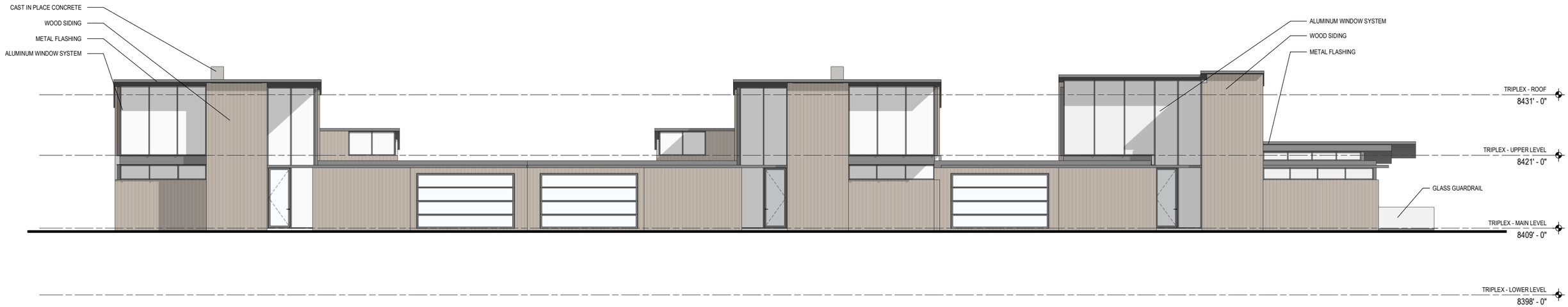
2 TRIPLEX - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



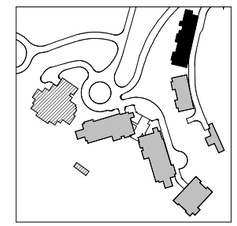
TRIPLEX ELEVATIONS



1 TRIPLEX - WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 TRIPLEX - EAST ELEVATION
SCALE: 1/8" = 1'-0"



0 2' 4' 6' 8' 16' 24'

MATERIAL PALETTE

INSPIRATION

WOOD SIDING

ALUMINUM WINDOW SYSTEM

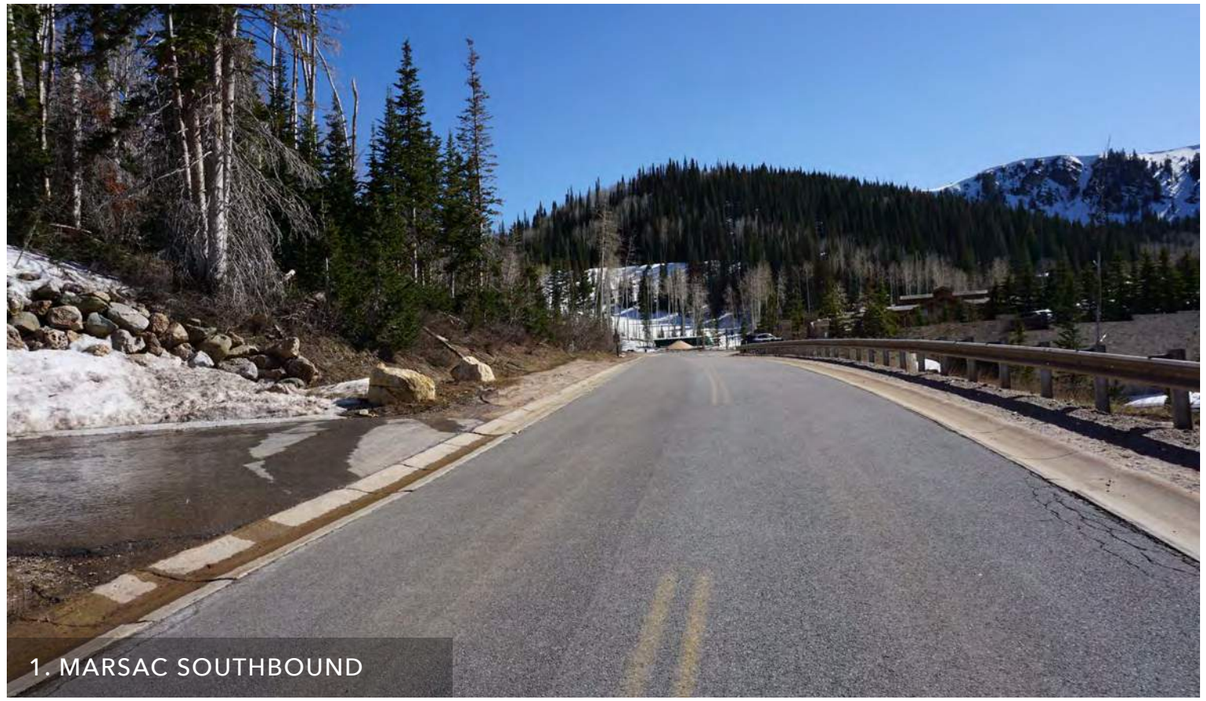
CAST IN PLACE CONCRETE

PAINTED METAL

Sommet Blanc (B2 East) - CUP & MPD Amendment

Exhibit 4 - Visual Impact

February 26, 2021



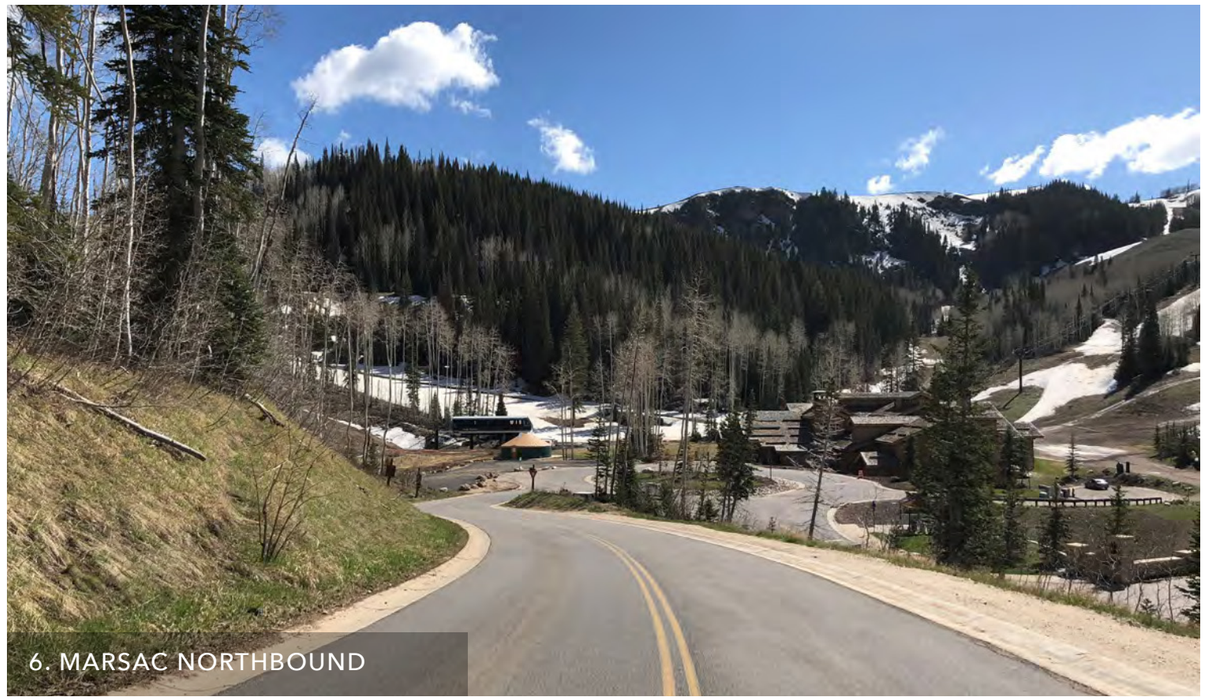
1. MARSAC SOUTHBOUND

2. MONTAGE ARRIVAL

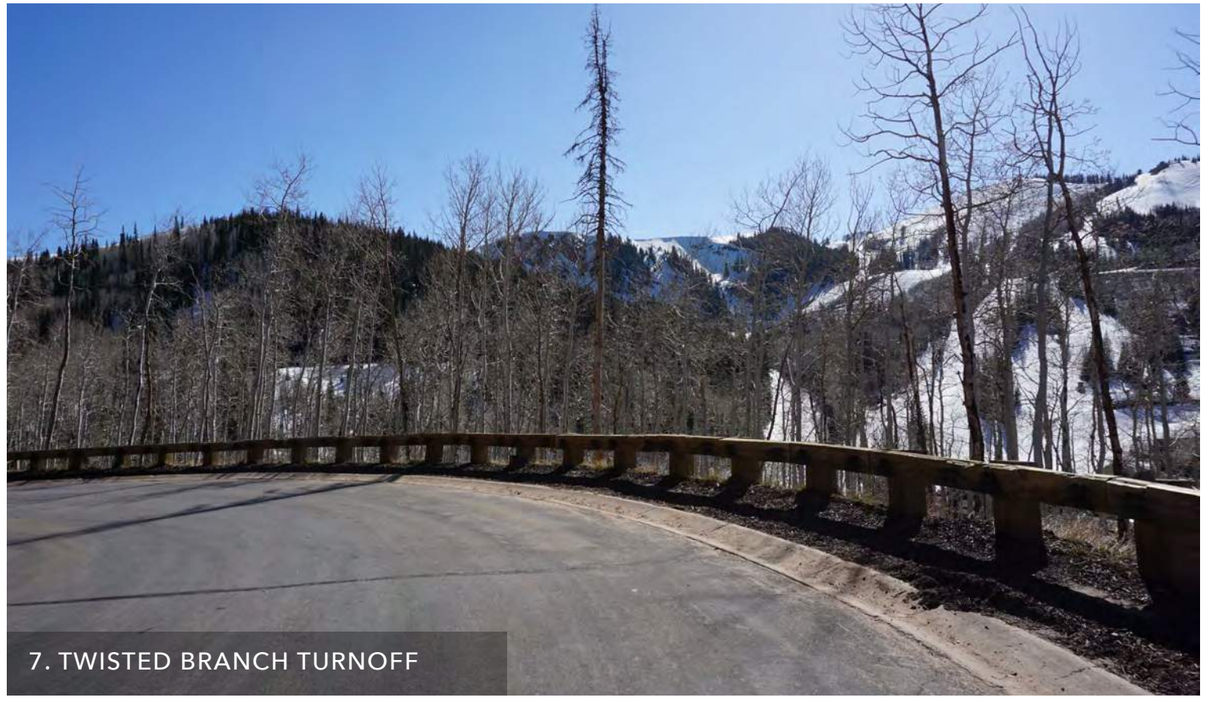
3. EMPIRE EXPRESS

4. BURGERS AND BOURBON

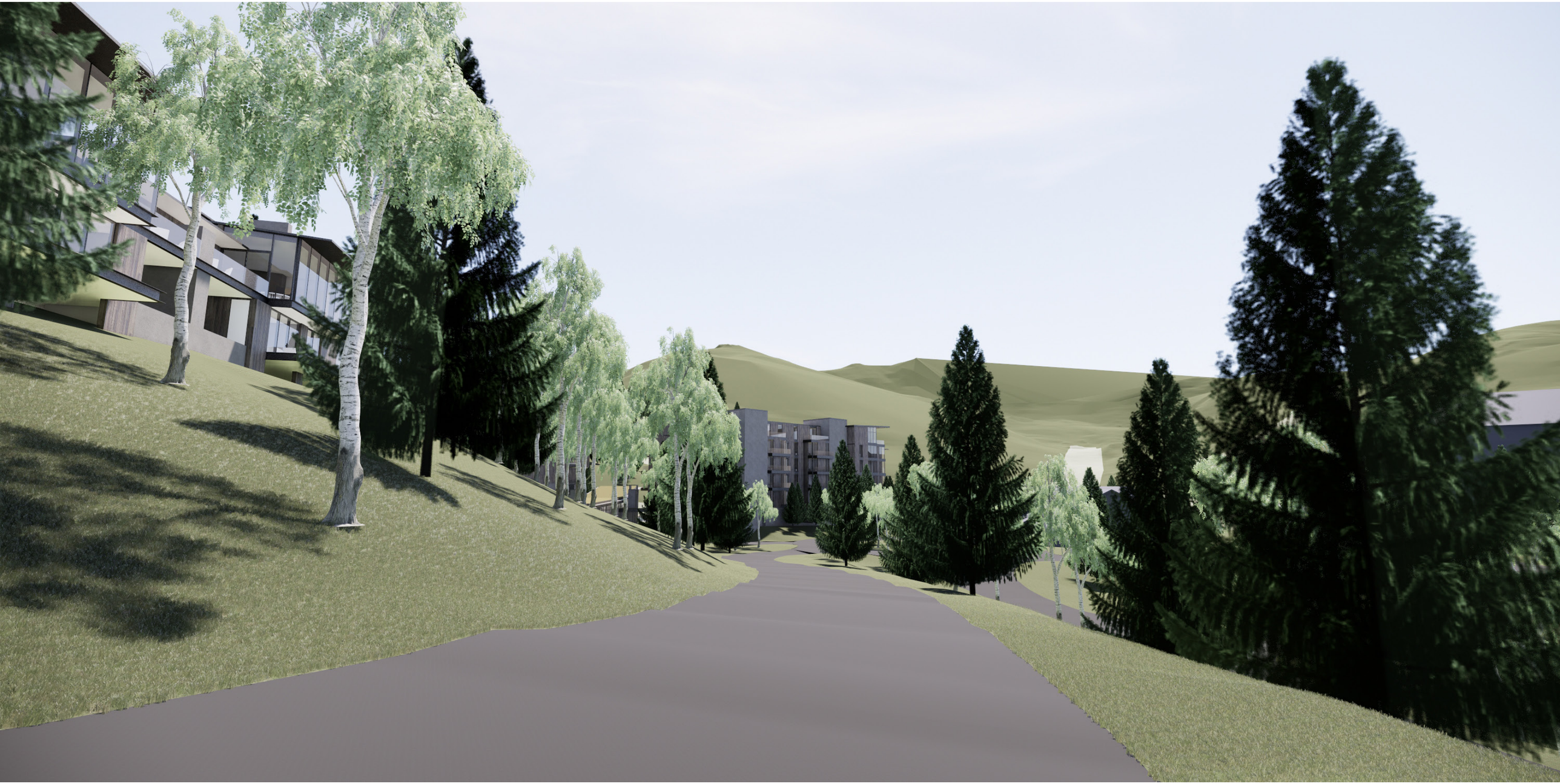
5. LUCKY JACK

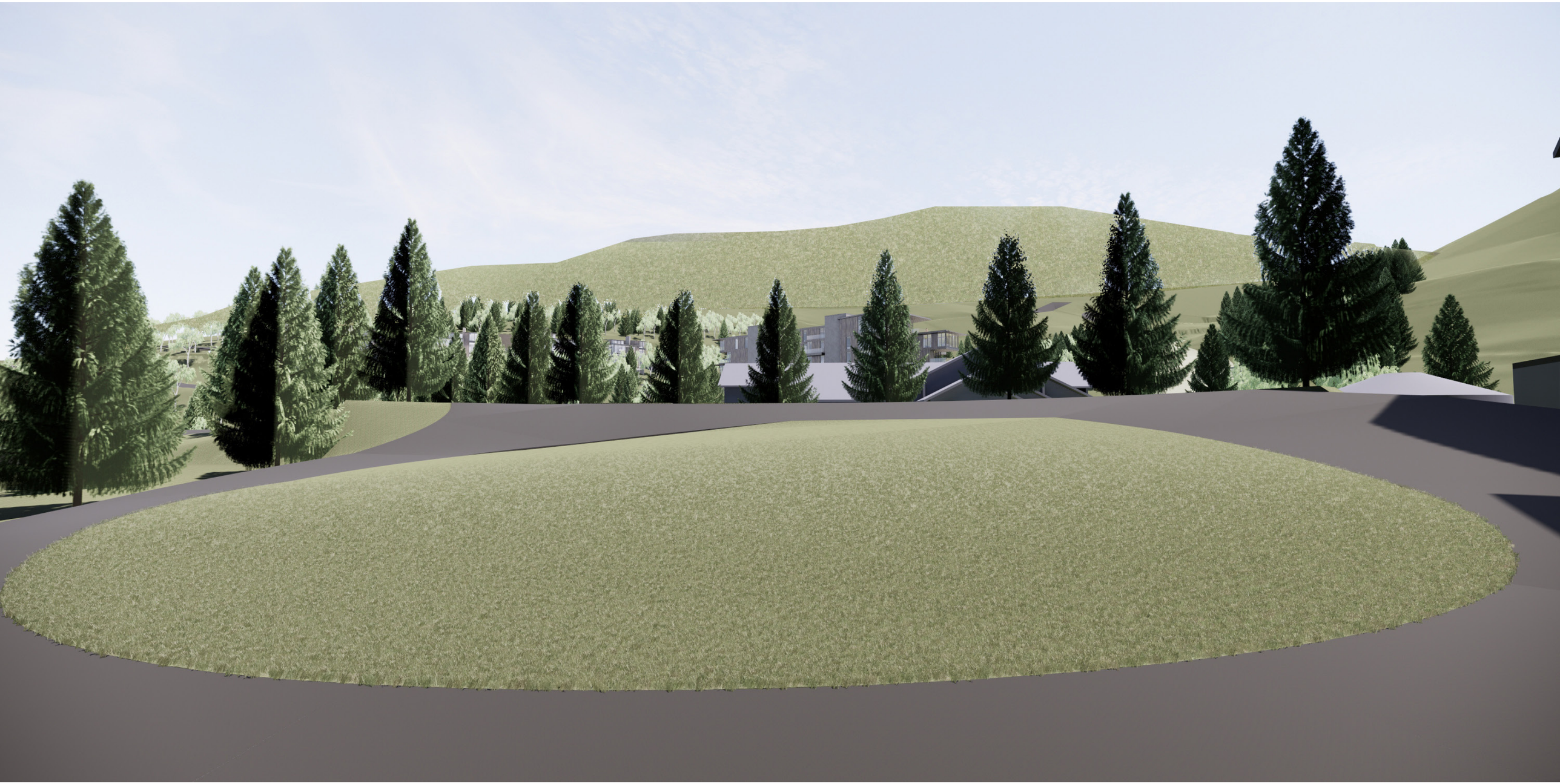


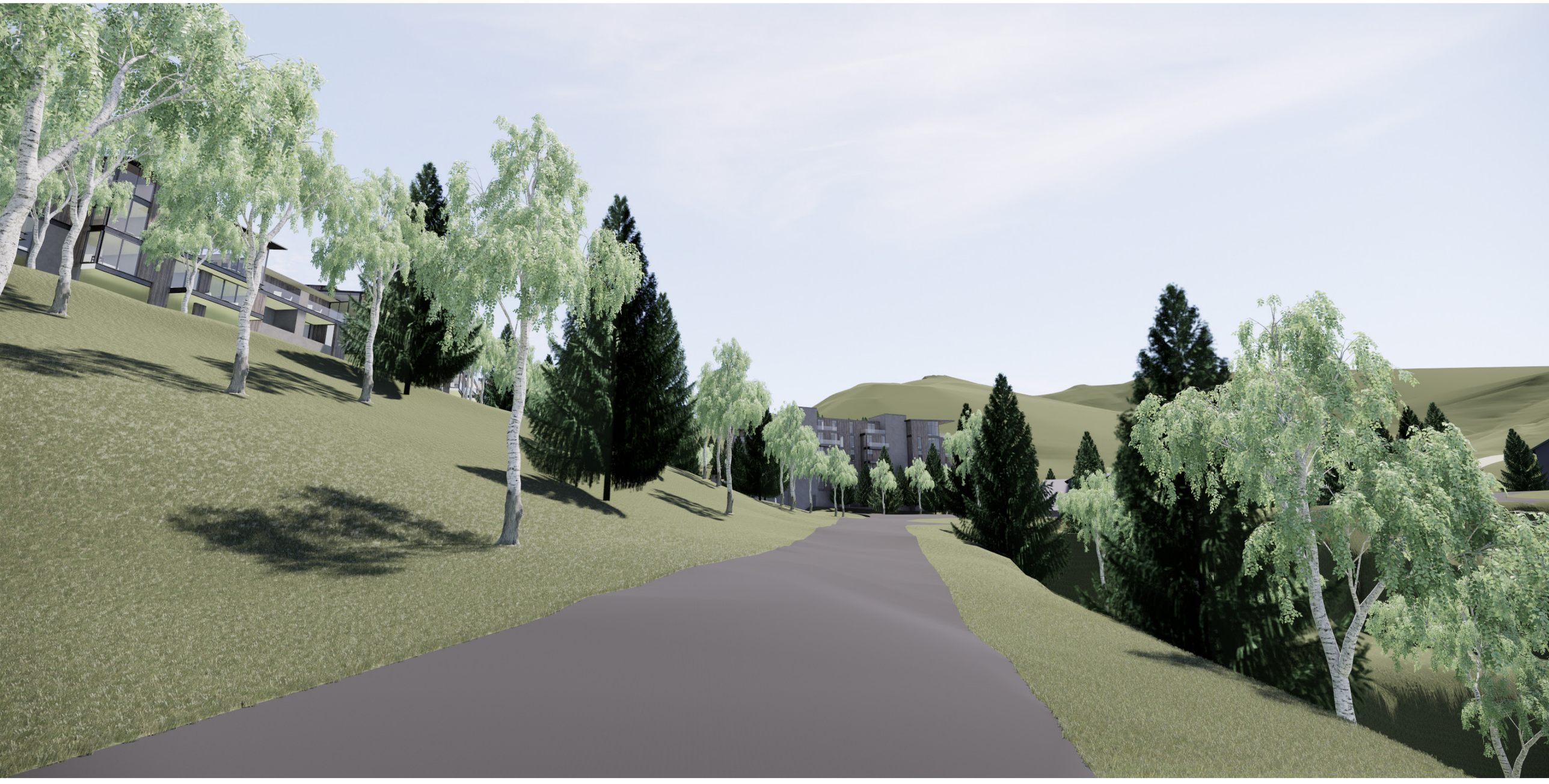
6. MARSAC NORTHBOUND

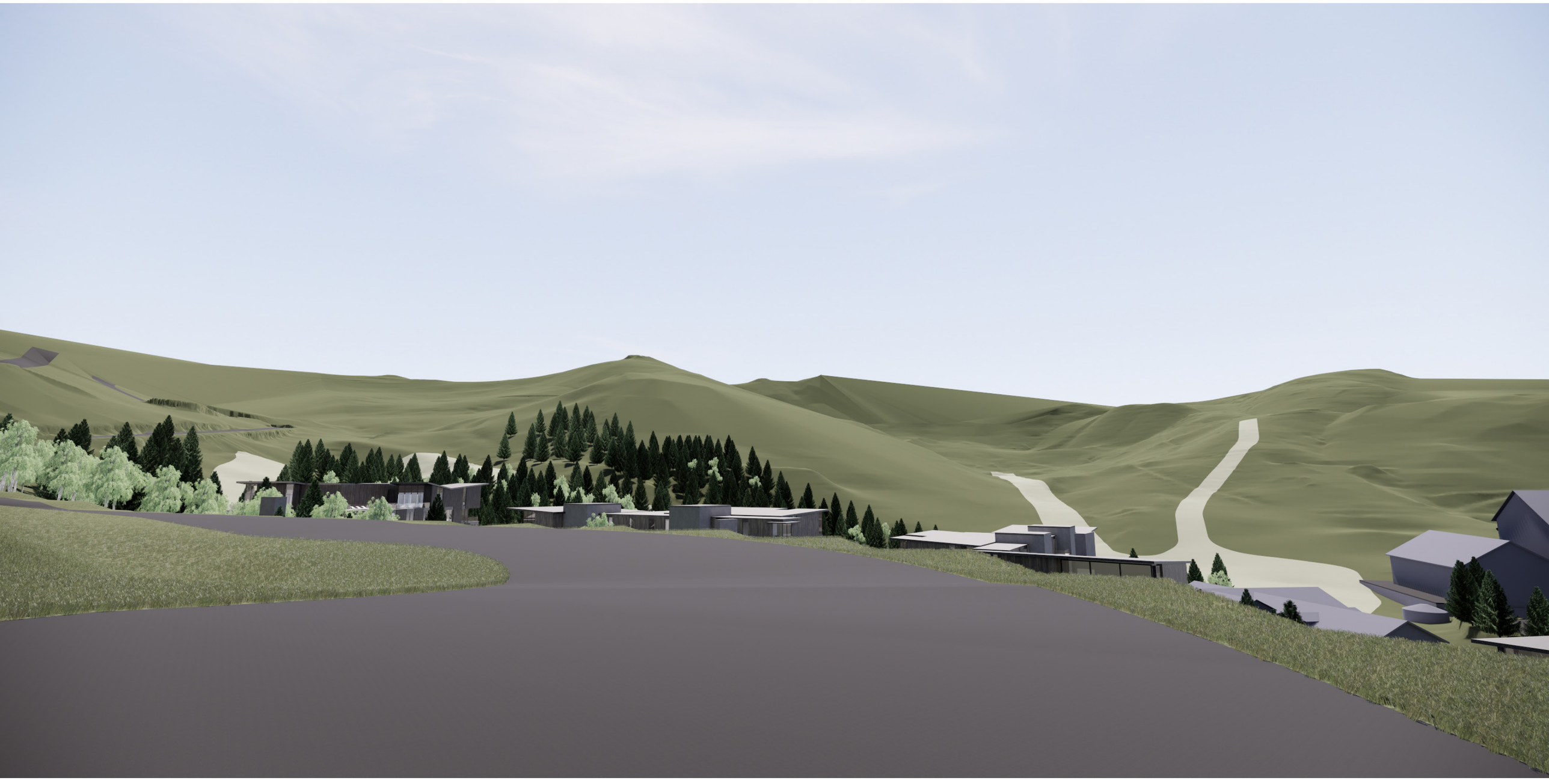


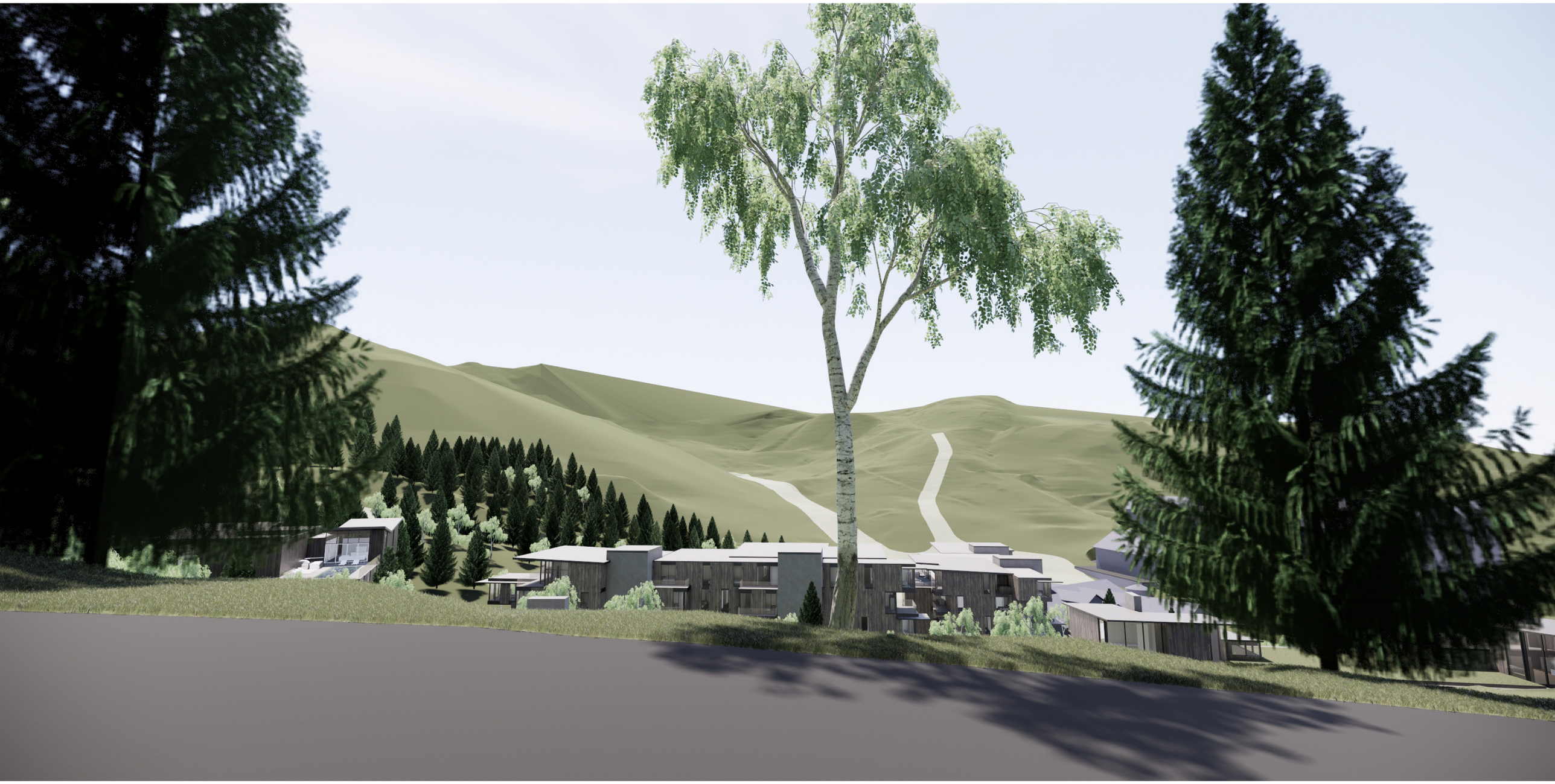
7. TWISTED BRANCH TURNOFF





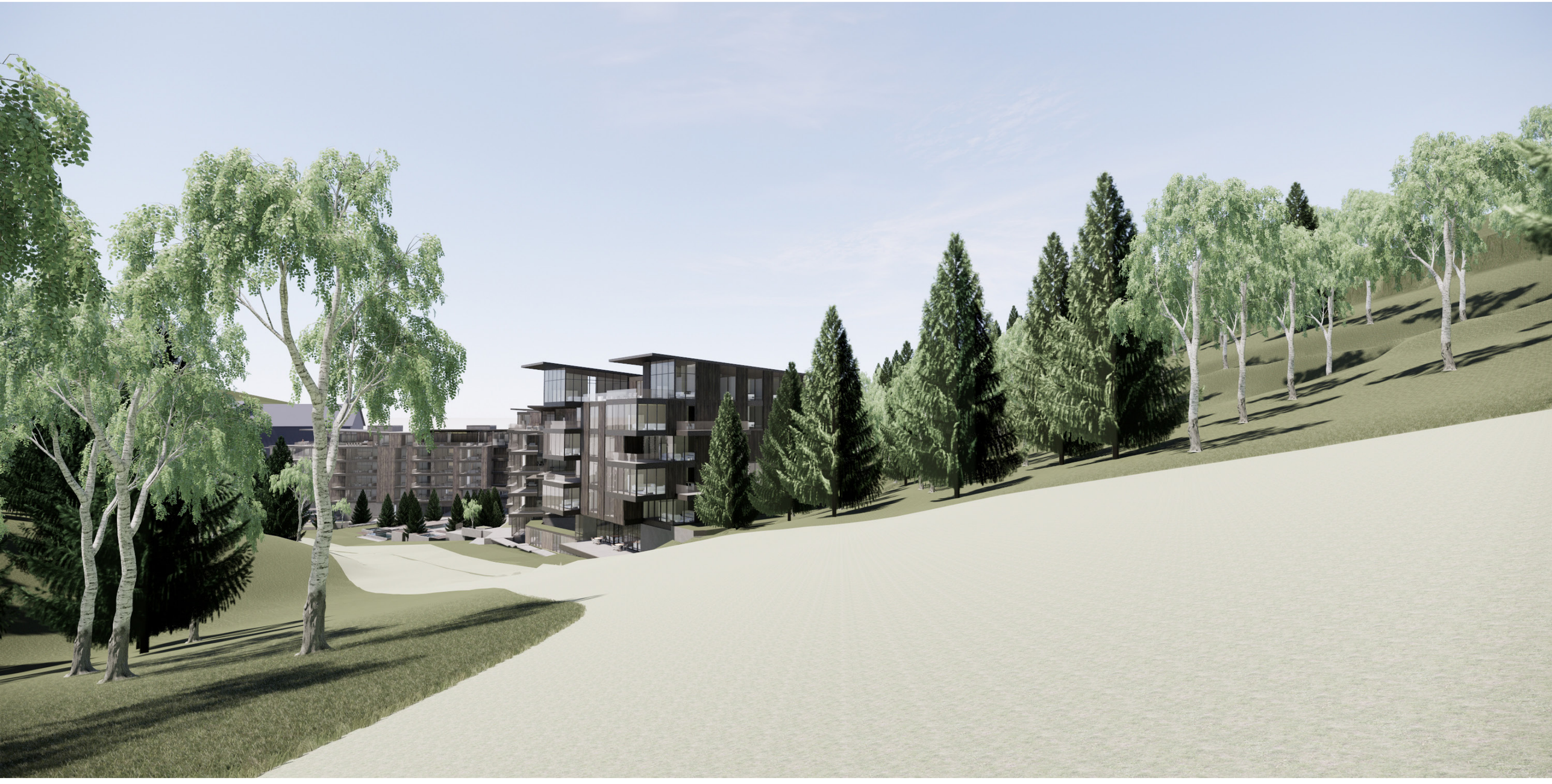


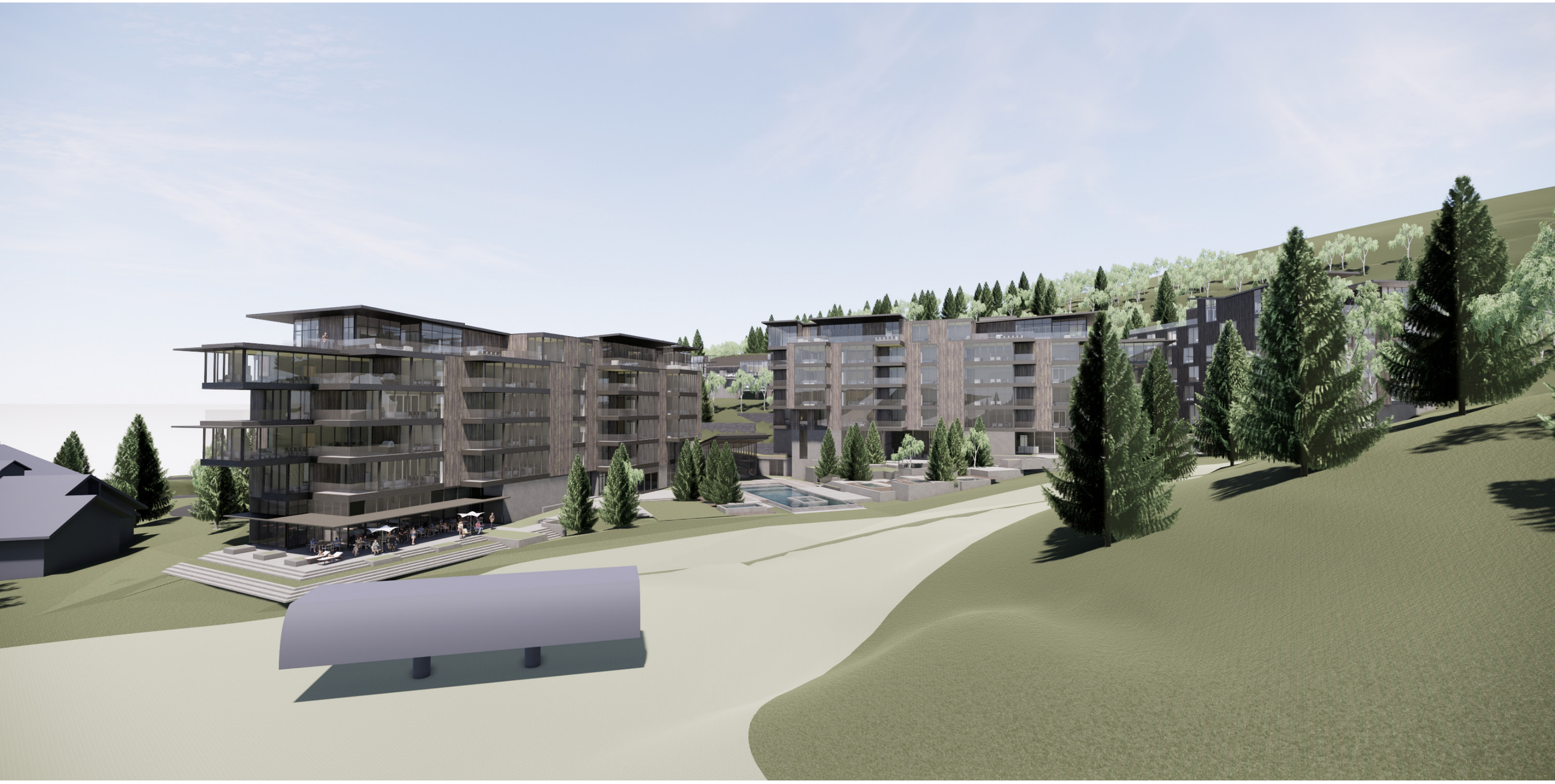


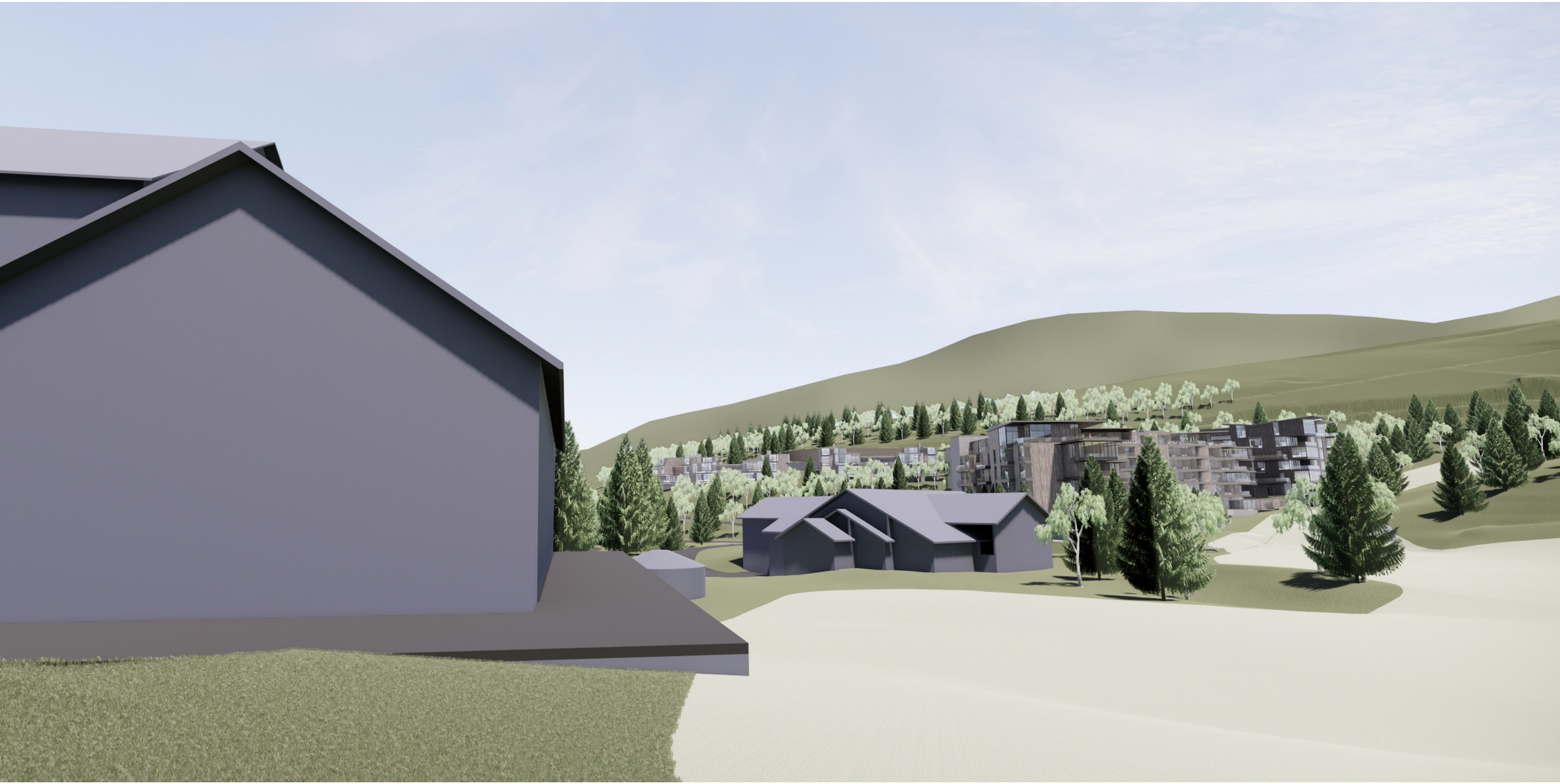


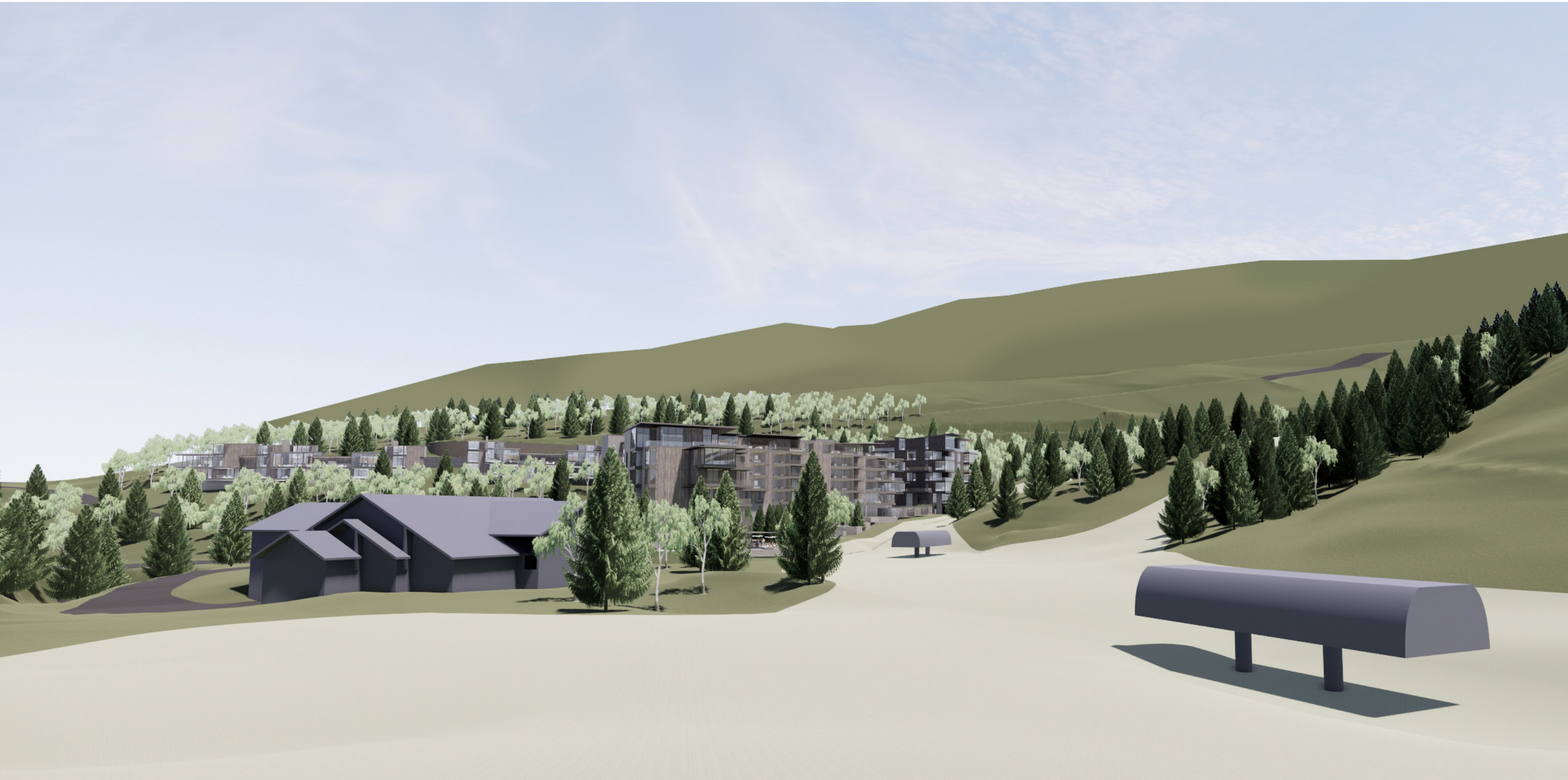
Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment View from Guardsman Pass Road
Exhibit 4 - Visual Impact









Sommet Blanc (B2 East) - CUP & MPD Amendment

Exhibit 5 - Hill Glazier Plans

February 26, 2021

CONCEPTUAL LANDSCAPE PLAN

HG
HILL GLAZIER
ARCHITECTS

TERRASAN
PLANNING & LANDSCAPE ARCHITECTURE
1600 GILPIN STREET
DENVER, CO 80218
Tel (303)331-1717
Fax (303)331-1615

Montage Resort and Spa at Deer Valley

PARK CITY, UTAH

L 1.01

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PERSPECTIVE B2-W AND B2-E FROM SKI AREA

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A101

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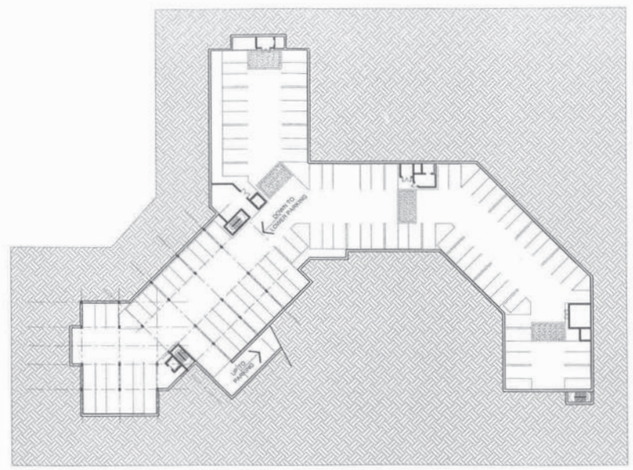

PARKING LEVEL P0 FLOOR PLAN
ELEV: 8,320' - 8,330'
SCALE: 1:30'-0"

Montage Resort and Spa at Deer Valley

PARK CITY, UTAH

HG HILL GLAZIER ARCHITECTS

C2.0-1

0 100 200'

1" = 100' *at 11" x 17"*

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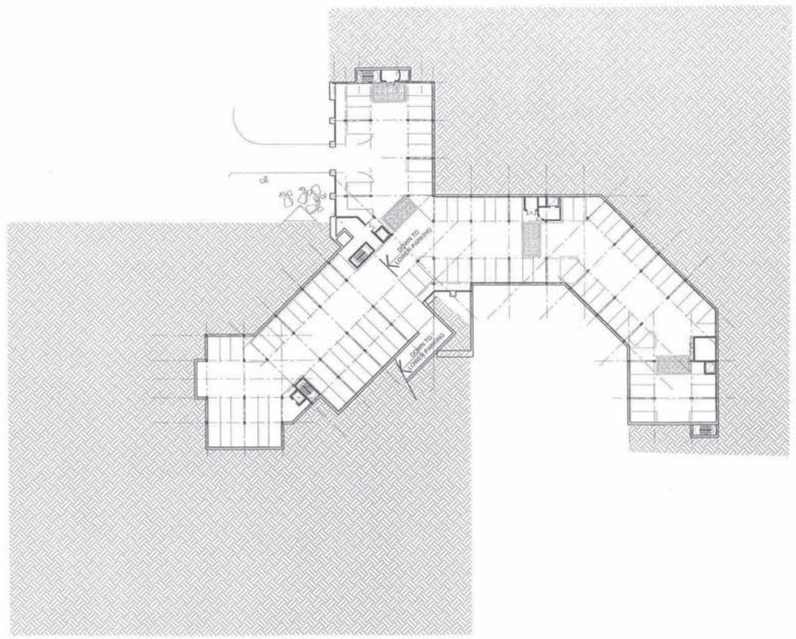

PARKING LEVEL P1 FLOOR PLAN
ELEV: 8,320' - 8,330'
SCALE: 1:30'-0"

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C2.00

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0 100 200'

1" = 100' *at 11" x 17"*

Montage Resort and Spa at Deer Valley

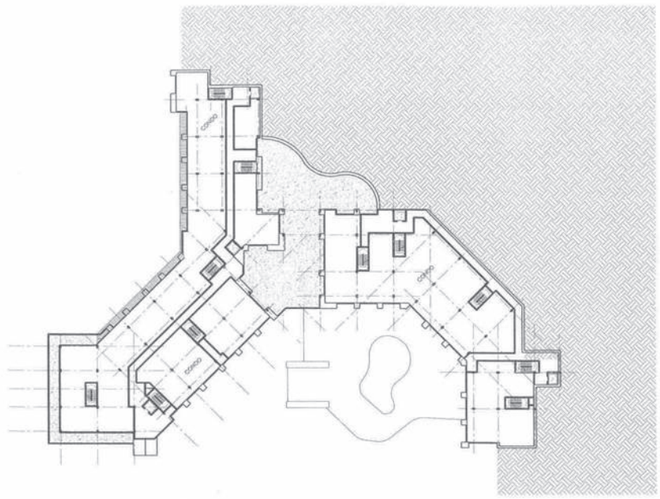
PARK CITY, UTAH

HG
HILL GLAZIER

C2.01

0 100 200'

1" = 100' *at 11"x 17"*



CONDO LEVEL 02 FLOOR PLAN
ELEV: 8,340'
SCALE: 1/30'-0"

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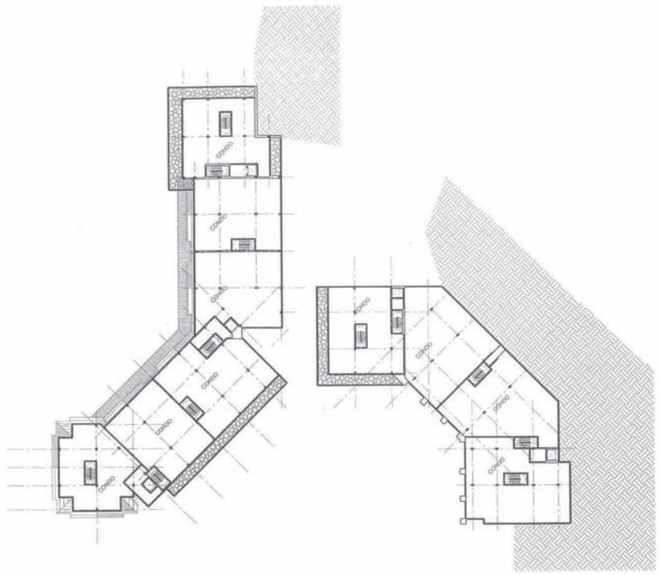
PARK CITY, UTAH

HG HILL GLAZIER ARCHITECTS

C2.02

0 100 200'

1" = 100' *at 11" x 17"*



CONDO LEVEL 03 FLOOR PLAN
ELEV: 8,350'
SCALE: 1/30'-0"

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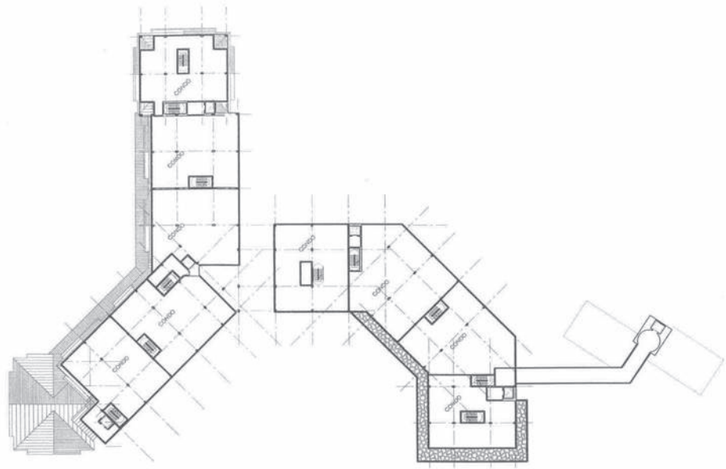
HG HILL GLAZIER ARCHITECTS

C2.03

0 100 200'

1" = 100' *at 11" x 17"*



CONDO LEVEL 04 FLOOR PLAN
ELEV: 8,360'
SCALE: 1/30'-0"

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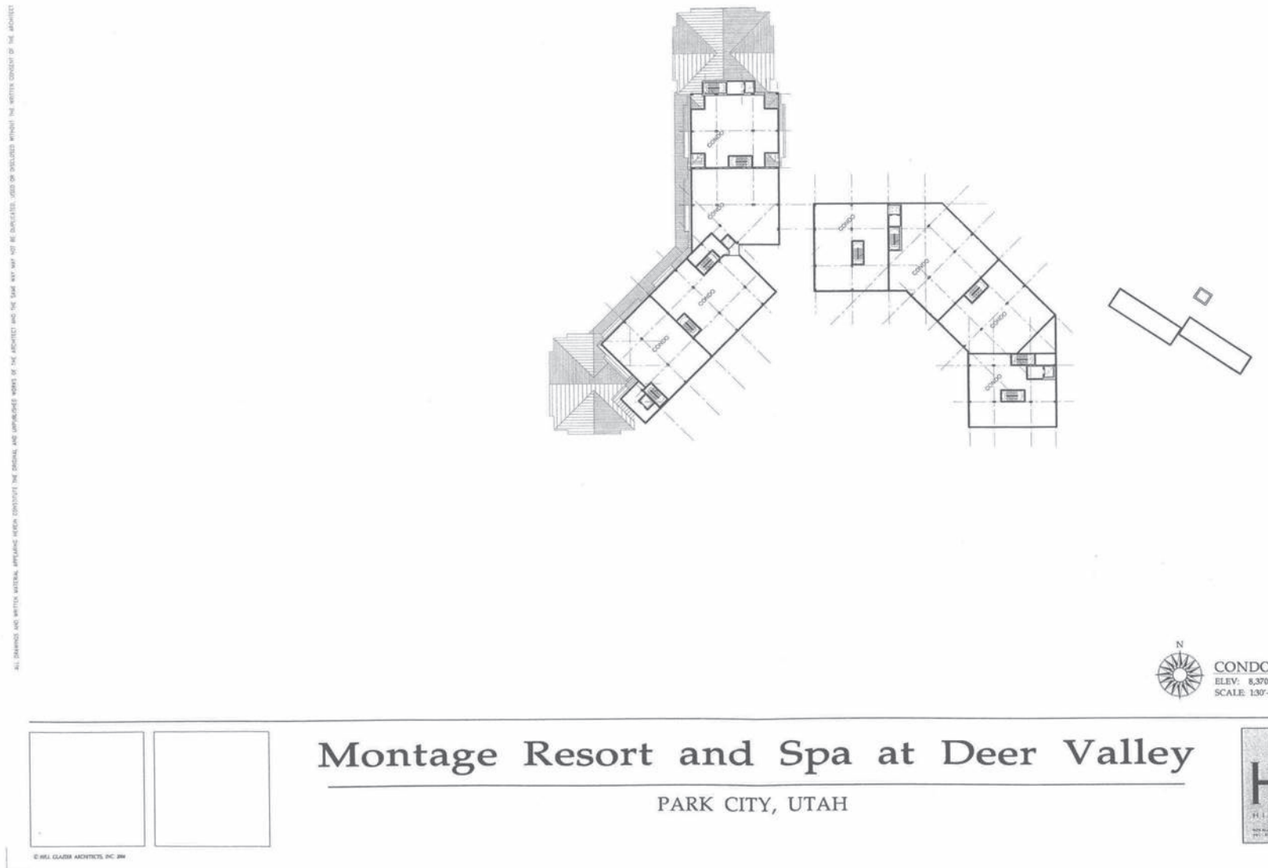
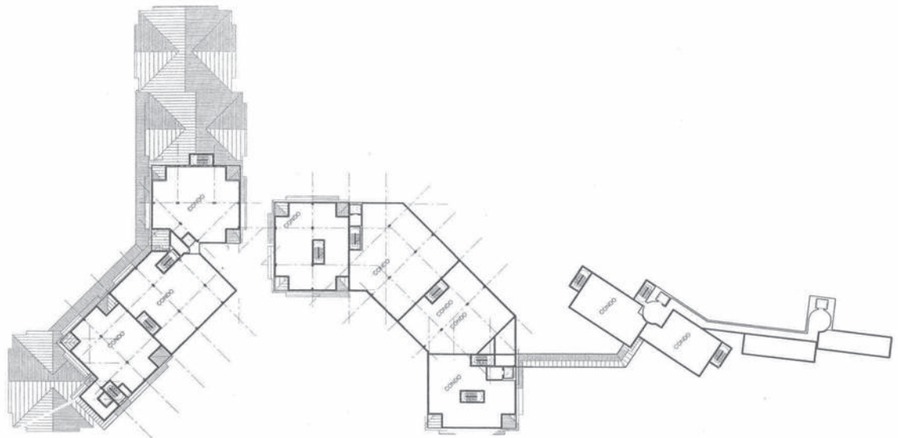
C2.04

0 100 200'

1" = 100' *at 11" x 17"*


CONDO LEVEL 05 FLOOR PLAN
ELEV: 8,370'
SCALE: 1/30'-0"
Montage Resort and Spa at Deer Valley
PARK CITY, UTAH
HG
HILL GLAZIER
ARCHITECTS
C2.05
0
100
200'
1" = 100' at 11" x 17"



CONDO LEVEL 06 FLOOR PLAN
ELEV: 8,380'
SCALE: 1/30'-0"

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PARK CITY, UTAH

HG HILL GLAZIER ARCHITECTS

C2.06

0 100 200'

1" = 100' *at 11" x 17"*

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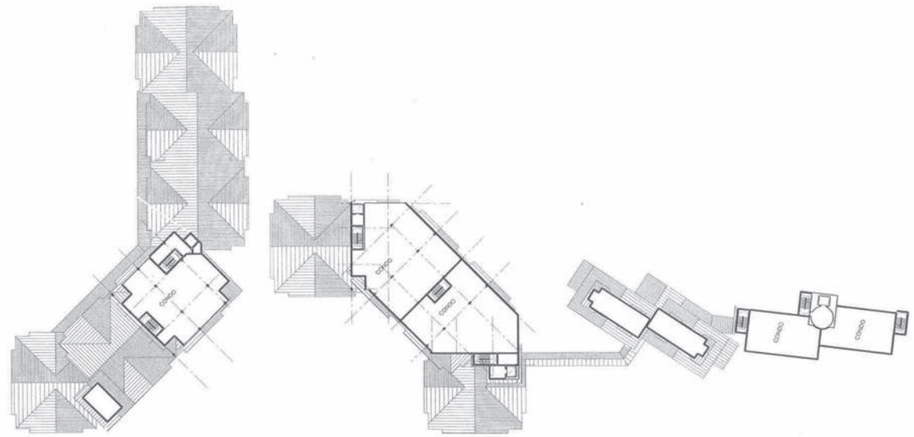

CONDO LEVEL 07 FLOOR PLAN
ELEV: 8,320'
SCALE: 1/30'-0"

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HG HILL GLAZIER ARCHITECTS

Project No.: 13008
Date: January 15, 2021
Scale: AS NOTED
Sheet No.: C2.07

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0 100 200'
1" = 100' *at 11" x 17"*

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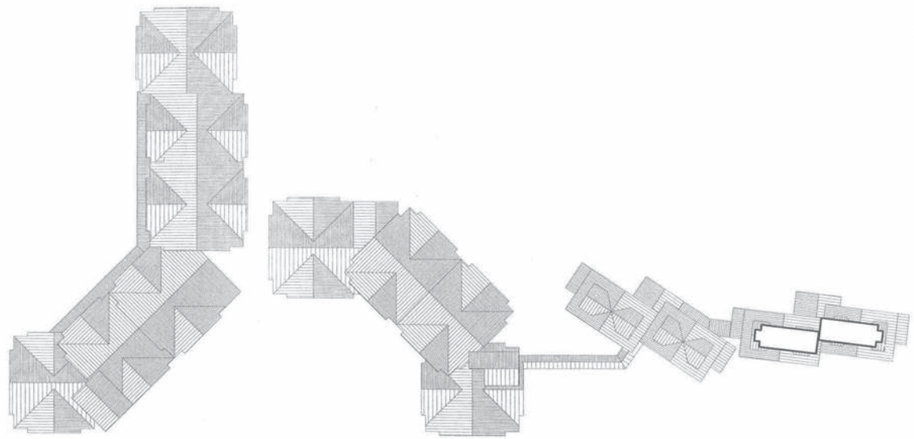

CONDO LEVEL 08 FLOOR PLAN
ELEV: 8,400'
SCALE: 1/30'-0"

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PARK CITY, UTAH

HG
HILL GLAZIER ARCHITECTS

C2.08

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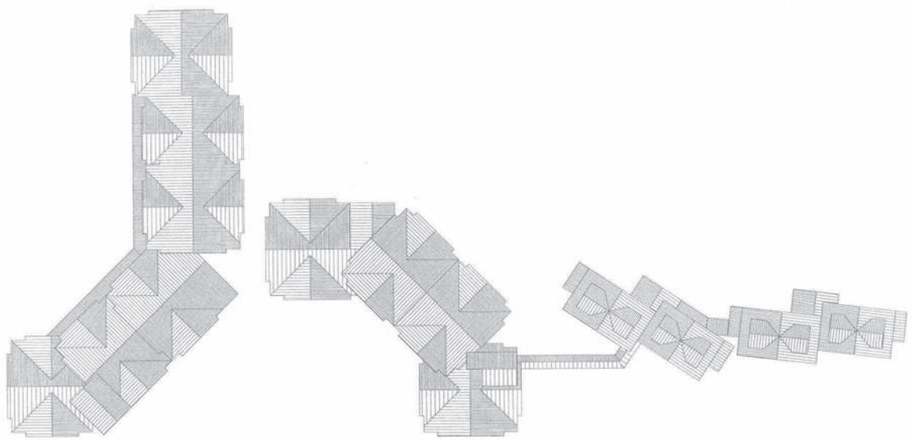
0 100 200'

1" = 100' *at 11" x 17"*



CONDO ROOF PLAN
ELEV: 8,410'
SCALE: 1:30'-0"

Montage Resort and Spa at Deer Valley

PARK CITY, UTAH

HG HILL GLAZIER ARCHITECTS

C2.09

0 100 200'

1" = 100' *at 11" x 17"*

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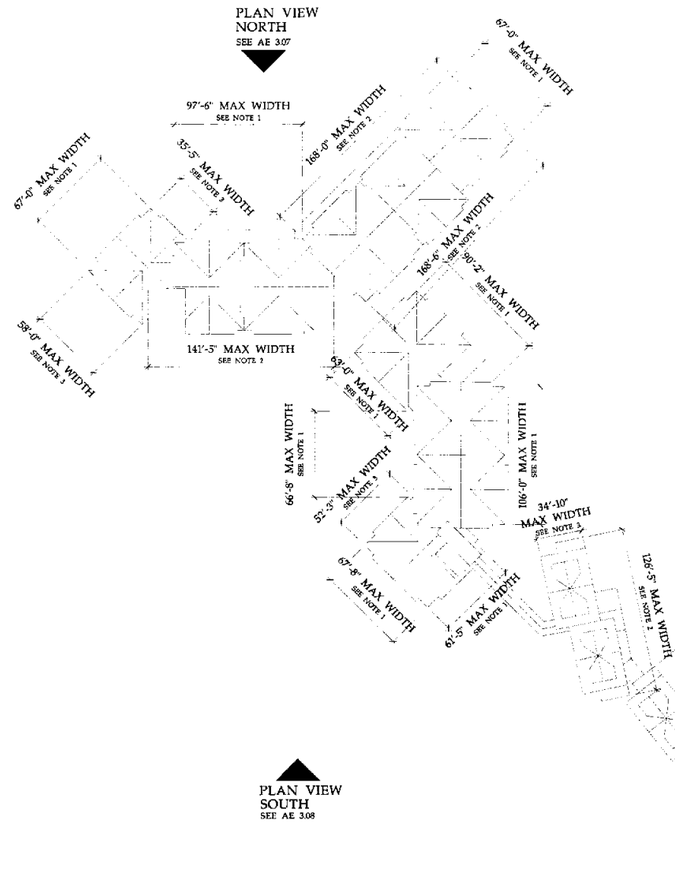
NORTH WING AT ROAD



SOUTH WING AND HILL

FACADE LENGTH AND VARIATIONS NOTES

1. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the facade of the Structure so that no greater than seventy five percent (75%) of the length of the Building Facade appears unbroken. Each shift shall be in the form of either a ten foot (10') change in Building Facade alignment or a ten foot (10') change in roof line height, or a combined change in facade and roof line totaling ten feet (10').

2. Structures which exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in roof line. A combination of both a roof line and facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

3. No varation required.

VOLUMETRICS
OVERALL PLAN VIEW

HG
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PARK CITY, UTAH

Project No. 03006
Date APRIL 24 2006
Scale AS NOTED
Sheet No. AE 3.06

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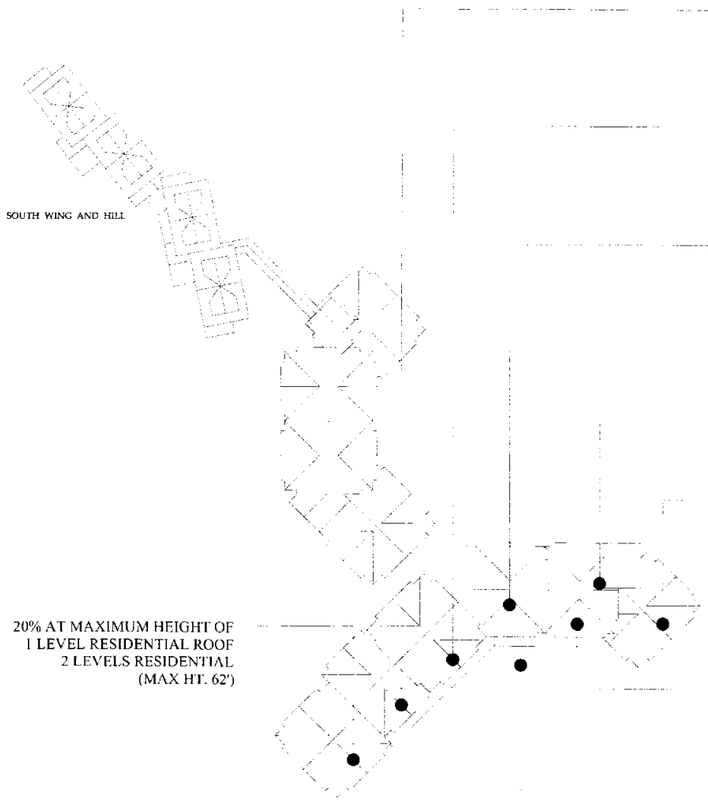

20% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
2 LEVELS RESIDENTIAL
1 LEVEL ROOF
2 LEVELS PARKING
(MAX HT. 62')

20% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
3 LEVELS RESIDENTIAL
1 LEVEL ROOF
2 LEVELS PARKING
(MAX HT. 62')

20% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
4 LEVELS RESIDENTIAL
2 LEVELS PARKING (BELOW GRADE)
(MAX HT. 72')

20% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
5 LEVELS RESIDENTIAL
1 LEVEL CLUB-RETAIL
1 LEVEL PARKING (BELOW GRADE)
(MAX HT. 82')

20% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
4 LEVELS RESIDENTIAL
1 LEVEL CLUB-RETAIL
1 LEVEL PARKING (BELOW GRADE)
(MAX HT. 72')

10% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
1 LEVEL RESIDENTIAL
1 LEVEL CLUB-RETAIL
1 LEVEL PARKING (BELOW GRADE)
(MAX HT. 42')

FACADE LENGTH AND VARIATIONS :
A portion of the ground level is to have architectural elements, such as covered porches, to break down overall scale. (Major balconies, entry clock tower)

NOTE:
Due to the site characteristics, native grade cannot be determined. The maximum heights are measured from a a finished grade datum point at the Entry.

NORTH MASSING
DATUM POINT
(EL. 8330')

NORTH MASSING

CONDO VOLUMETRICS
PLAN VIEW NORTH

HG
HILL GLAZIER
ARCHITECTS

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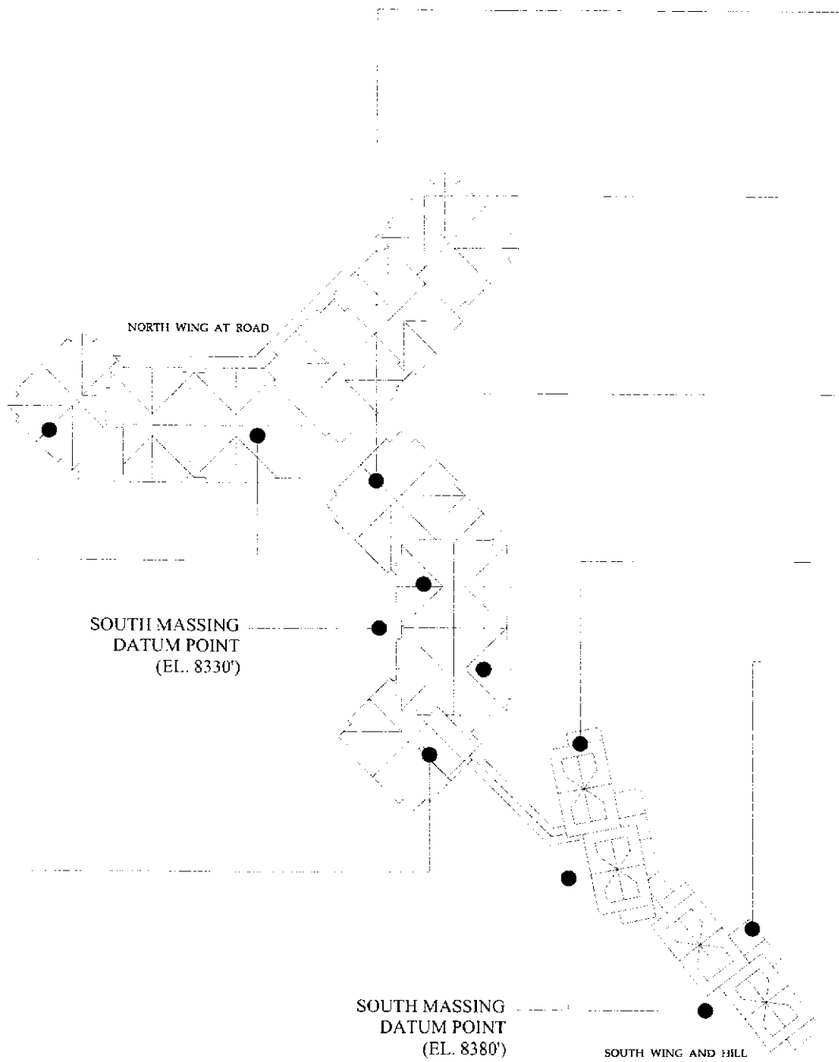
Project No. 03028
Date APRIL 24, 2020
Scale AS NOTED
Sheet No. AE 3.07



25% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
4 LEVELS RESIDENTIAL
2 LEVELS PARKING (BELOW GRADE)
(MAX HT. 72')

30% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
5 LEVELS RESIDENTIAL
2 LEVELS PARKING (BELOW GRADE)
(MAX HT. 82')

30% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
5 LEVELS RESIDENTIAL
2 LEVELS PARKING (BELOW GRADE)
(MAX HT. 82')

100% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
2 LEVELS RESIDENTIAL
(MAX HT. 42')

100% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
2 LEVELS RESIDENTIAL
(MAX HT. 42')

FACADE LENGTH AND VARIATIONS :
A portion of the ground level is to have architectural elements. such as covered porches, to break down overall scale. (Major balconies, entry clock tower)

NOTE:
Due to the site characteristics, native grade cannot be determined. The maximum heights are measured from a a finished grade datum point at the Entry.

25% AT MAXIMUM HEIGHT OF
1 LEVEL RESIDENTIAL ROOF
4 LEVELS RESIDENTIAL
2 LEVELS PARKING (BELOW GRADE)
(MAX HT. 72')

SOUTH MASSING

CONDO VOLUMETRICS
PLAN VIEW SOUTH

HG
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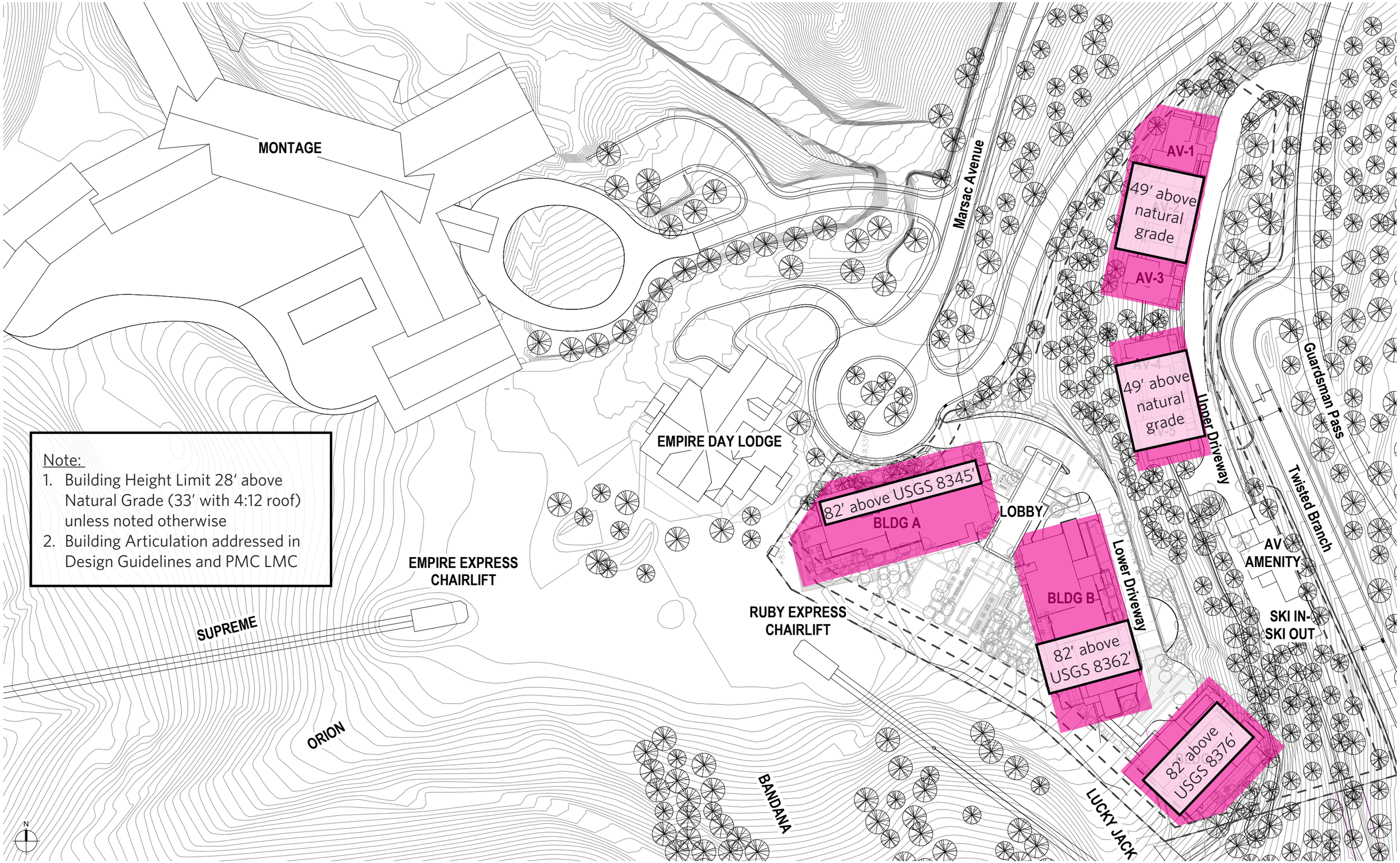
PARK CITY, UTAH

Project No. 0308
Date. APRIL 24, 2006
Scale. AS NOTED
Sheet No. AE 3.08

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 6 - Height Study and New Volumetrics
February 26, 2021

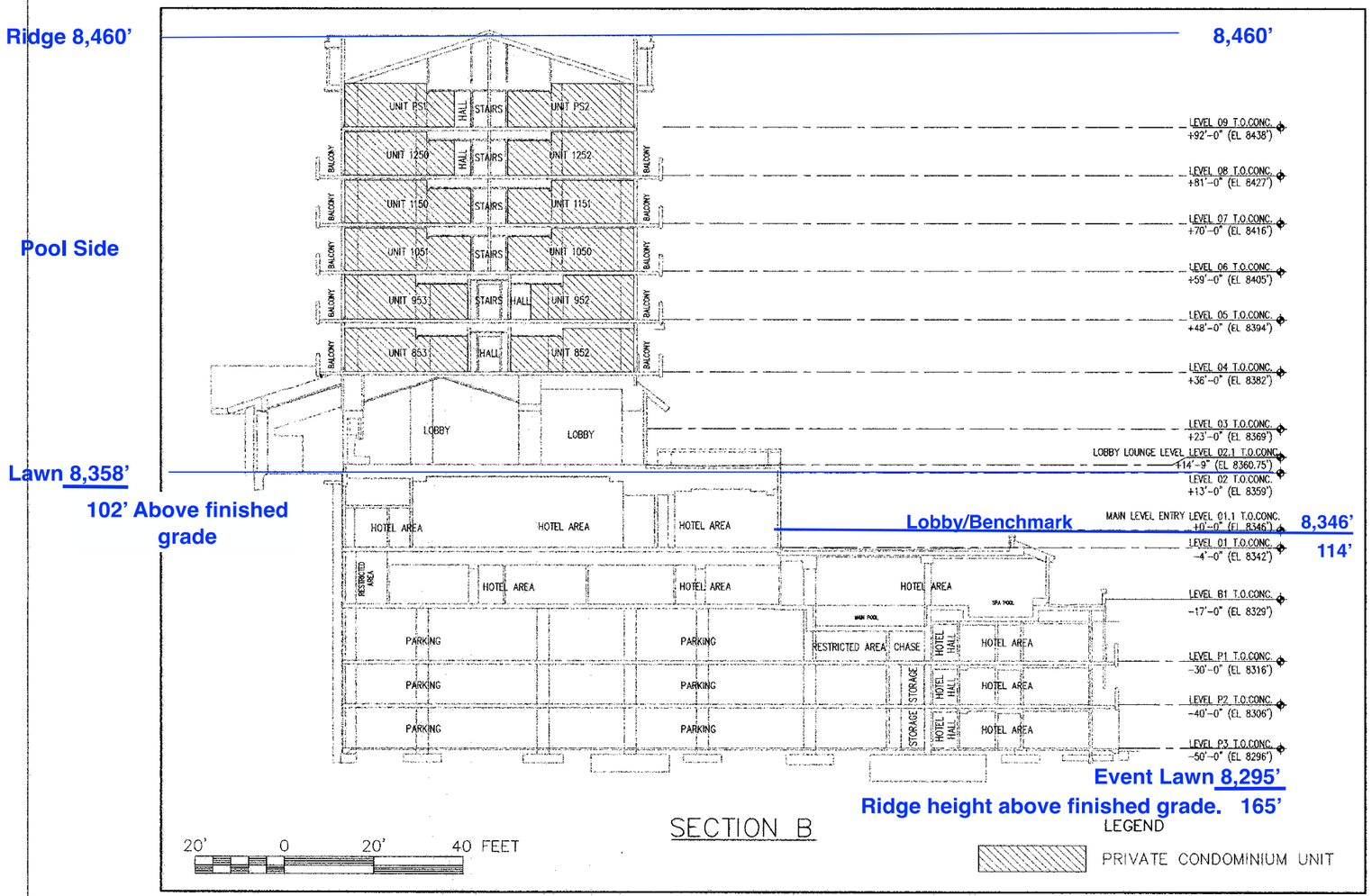

MONTAGE
Marsac Avenue
AV-1
49' above natural grade
AV-3
AV-4
49' above natural grade
Guardsman Pass
Upper Driveway
Twisted Branch
EMPIRE DAY LODGE
82' above USGS 8345'
BLDG A
LOBBY
BLDG B
Lower Driveway
AV AMENITY
SKI IN-SKI OUT
82' above USGS 8362'
82' above USGS 8376'
EMPIRE EXPRESS CHAIRLIFT
RUBY EXPRESS CHAIRLIFT
SUPREME
ORION
BANDANA
LUCKY JACK
Note:
1. Building Height Limit 28' above Natural Grade (33' with 4:12 roof) unless noted otherwise
2. Building Articulation addressed in Design Guidelines and PMC LMC
N

Olson Kundig February 26th, 2021

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 6 - Height Study and New Volumetrics

Height Limit - Sommet Blanc Site Plan

Slopeside - Ridge 102’ above grade
Lobby/Benchmark - Ridge Ht. 114’
Rear - Ridge 165’ above event lawn



KEYNOTES - EXTERIOR ELEVATIONS

1. 4" - 6" NATURAL STONE VENEER
2. 6" STONE SILL
3. FIBER CEMENT PANEL - HORIZONTAL (NICHIHA OR EQUAL)
4. INSULATED METAL PANEL
5. POWDER COATED CORRUGATED METAL PANEL
6. PAINTED STEEL BRACKETS
7. POWDER COATED STEEL RAILING
8. WOOD - ALUMINUM CLAD WINDOWS/DOORS W/ LOW E GLAZING
9. 40 YEAR ASPHALT SHINGLE
10. WOOD FASCIA
11. ALUMINUM STOREFRONT
12. STANDING SEAM METAL ROOF

Client

east west partners

Prime Consultant

IBI

IBI GROUP
10 Exchange Place, Suite 112
Salt Lake City, UT 84111 USA
tel 801 532 4233 fax 801 532 4231

Seal

Consultants

Landscape Architect
IBI Group
10 Exchange Place, Suite 112
Salt Lake City, Utah 84111
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Contact: Dave Nicholas

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323 Main Street
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Phone: 435.649.9467
Contact: Michael Demkowicz

Structural Engineer
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Phone: 801.575.8677
Contact: Tait Ketcham

Mechanical Engineer
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Salt Lake City, Utah 84111
Phone: 801.530.3148
Contact: Brad Welch

Plumbing Engineer
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Salt Lake City, Utah 84111
Phone: 801.530.3148
Contact: Brad Welch

Electrical Engineer
VBFA
330 S 300 E
Salt Lake City, Utah 84111
Phone: 801.530.3148
Contact: Brad Welch

Issues

No.	Date	Approv.	Description
1	06.24.2019		FINAL DRB SUBMISSION

No.	Date	Approv.	Description

Revisions

Notes

This drawing, as an instrument of service, is the property of the Architect/Engineer and may not be reproduced without their permission and unless the reproduction carries their name. All design and other information shown on this drawing are for the use on the specified project only and shall not be used otherwise without written permission of the Architect/Engineer.

Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job and the Architect/Engineer shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to the Architect/Engineer for approval before proceeding with fabrication.

Project Title

ARGENT AT EMPIRE PASS

EMPIRE PASS LOT 2

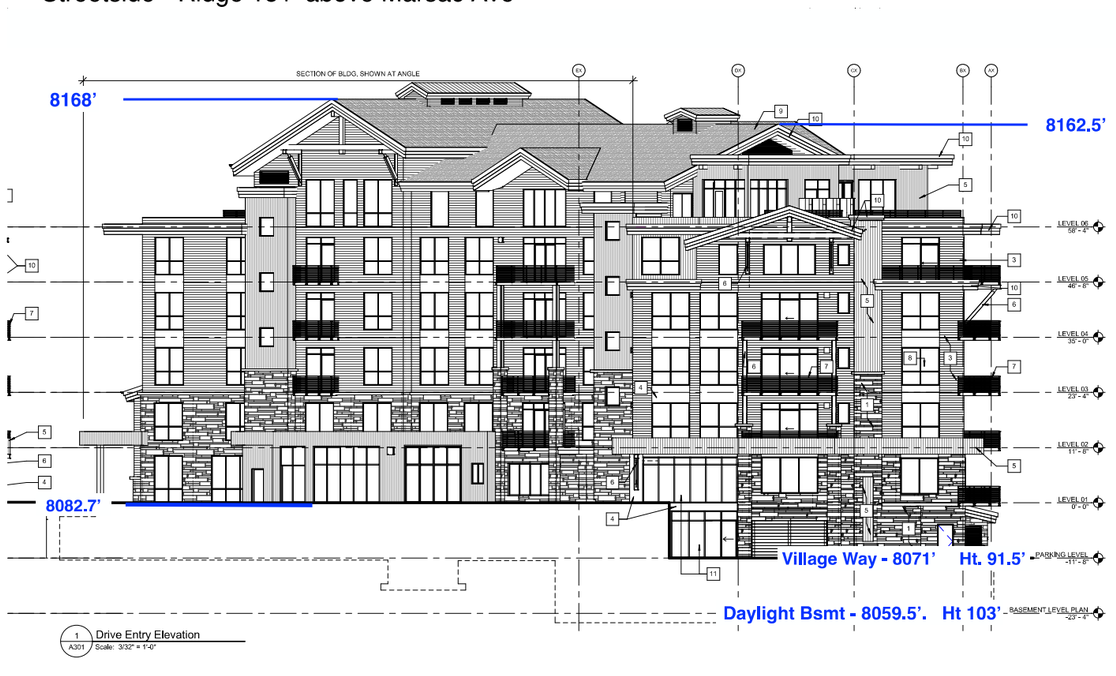
Sheet Title

EXTERIOR ELEVATIONS

Scale: AS SHOWN	Date: 05.15.2019
Drawn: SM	Checked:
Cad File:	Sheet No.: A301C
Project No.: 120017	

2019-09-26 11:43:04 AM

Slopeside (Front) - Ridge 85’ above patio
Curbside - Ridge 91.5’ above Village Way
Rear - Ridge 103’ above Finished Grade
Streetside - Ridge 131’ above Marsac Ave



One Empire

CONCEPT RENDERING NORTH-EAST VIEW

Client

east west partners

Prime Consultant

IBI

IBI GROUP
10 Exchange Place, Suite 112
Salt Lake City, UT 84111 USA
tel 801 532 4233 fax 801 532 4231

Seal

Consultants

Issues

No.	Date	Approv.	Client Approv.	Description
1	9/21/2015	JG	BF	DRB SUBMISSION

No.	Date	Approv.	Description

Revisions

Notes

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job and the Architect/Engineer shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to the Architect/Engineer for approval before proceeding with fabrication.

Project Title

BUILDING 5
EMPIRE PASS

Sheet Title

CONCEPT
RENDERINGS

Scale	Date 09/21/15
Drawn SM	Checked JGX
Cad File	Sheet No. 504
Project No. 38654	

Curbside - Ridge 110’ above Village Way
Curbside - Ridge 108’ above Finished Grade
Lobby - Ridge 97’ above Finished Grade

CONCEPTUAL RENDERING

SWABACK
Architects + Planners
7550 E McDonald Drive
Scottsdale, Arizona 85250
480.367.2100 | www.swaback.com

PROJECT PHASE

○	CONSTRUCTION DOCUMENTS
●	JURISDICTION REVIEW
○	ISSUE FOR BID SET
○	ISSUE FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		

RESIDENCES AT THE TOWER

8680 EMPIRE CLUB DRIVE
PARK CITY, UTAH 84060

COVER SHEET

DRAWN -
CHECKED -
DATE October 31, 2018
SCALE
JOB NO. 0727
SHEET A-0.0

11/7/2018 3:16:55 PM

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KEYNOTES

1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

2 EAST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL LEGEND

STONE VENEER-TO MATCH EXISTING

VERTICAL LAP SIDING

SHINGLE SHAKE SIDING - TO MATCH EXISTING

METAL STANDING-SEAM ROOFING SYSTEM-TO MATCH EXISTING

WOOD SHAKE ROOFING SYSTEM- TO MATCH EXISTING

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SWABACK
Architects + Planners
7550 E McDonald Drive
Scottsdale, Arizona 85250
480.367.2100 | www.swaback.com

PROJECT PHASE

○	CONSTRUCTION DOCUMENTS
●	JURISDICTION REVIEW
○	ISSUE FOR BID SET
○	ISSUE FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		

RESIDENCES AT THE TOWER

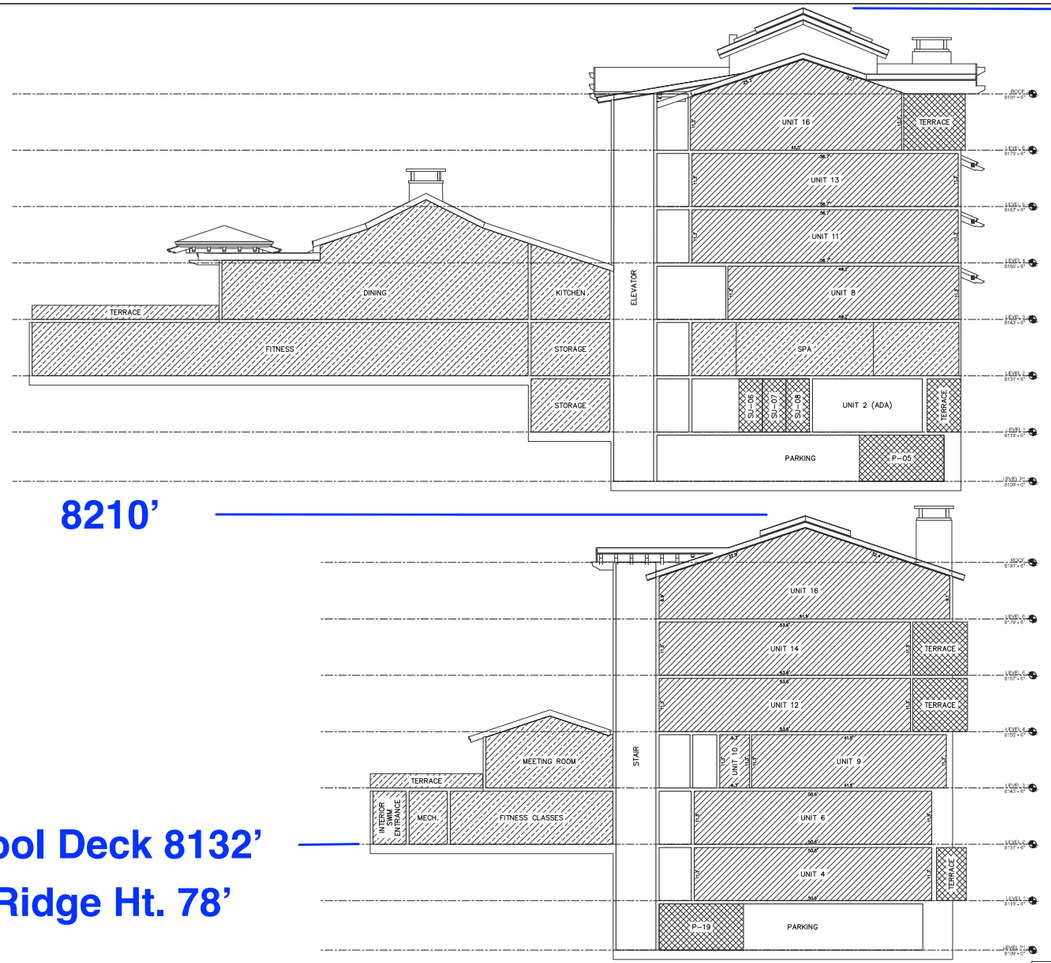
8680 EMPIRE CLUB DRIVE
PARK CITY, UTAH 84060

COLOR ELEVATIONS

DRAWN -
CHECKED -
DATE October 31, 2018
SCALE 3/32" = 1'-0"
JOB NO. 0727
SHEET A-4.4

1/17/2018 5:02:26 PM

8210’



SECTION B-B

8210’

Village Way
8107’

Ridge Ht 103’

Pool Deck 8132’

Ridge Ht. 78’

SECTION C-C

COMMON AREA
RESIDENTIAL UNIT
LIMITED COMMON RESIDENTIAL
COMMERCIAL UNIT
RESORT SUPPORT COMMERCIAL / CLUB UNIT

10’ 0 10’ 20’

SHEET 8 OF 8

JOB NO.: 20-7-18 FILE: X:\Empire\dwg\srv\plat2018\200718.dwg

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
FEE _____ RECORDER _____
TIME _____ DATE _____ ENTRY NO. _____

(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
333 Main Street P.O. Box 2664 Park City, Utah 84060-2664

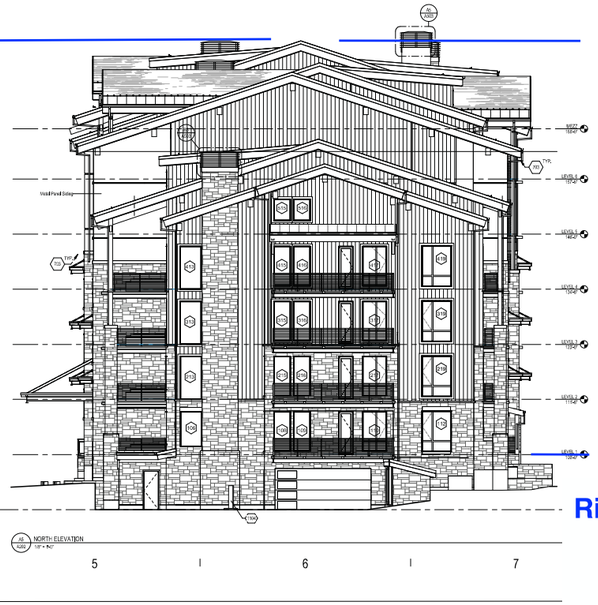
RESIDENCES AT THE TOWER CONDOMINIUMS

LOCATED IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASIN AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

112

8176’

8176’



EMPIRE RESIDENCES
7695 VILLAGE WAY,
PARK CITY, UT 84060

B

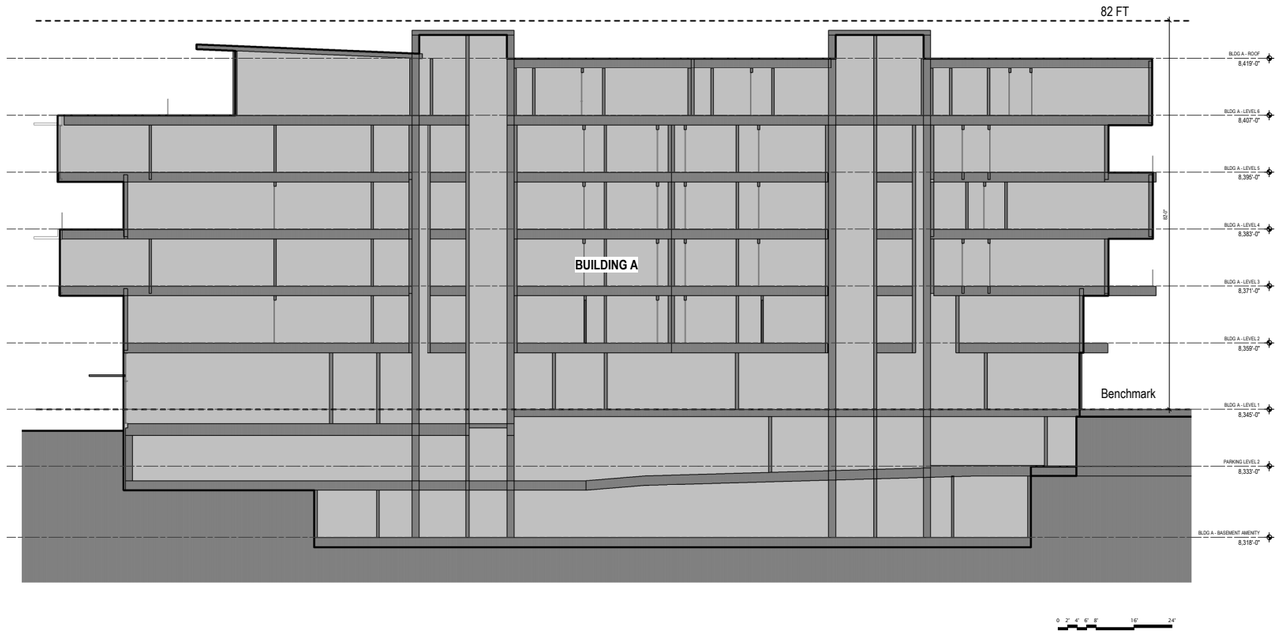
BWA
ARCHITECTS

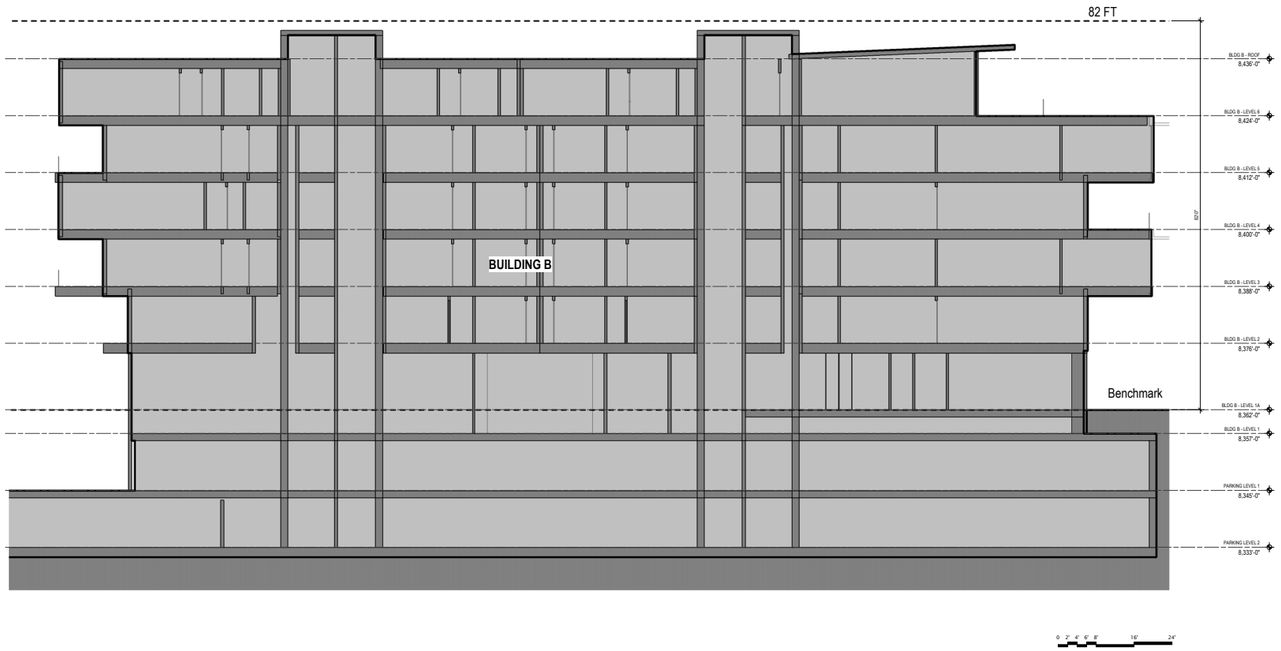
Village Way at
Front Entrance
8081’

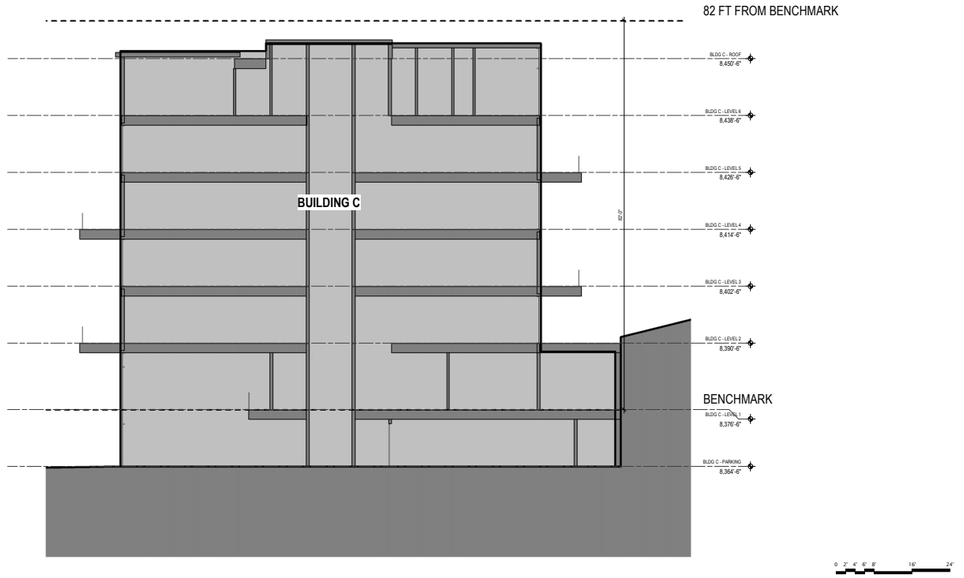
Ridge Ht. 95’

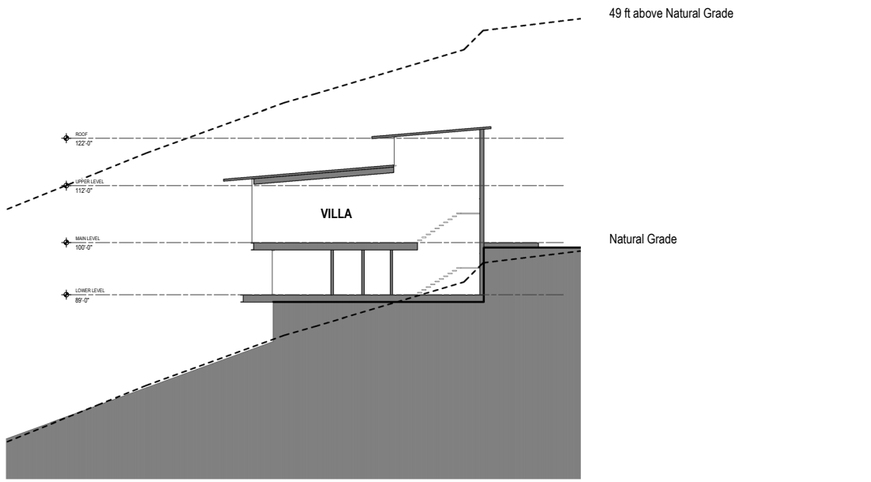
Ski Patio
8088’

Ridge Ht. 88’


82 FT
BUILDING A
Benchmark
BLDG A - ROOF
8,419'-0"
BLDG A - LEVEL 6
8,407'-0"
BLDG A - LEVEL 5
8,395'-0"
BLDG A - LEVEL 4
8,383'-0"
BLDG A - LEVEL 3
8,371'-0"
BLDG A - LEVEL 2
8,359'-0"
BLDG A - LEVEL 1
8,348'-0"
PARKING LEVEL 2
8,333'-0"
BLDG A - BASEMENT AMENITY
8,318'-0"
82'-0"
0' 2' 4' 8' 16' 24'


82 FT
BUILDING B
Benchmark
BLDG B - ROOF
8,436'-0"
BLDG B - LEVEL 6
8,424'-0"
BLDG B - LEVEL 5
8,412'-0"
BLDG B - LEVEL 4
8,400'-0"
BLDG B - LEVEL 3
8,388'-0"
BLDG B - LEVEL 2
8,376'-0"
BLDG B - LEVEL 1A
8,362'-0"
BLDG B - LEVEL 1
8,357'-0"
PARKING LEVEL 1
8,345'-0"
PARKING LEVEL 2
8,333'-0"
67'-3"
0 2" 4" 6" 8" 16" 24"

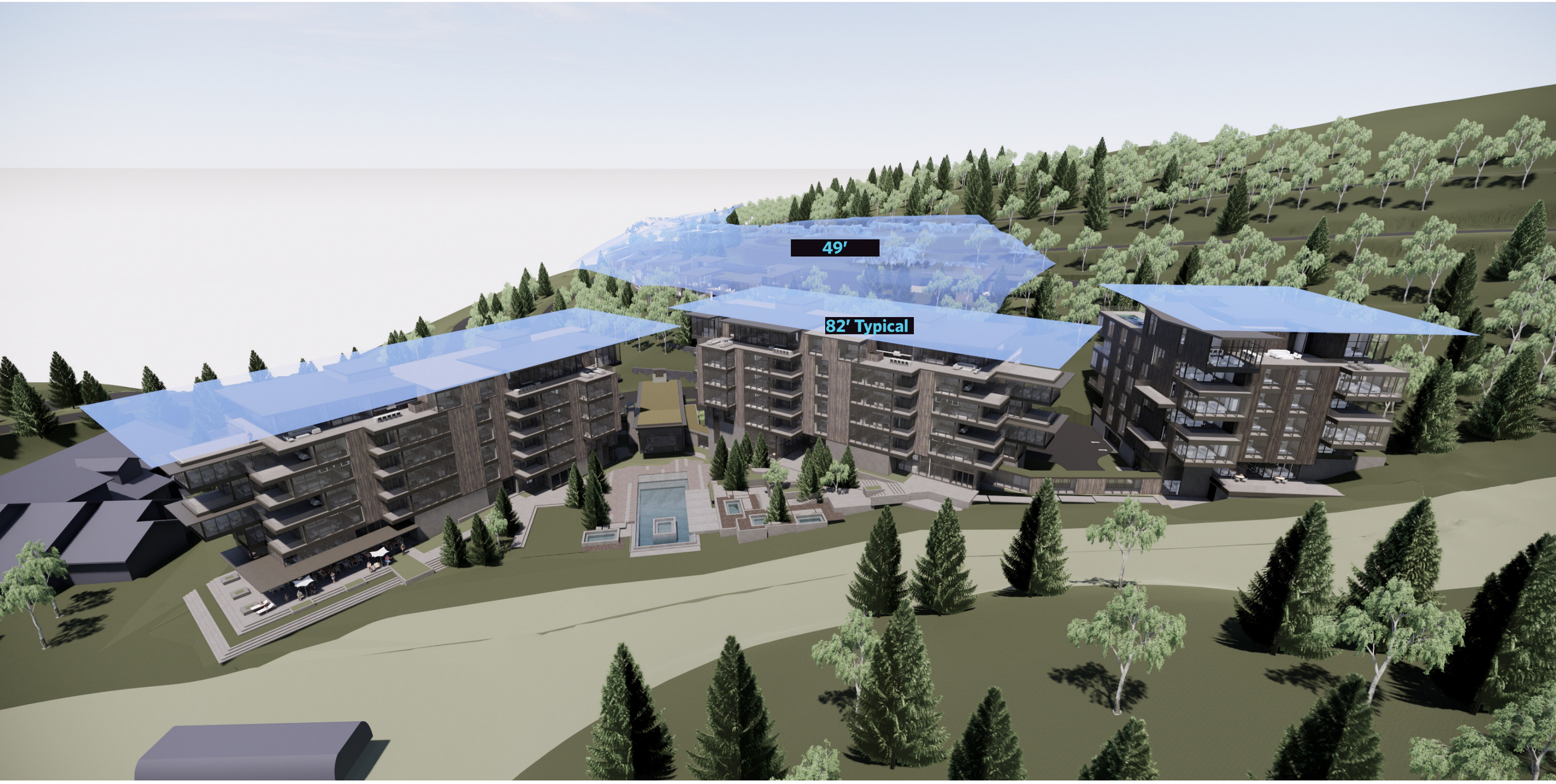

82 FT FROM BENCHMARK
BLDG C - ROOF
8,452'-6"
BLDG C - LEVEL 6
8,438'-6"
BLDG C - LEVEL 5
8,426'-6"
BUILDING C
BLDG C - LEVEL 4
8,414'-6"
BLDG C - LEVEL 3
8,402'-6"
BLDG C - LEVEL 2
8,390'-6"
BENCHMARK
BLDG C - LEVEL 1
8,376'-6"
BLDG C - PARKING
8,364'-6"
0' 2' 4' 8' 16' 24'



Olson Kundig February 26th, 2021

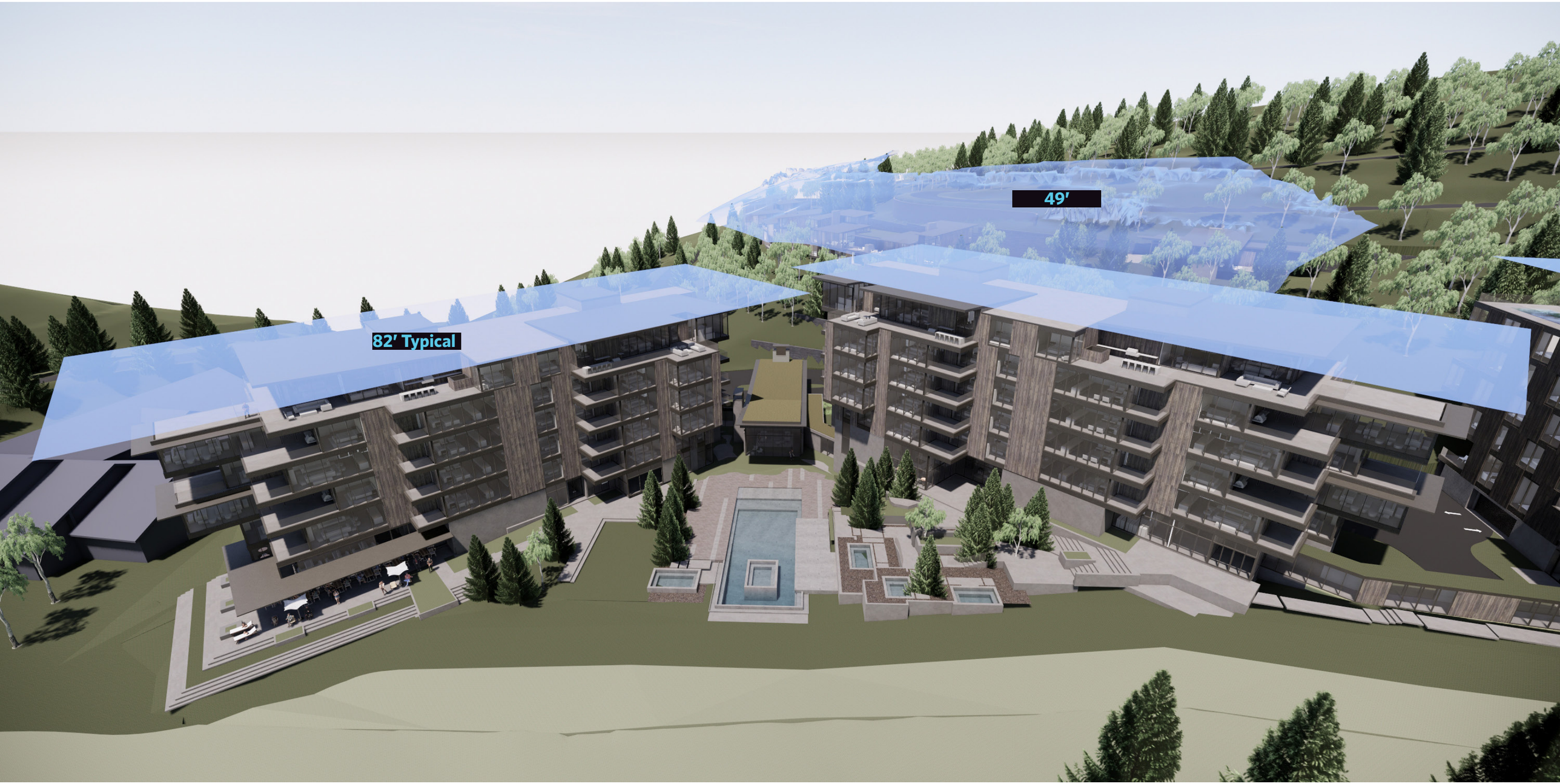
Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 6 - Height Study and New Volumetrics

Height Limit - Sommet Blanc - Villa



Building Height Overlay View 1

Looking Northeast



Building Height Overlay View 2

Looking Northeast

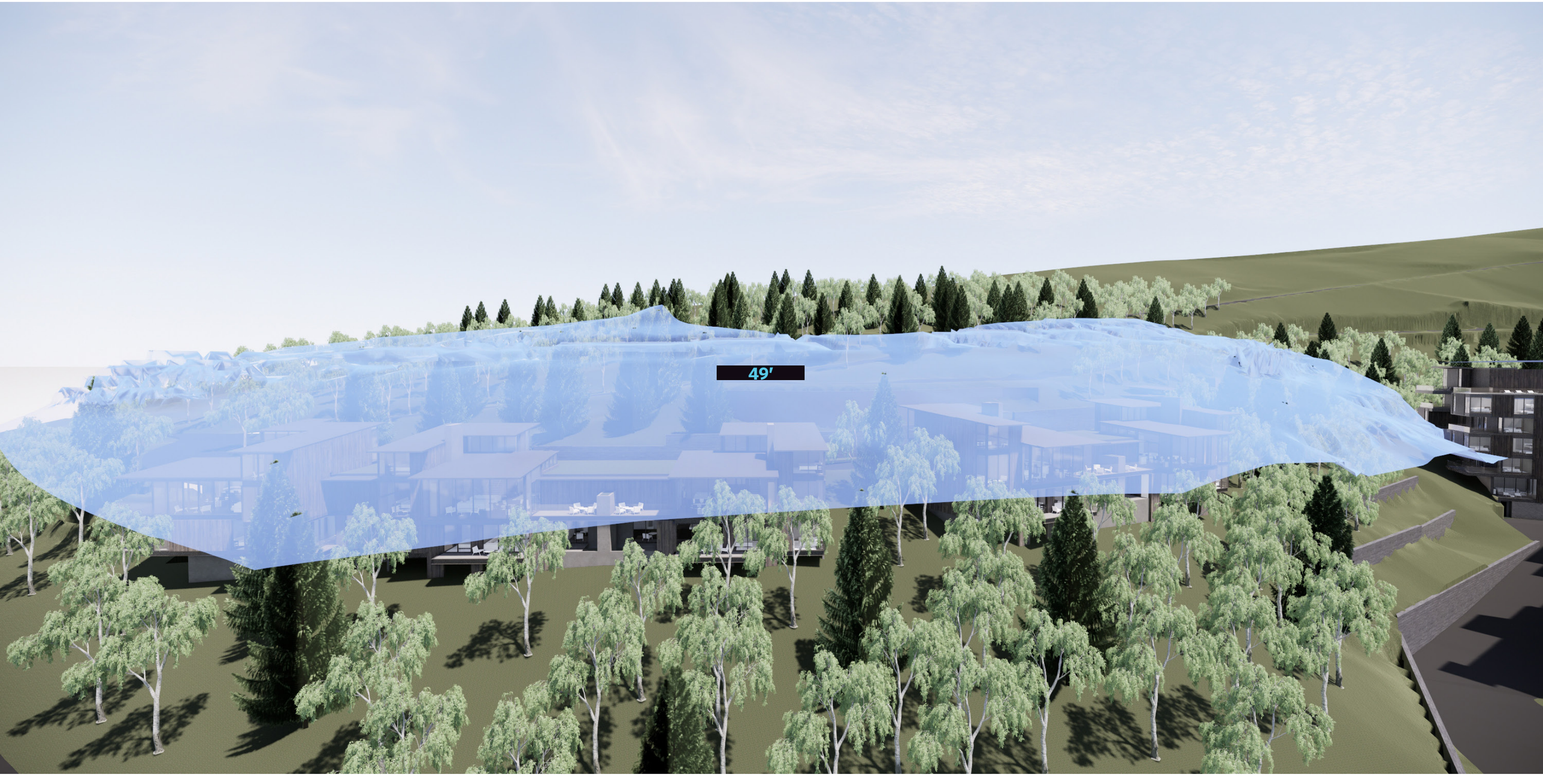
Olson Kundig February 26th, 2021

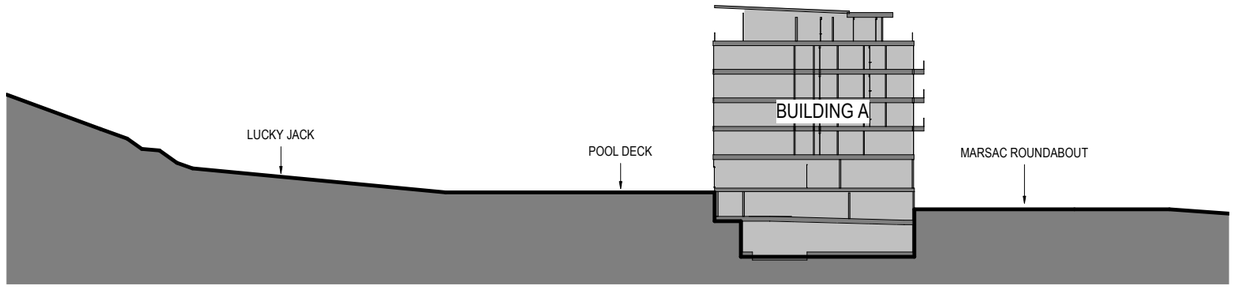
Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 6 - Height Study and New Volumetrics

Building Height Overlay View 3
Looking Southwest

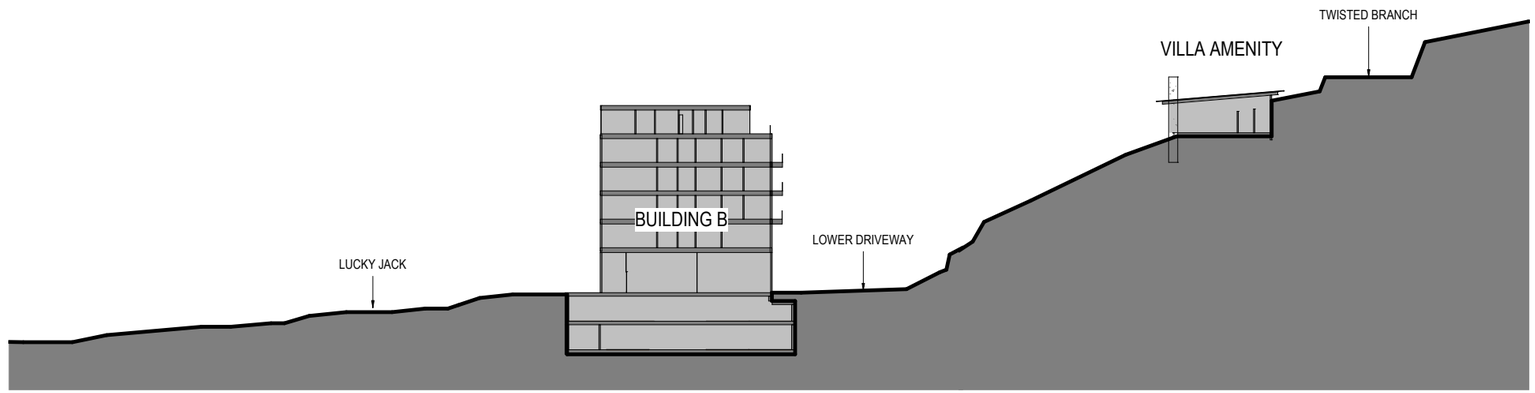
Building Height Overlay View 4

Looking Southeast

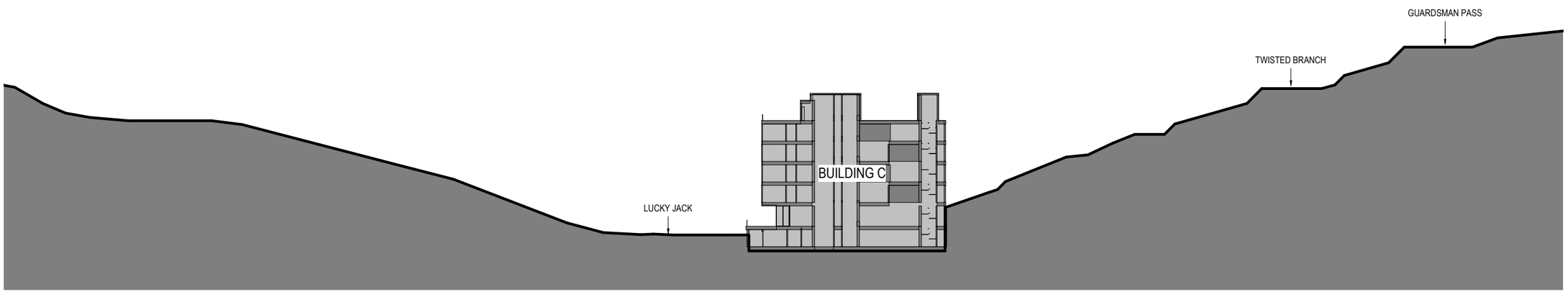

49'



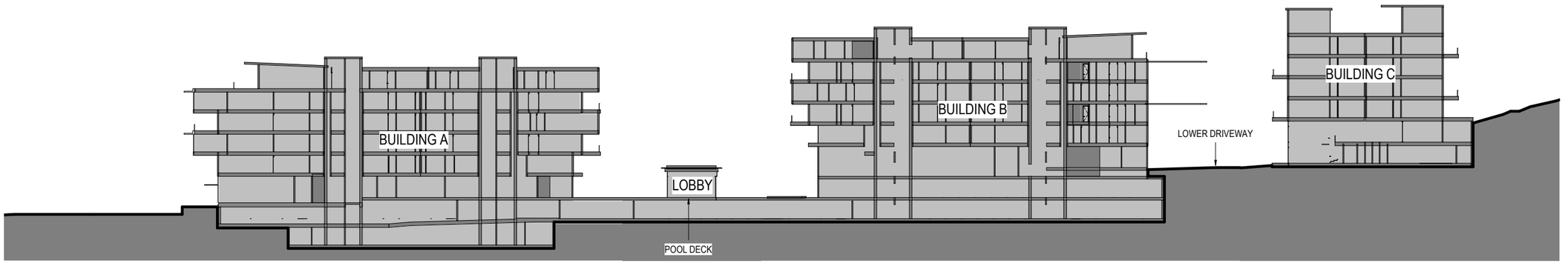
A DRB - SITE SECTION A



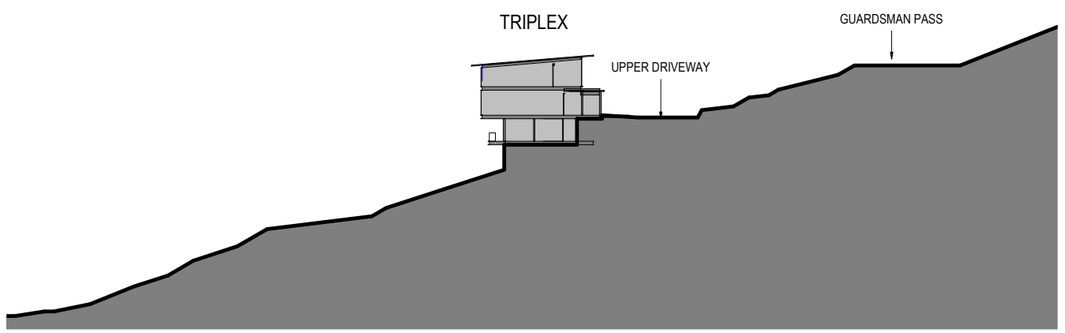
B DRB - SITE SECTION B



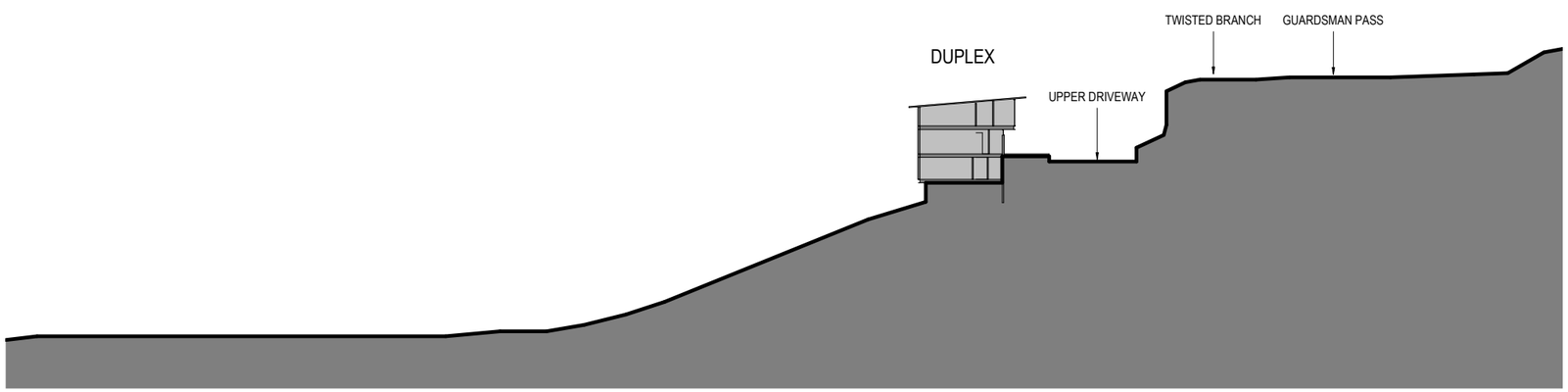
C DRB - SITE SECTION C



D DRB - SITE SECTION D



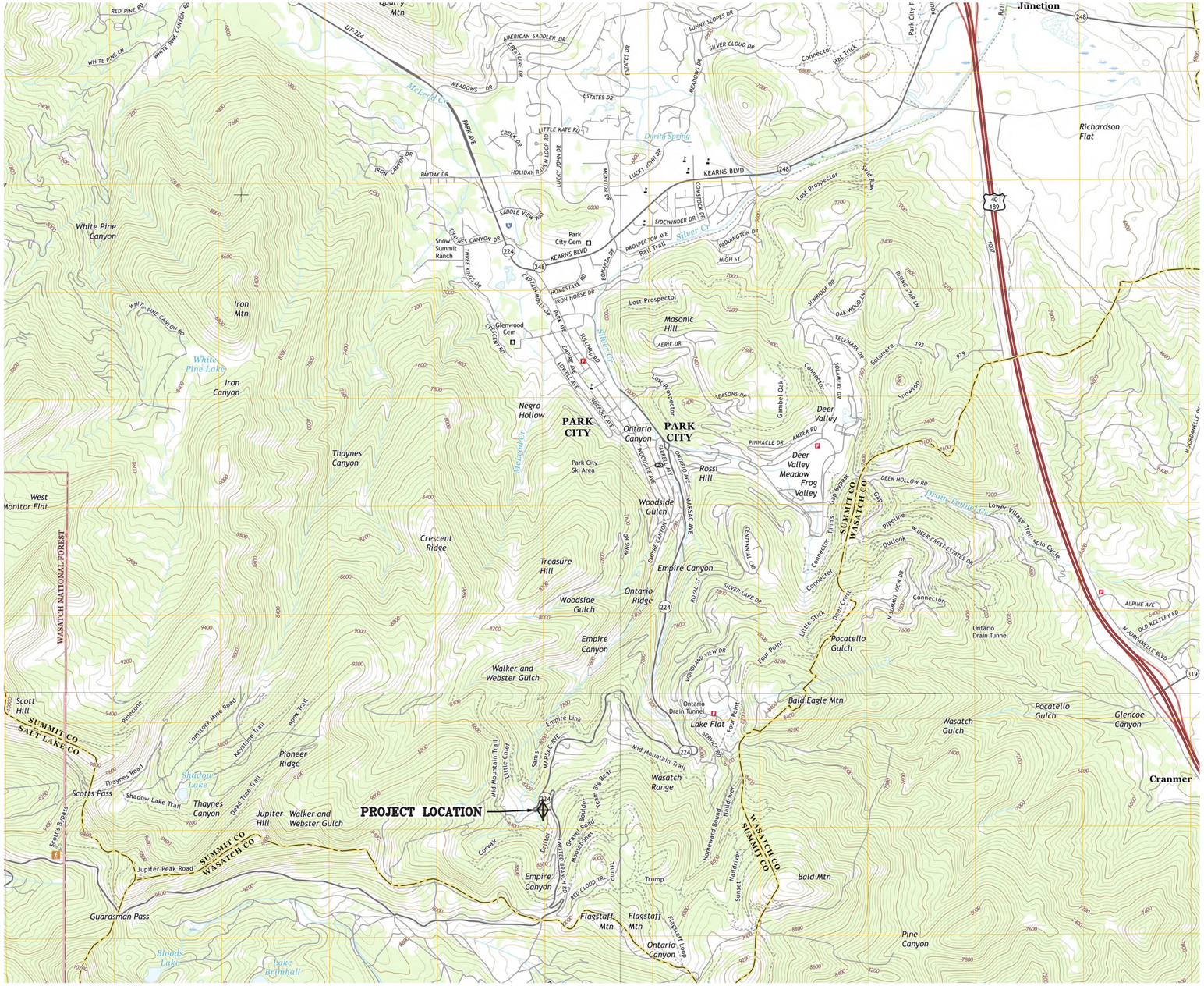
E DRB - SITE SECTION E



F DRB - SITE SECTION F

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 7 - UDOT Conditional Access Permit
February 26, 2021

VICINITY MAP



UDOT NOTES:

1. UDOT RESERVES THE RIGHT, AT ITS OPTION, TO INSTALL A RAISED MEDIAN ISLAND OR RESTRICT THE ACCESS TO A RIGHT-IN OR RIGHT-OUT AT ANY TIME.
2. WORK ON THE UDOT RIGHT-OF-WAY IS SEASONALLY RESTRICTED FROM OCTOBER 15 TO APRIL 15.
3. ROW WORK: WORK IS NOT ALLOWED IN THE RIGHT-OF-WAY DURING THE AM/PM PEAK TRAFFIC HOURS (6:00-9:00 AM AND 3:30-6:00 PM). ADDITIONAL WORK RESTRICTIONS OR MODIFICATIONS MAY BE IMPOSED AT THE TIME OF THE ENCROACHMENT PERMIT.
4. REPLACE ALL PAVEMENT MARKINGS IN KIND (TAPE WITH TAPE AND PAINT WITH PAINT). INSTALL ALL PAINT LINES WITH PERMANENT PAINT APPLICATION PER UDOT SPECIFICATION 02765. PAINT MUST HAVE AT LEAST 6 MONTHS LIFE AS DETERMINED BY UDOT'S PERMITS OFFICER.
5. ALL NEW PAVEMENT WORDS, ARROWS AND SYMBOLS MARKING WITHIN THE RIGHT-OF-WAY SHALL BE PRE-FORMED THERMO PLASTIC. ALL LETTERS, ARROWS, AND SYMBOLS SHALL CONFORM WITH THE "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" ADAPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.
6. ALL SIGNS INSTALLED ON THE UDOT RIGHT-OF-WAY MUST BE HIGH INTENSITY GRADE (TYPE XI SHEETING) WITH A B3 SLIP BASE. INSTALL ALL SIGNS PER UDOT SN SERIES STANDARD DRAWINGS.
7. BEFORE COMMENCING WORK ON THE STATE HIGHWAY, THE GENERAL CONTRACTOR IS REQUIRED TO OBTAIN AN ENCROACHMENT PERMIT FROM THE APPLICABLE REGION'S PERMITS OFFICE BEFORE WORKING WITHIN THE STATE RIGHT-OF-WAY.
8. NO ROAD CUTS ALLOWED ON THIS JOB.
9. FOR ALL UTILITY TAPS (ROAD CUTS), USE FLOWABLE FILL PER UDOT'S CURRENT MIX DESIGN (50-100 PSI) UDOT SPEC. 03575.
10. ALL UTILITIES WITHIN THE PAVED SURFACE MUST BE BORED.
11. FOR EXCAVATIONS OUTSIDE OF THE ROADWAY, BACK FILL WITH UDOT APPROVED GRANULAR BORROW AND ROAD BASE. COMPACTION PER UDOT SPEC. 2056 AND 2721.
12. OWNER, DEVELOPER, AND/OR THE CONTRACTOR IS REQUIRED TO HIRE AN INDEPENDENT COMPANY FOR ALL TESTING WITHIN THE UDOT RIGHT-OF-WAY.
13. OWNER, DEVELOPER, AND THE CONTRACTOR ARE RESPONSIBLE FOR ANY DAMAGE TO THE UDOT RIGHT-OF-WAY THAT MAY BE DIRECTLY OR INDIRECTLY CAUSED BY THE DEVELOPMENT ACTIVITY.
14. TRAFFIC SIGNAL INSTALLATION OR MODIFICATION REQUIRES A SEPARATE WARRANTY BOND ONCE THE WORK HAS BEEN COMPLETED AND ACCEPTED. THE PERMITEE IS RESPONSIBLE FOR HIRING AN INDEPENDENT INSPECTION COMPANY TO PERFORM INSPECTION SERVICES FOR ALL SIGNAL WORK COMPLETED. FOR A LIST OF THE UDOT APPROVED CONTRACTORS AND CONSULTANTS CONTACT THE APPROPRIATE REGIONS TRAFFIC SIGNALS ENGINEER.
15. PARTIAL CONCRETE PANEL REPLACEMENT IS NOT ALLOWED. WHEN PANELS ARE REMOVED, THE ENTIRE PANEL IS REQUIRED TO BE REPLACED PER UDOT STANDARDS, SPECIFICATIONS, AND STANDARD DRAWINGS.
16. DOUBLE SAW CUT THE CONCRETE TO PREVENT THE SPALLING OF OTHER CONCRETE PANELS AND TO AVOID OVER CUTS. OVER CUTS AND SPALLS WILL REQUIRE FULL PANEL REPLACEMENT.
17. ALL ABOVE GROUND FEATURES INCLUDING UTILITIES (POLES, FIRE HYDRANTS, BOXES, ETC.) MUST BE RELOCATED OUT OF THE AASHTO CLEAR ZONE OR A MINIMUM OF 18" BEHIND CURB.
18. PROPERTY LOCATED IN THE WEST HALF OF SECTION 28 & THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH.

REGISTERED PROFESSIONAL ENGINEER No. 4857264 MICHAEL DEMKOWICZ STATE OF UTAH 10/26/20

UDOT PERMIT #PA-103289

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

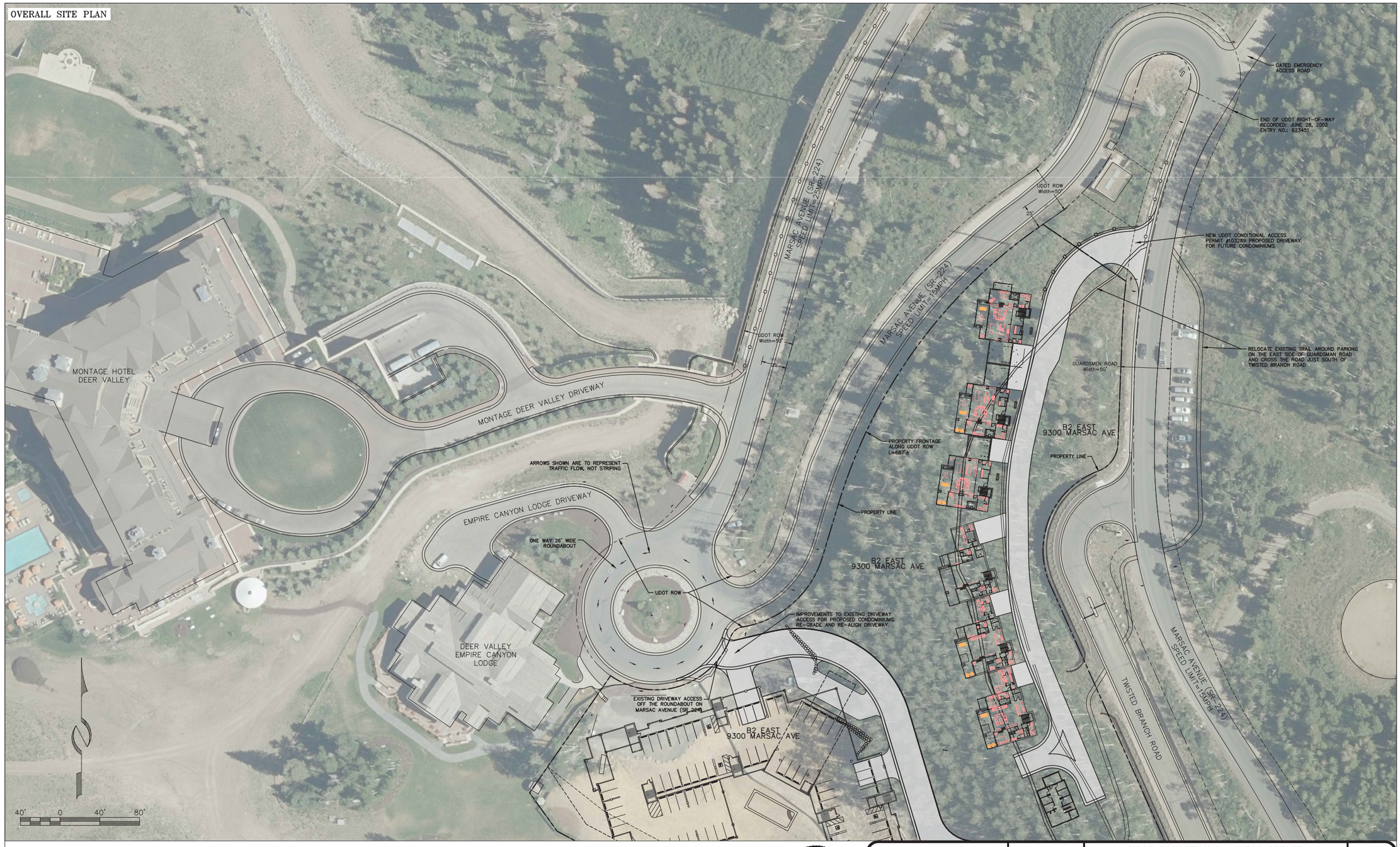
DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
VICINITY MAP

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

SHEET 1 OF 9

OVERALL SITE PLAN



PROJECT NOTES:

1. RURAL ROAD ACCESS CATEGORY 7 WITH AADT BETWEEN 100 AND 3,000. LEVEL 2 ACCESS APPLICATION. NO MODIFICATION TO ROAD OR STRIPING PLANNED.
2. PARKING ON STATE HIGHWAY RIGHT-OF-WAY IS PROHIBITED.
3. SAW CUT AND TACK COAT VERTICAL CUTS IN ASPHALT PER UDOT SPEC. 2705 PAVEMENT CUTTING FOR CONNECTION TO STATE HIGHWAY.
4. LOCATE ABOVE GROUND UTILITIES CLEAR OF AND BEYOND THE AASHTO DEFINED CLEAR ZONE WHEN CURB IS ABSENT.
5. BORE ALL UTILITIES WITHIN THE PAVED SURFACE. FOR ALL UTILITY TAPS, FLOWABLE FILL (50-150psi, UDOT SPEC. 03575) AND 7" PG SUPERPAVE SEE ROAD SECTION ABOVE.
6. PROPERTY LOCATED IN THE WEST HALF OF SECTION 28 & THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH.
7. THE EXISTING CONDITIONS & UTILITIES SHOWN ARE FROM FIELD SURVEY & AS-BUILT INFORMATION.
8. TOPOGRAPHIC INFORMATION WAS PROVIDED BY ALLIANCE ENGINEERING.

REGISTERED PROFESSIONAL ENGINEER No. 4857264 MICHAEL DEMKOWICZ 10/26/20 STATE OF UTAH

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

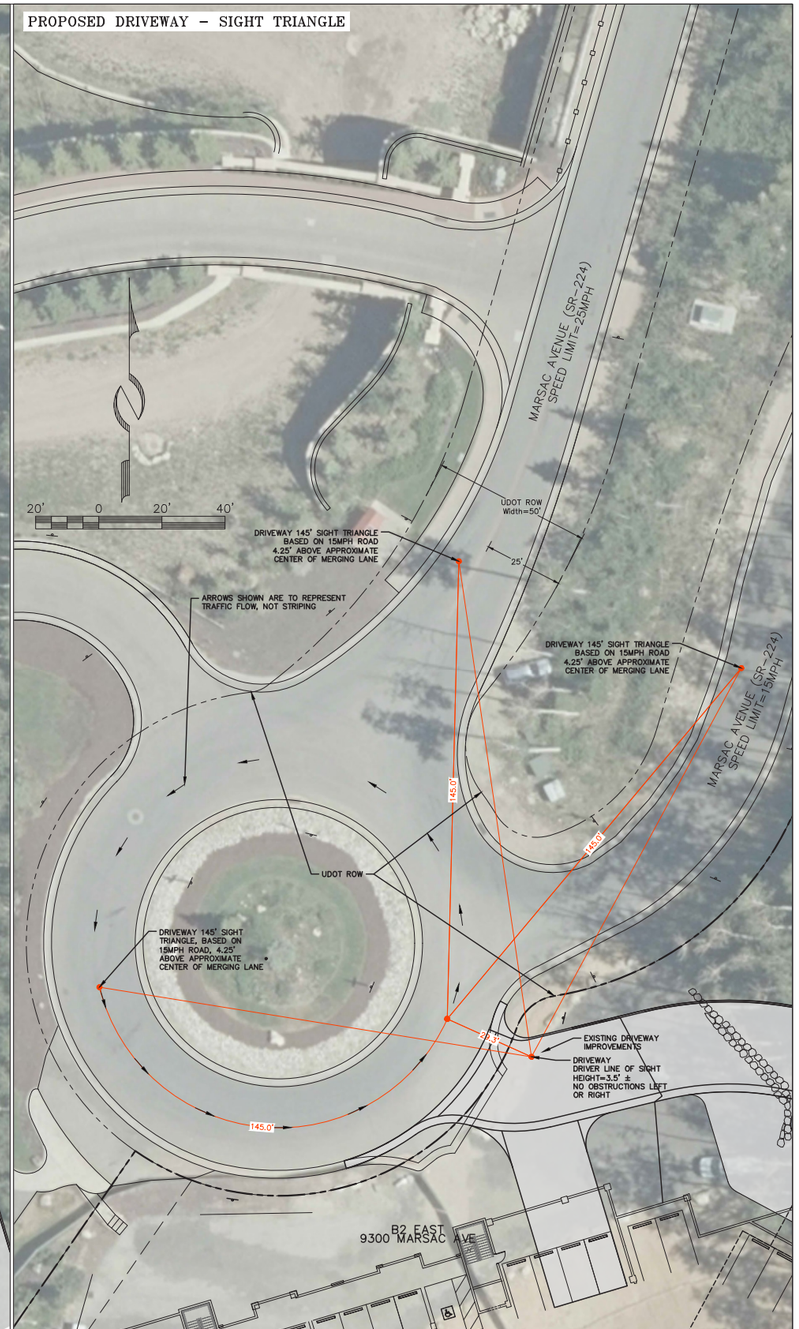
STAFF: MICHAEL DEMKOWICZ, CONNOR DINSMORE

DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
OVERALL SITE PLAN

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

SHEET 2 OF 9



PROJECT NOTES:

1. RURAL ROAD ACCESS CATEGORY 7 WITH AADT BETWEEN 100 AND 3,000. LEVEL 2 ACCESS APPLICATION. NO MODIFICATION TO ROAD OR STRIPING PLANNED.
2. PARKING ON STATE HIGHWAY RIGHT-OF-WAY IS PROHIBITED.
3. SAW CUT AND TACK COAT VERTICAL CUTS IN ASPHALT PER UDOT SPEC. 2705 PAVEMENT CUTTING FOR CONNECTION TO STATE HIGHWAY.
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REGISTERED PROFESSIONAL ENGINEER No. 4857264 MICHAEL DEMKOWICZ STATE OF UTAH SURVEYOR 10/26/20

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ, CONNOR DINSMORE

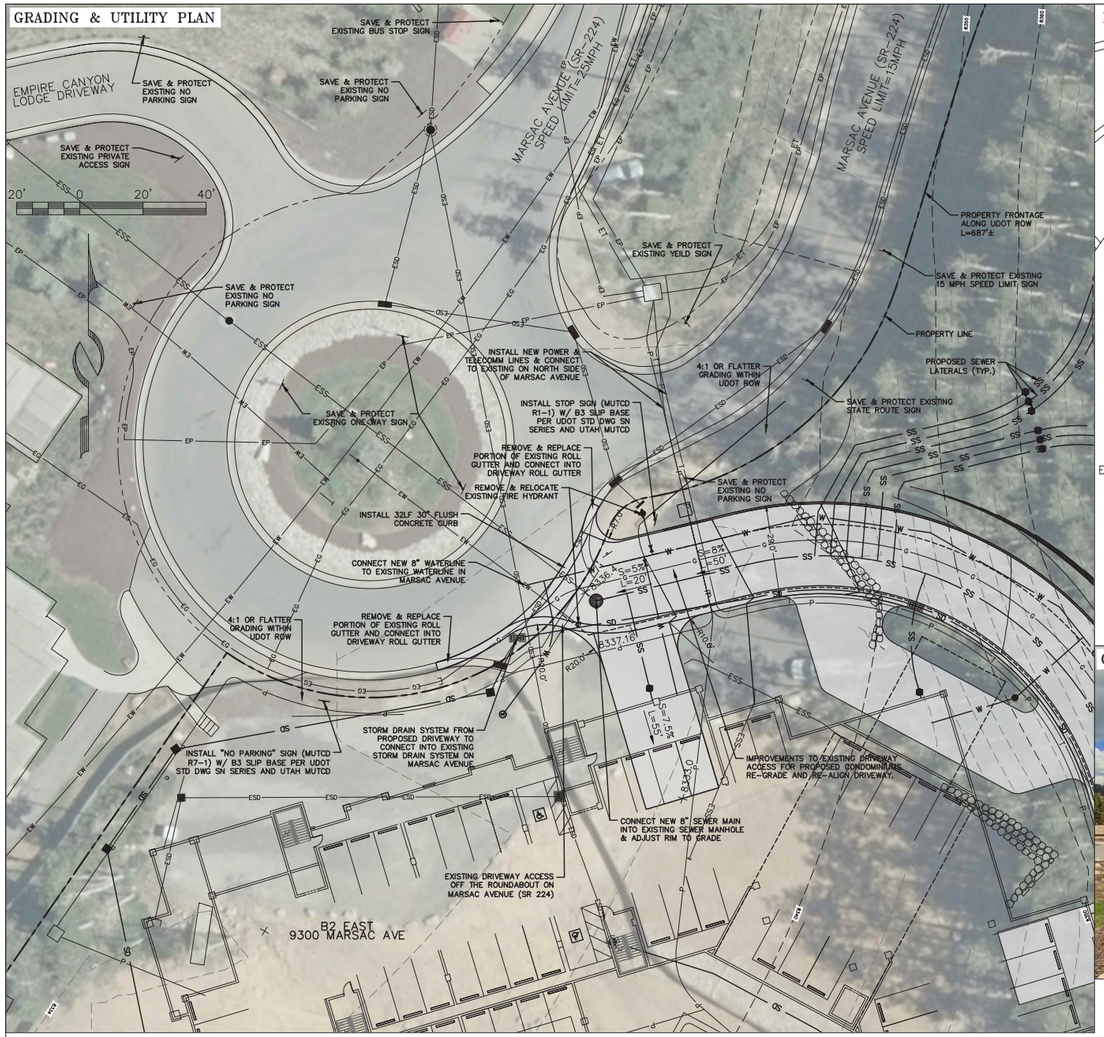
DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
SITE PLAN-DRIVEWAY 1

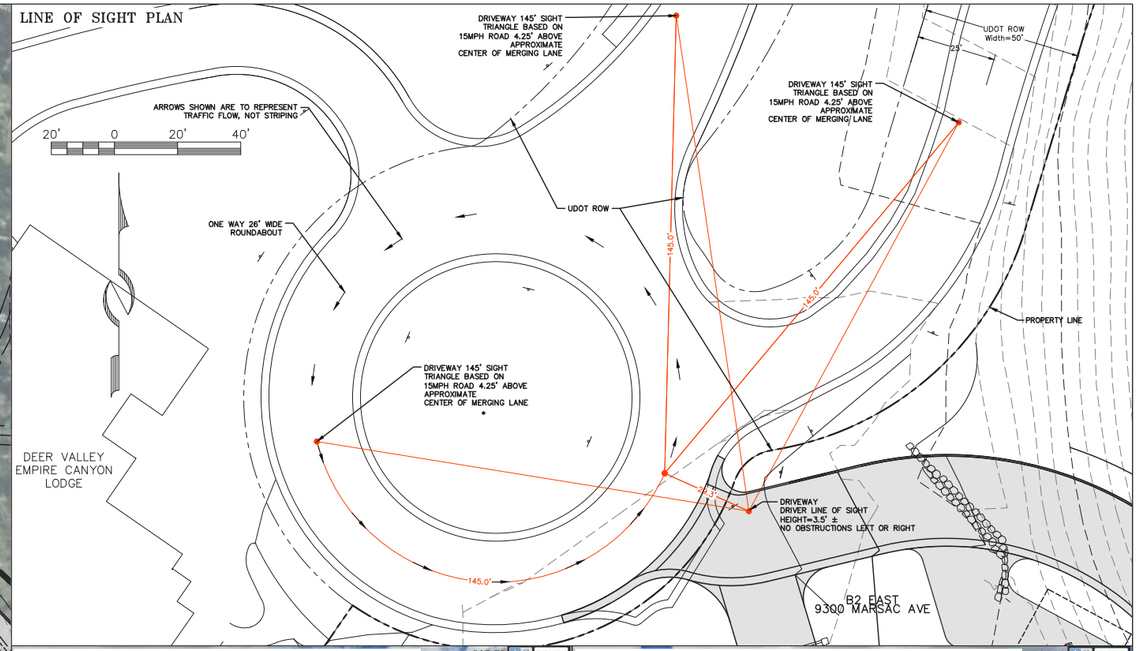
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

SHEET 3 OF 9

GRADING & UTILITY PLAN



LINE OF SIGHT PLAN

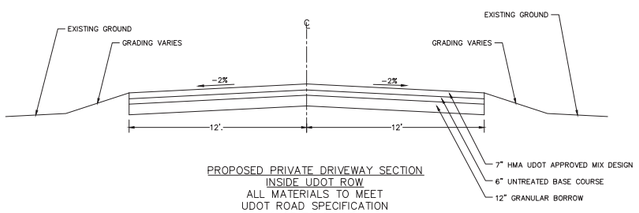


GOOGLE EARTH STREET VIEW – LOOKING NORTH

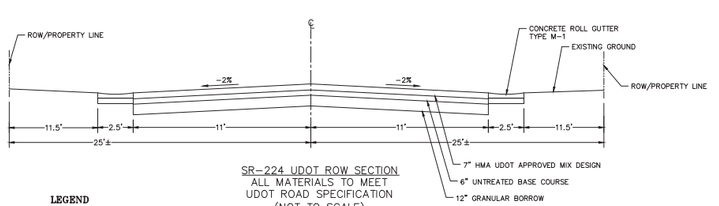
GOOGLE EARTH STREET VIEW – LOOKING NORTHWEST

NOTES:

1. IF NECESSARY, SHRUBS AND TREES IN CENTER OF ROUNDABOUT CAN BE CUT/TRIMMED TO ACHIEVE BETTER SIGHT DISTANCE FROM NEW DRIVEWAY.



PROPOSED PRIVATE DRIVEWAY SECTION
INSIDE UDOT ROW
ALL MATERIALS TO MEET
UDOT ROAD SPECIFICATION
(NOT TO SCALE)



SR-224 UDOT ROW SECTION
ALL MATERIALS TO MEET
UDOT ROAD SPECIFICATION
(NOT TO SCALE)

LEGEND

ESS	EXISTING SEWER
EW	EXISTING WATER
ESD	EXISTING STORM DRAIN
EOHU	EXTG OVERHEAD UTILITY
EOHP	EXTG OVERHEAD POWER
EG	EXISTING GAS
ET	EXISTING TELECOMM
EP	EXISTING POWER
	EXISTING STORM DRAIN MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM DRAIN GRATES
	EXISTING ELECTRICAL BOXES
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING WATER METER
XXXX.XX	EXISTING
XXXX.XX	PROPOSED

PROJECT NOTES:

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(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

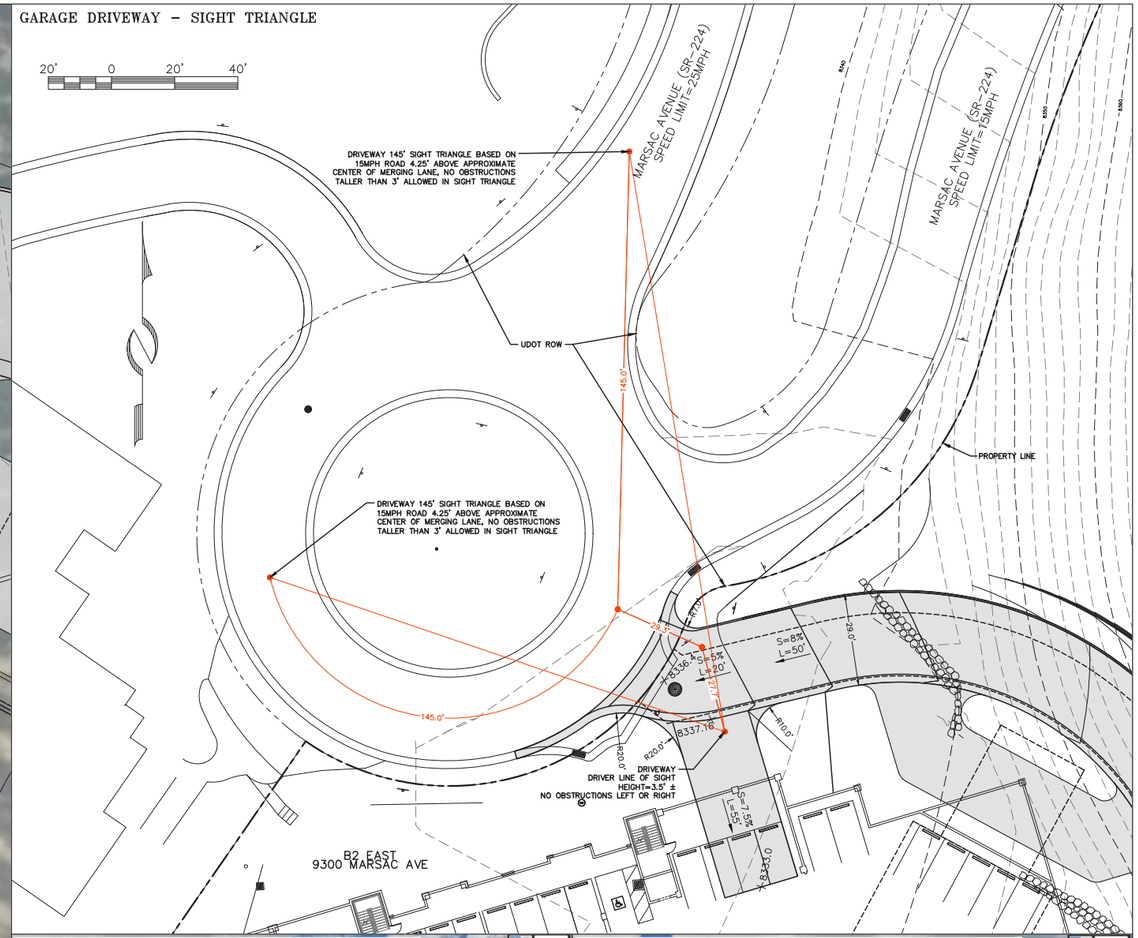
DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
GRADING & UTILITY PLAN-DRIVEWAY 1
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

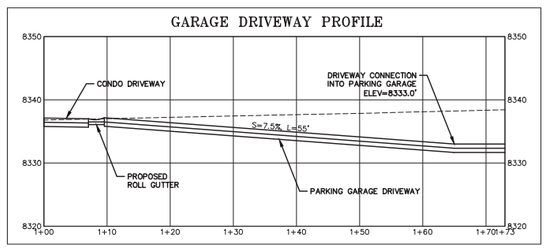
SHEET 4 OF 9

GARAGE DRIVEWAY – GRADING PLAN

GARAGE DRIVEWAY – SIGHT TRIANGLE



GARAGE DRIVEWAY PROFILE



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REGISTERED PROFESSIONAL ENGINEER — No. 4857264 — MICHAEL DEMKOWICZ — STATE OF UTAH — 10/26/20

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

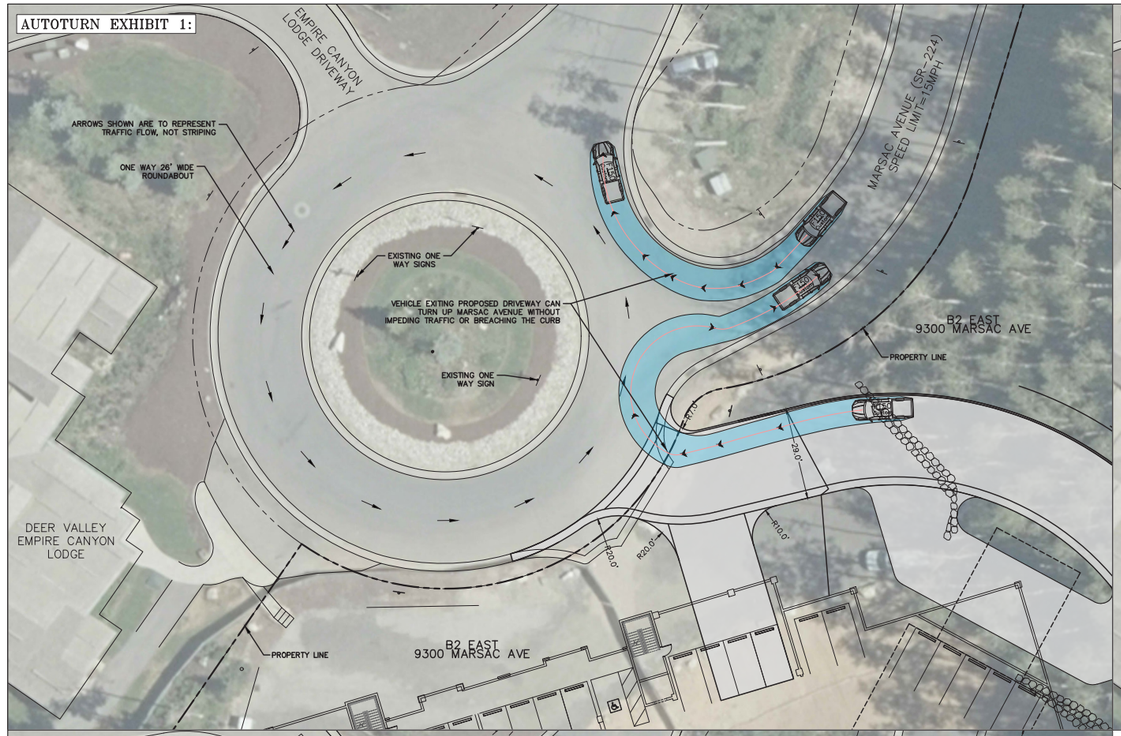
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

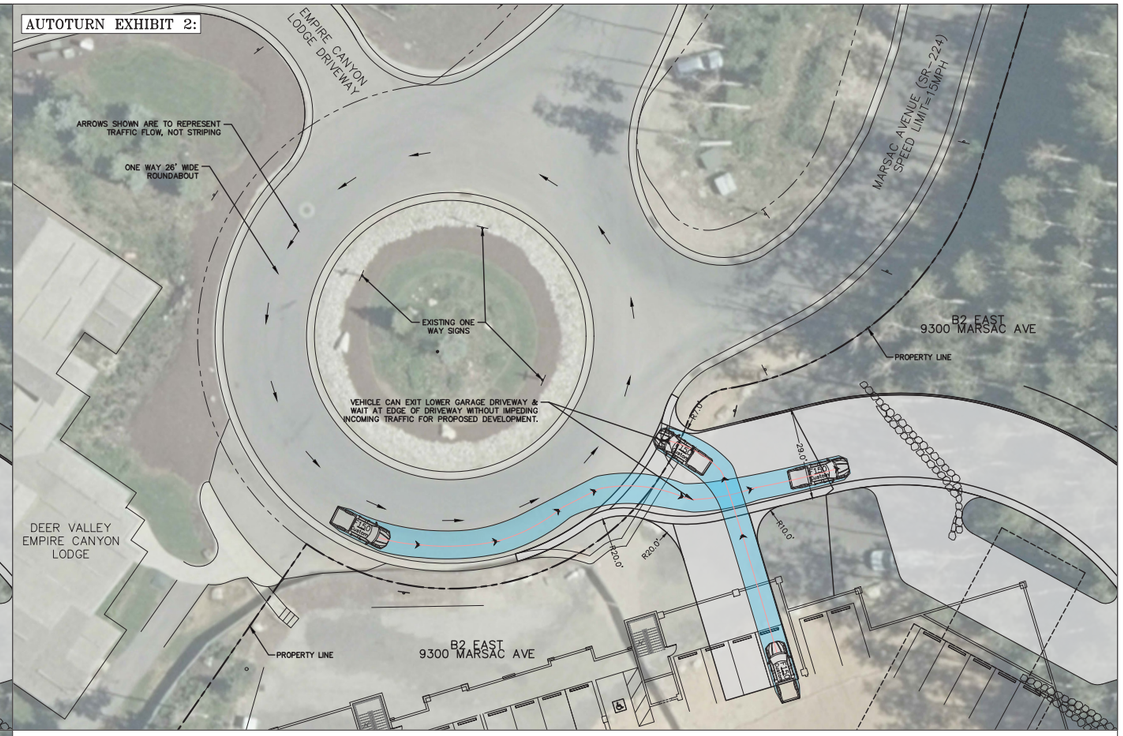
DATE: 10/26/20

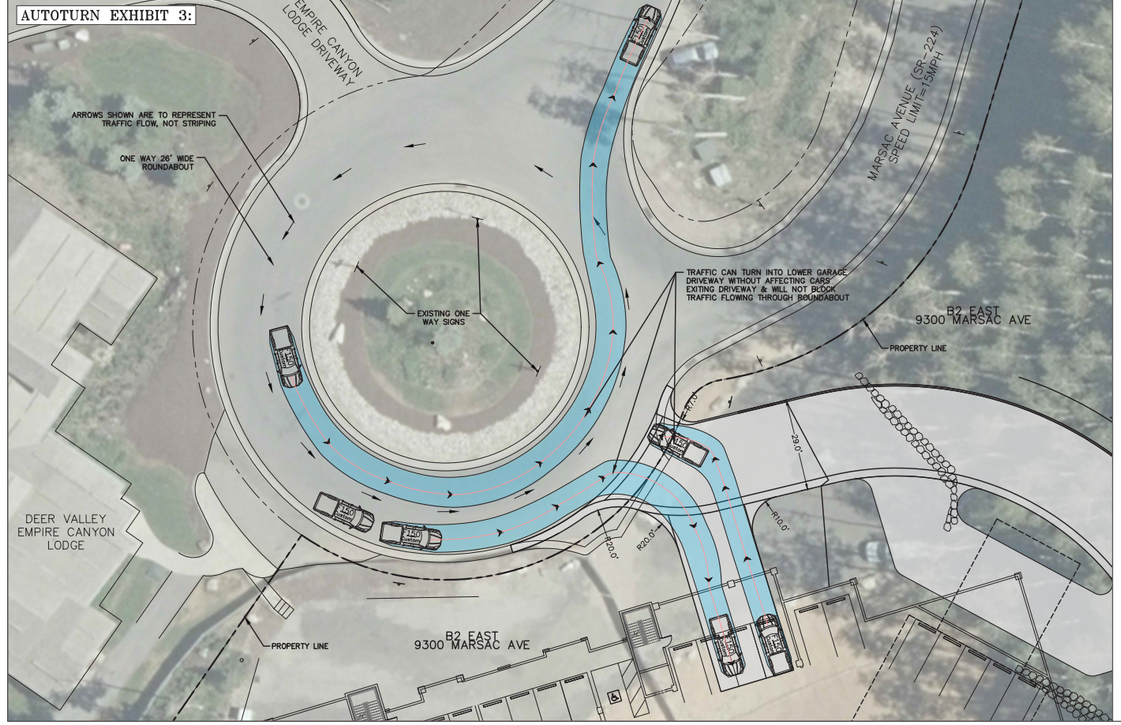
UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
GARAGE DRIVEWAY PLAN & PROFILE

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

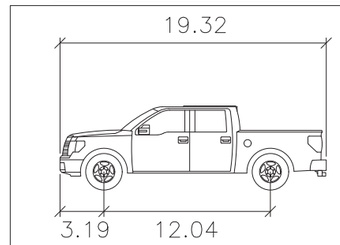
SHEET 5 OF 9





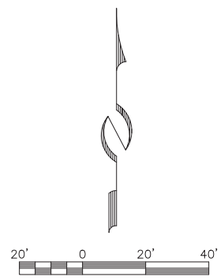


AUTOTURN VEHICLE MODEL DETAILS



F150

	feet
Width	: 7.80
Track	: 6.45
Lock to Lock Time	: 6.0
Steering Angle	: 34.7



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REGISTERED PROFESSIONAL ENGINEER No. 4857264 MICHAEL DEMKOWICZ 10/26/20

Alliance Engineering Inc
(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

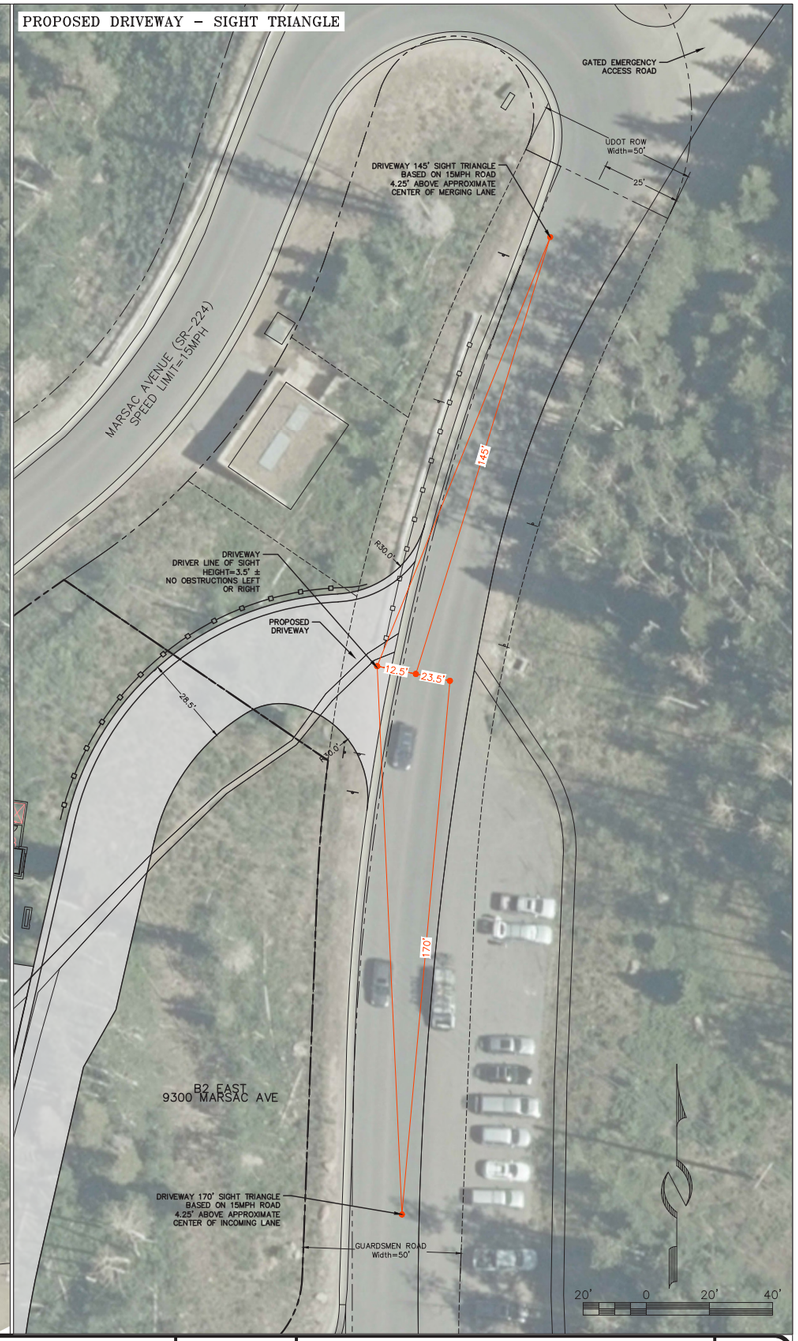
STAFF: MICHAEL DEMKOWICZ, CONNOR DINSMORE

DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
AUTOTURN EXHIBITS

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

SHEET 6 OF 9



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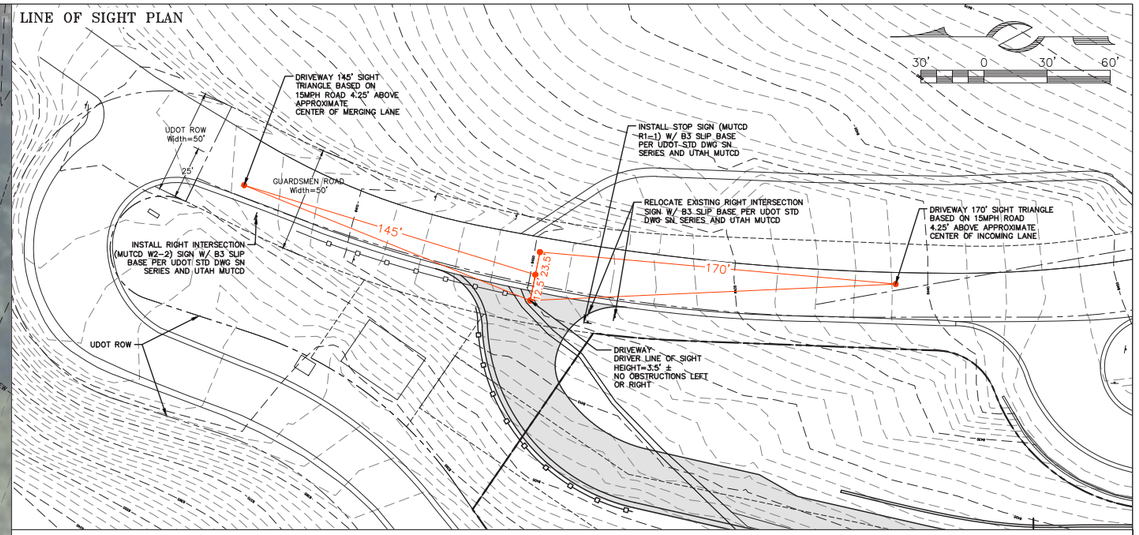
STAFF: MICHAEL DEMKOWICZ, CONNOR DINSMORE
DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
SITE PLAN-DRIVEWAY 2
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

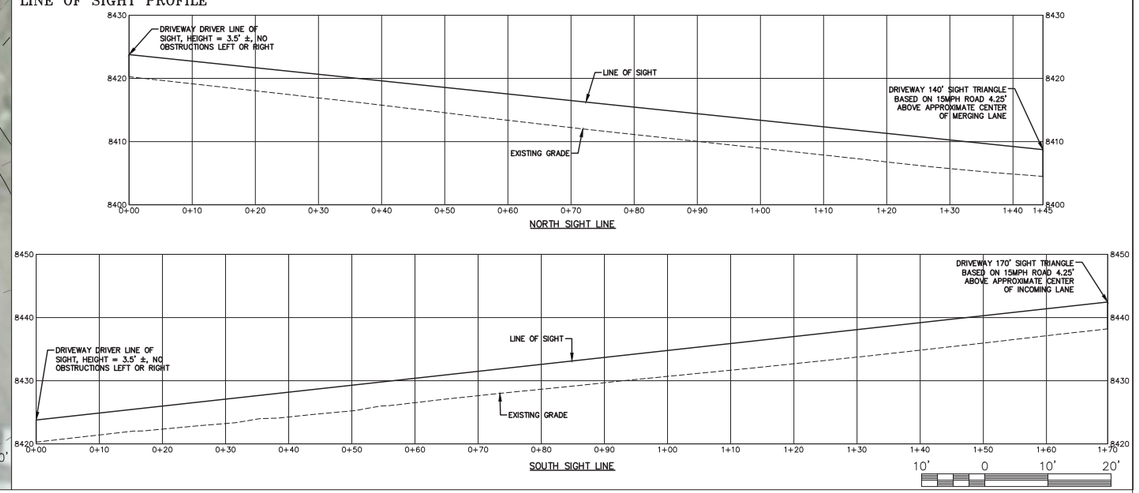
SHEET 7 OF 9

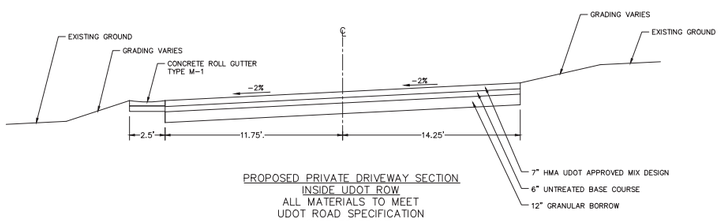
GRADING & UTILITY PLAN

LINE OF SIGHT PLAN

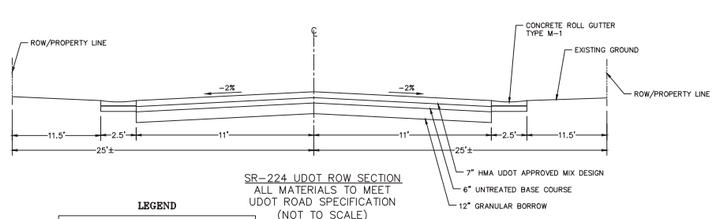


LINE OF SIGHT PROFILE





PROPOSED PRIVATE DRIVEWAY SECTION
INSIDE UDOT ROW
ALL MATERIALS TO MEET
UDOT ROAD SPECIFICATION
(NOT TO SCALE)



SR-224 UDOT ROW SECTION
ALL MATERIALS TO MEET
UDOT ROAD SPECIFICATION
(NOT TO SCALE)

LEGEND

ESS	EXISTING SEWER
EW	EXISTING WATER
ESD	EXISTING STORM DRAIN
EOHU	EXTG OVERHEAD UTILITY
EOHP	EXTG OVERHEAD POWER
EG	EXISTING GAS
ET	EXISTING TELECOMM
EP	EXISTING POWER
	EXISTING STORM DRAIN MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM DRAIN GRATES
	EXISTING ELECTRICAL BOXES
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	EXISTING WATER METER
xxxx.xx	EXISTING
xxxx.xx	PROPOSED

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No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH
10/26/20

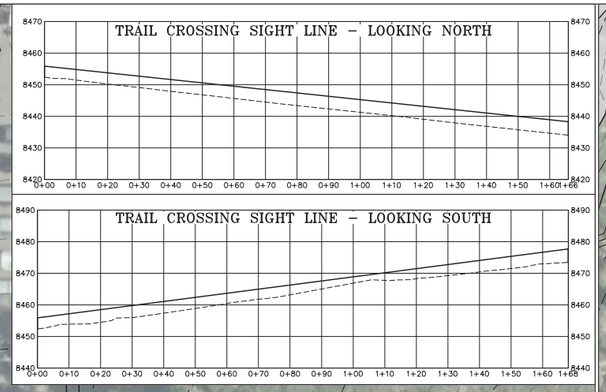
(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

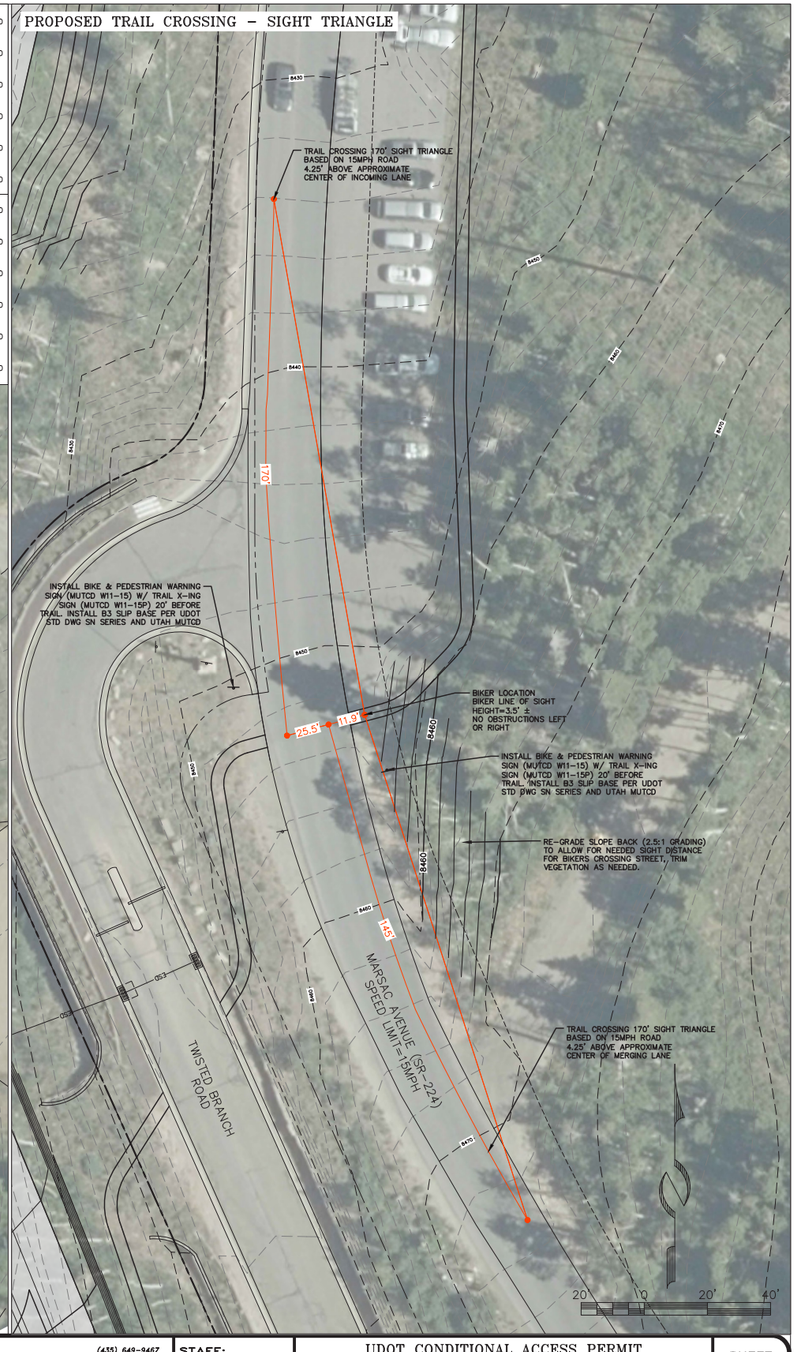
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
GRADING & UTILITY PLAN-DRIVEWAY 2
FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

SHEET 8 OF 9





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STAFF: MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 10/26/20

UDOT CONDITIONAL ACCESS PERMIT
B2 EAST
SITE PLAN – TRAIL CROSSING

FOR: SOMMET BLANC RESIDENCES I, LLC
JOB NO.: 1-11-18
FILE: X:\Empire\dwg\B2 East Design\UDOT\B2 East-UDOT CAP.dwg

SHEET 9 OF 9

CONDITIONAL ACCESS PERMIT

UDOT Keeping Utah Moving
Access Management Program

GENERAL INFORMATION			
Issuance Date	Region	Project Name	OLP Application ID
12/17/2020	Region 2	B2 East Development	109246
Physical Address	City	Permit Type	Access Use Type
9300 Marsac Avenue	PARK CITY	New	Residential
PERMITEE INFORMATION			
Property Owner Name	Primary Contact	Primary Phone	Email
Sommet Blanc Residences I, LLC.	Michael Demkowicz	(435) 649-9467	michael@alliance-engr.com

LOCATION, WIDTH, AND ACCESS CATEGORY INFORMATION					
State Route	Milepost Marker	DD Center Latitude	DD Center Longitude	Access Width	Access Category
0224	1.12			30	7 - Community Rural

A Conditional Access Permit is hereby authorized subject to the Utah Department of Transportation's (the Department's) Access Management Rule (Utah Administrative Code R-930-6), the Utility Accommodation Rule (Utah Administrative Code R930-7), the Standard Specifications for Road and Bridge Construction, and any terms, conditions, and limitations set forth herein. Per Utah Administrative Code R930-6-8(6)(g), a Conditional Access Permit shall expire if the access construction is not completed within twelve (12) months of the issuance date as identified at the top left of this document.

By carrying out the activities authorized by this approval the permittee and the permittee's successors in interests and/or assigns agree to accept all terms, conditions, and, limitations, of the approval including any attachments submitted with the Conditional Access Permit Application. In addition, the permittee certifies they will comply with all applicable regulations, properly control and warn the public of said work to prevent accident, and shall defend, indemnify and hold harmless the Department from all damages arising out of any and all operations performed during construction and operation of said access. Per Utah Administrative Code R930-6-8(5)(e), the permittee understands any intentional misrepresentation of existing or future conditions or of information requested for the application for the purposes of receiving a more favorable determination is sufficient grounds for permit revocation. The access allowed under this permit creates a license to only access a state highway to the extent provided in the permit. The access may be closed, modified or relocated by UDOT if, at any time, UDOT determines in its sole discretion that safety, efficiency or other reasons so require. UDOT will not be liable for any costs, losses or damages resulting from UDOT's review and comments on the submitted plan sets for a Conditional Access Permit.

This conditional access permit does NOT allow construction or other activities within a state right-of-way. An encroachment permit must be separately applied for and issued before any construction within a state right-of-way may commence. Work on UDOT's right-of-way is seasonally restricted from October 15 to April 15. Work is not allowed on the right-of-way during the AM/PM peak traffic hours of 6:00 A.M. to 9:00 A.M. and 3:30 P.M. to 6:00 P.M. Some exceptions to this A.M./P.M. peak travel work restriction may be permissible for low AADT routes in rural areas. Any such exception requires special Region approval and must be explicitly stated on the approved encroachment permit.

Authorizing Name (printed)	Nazee Treweek	Authorizing Name (signed)	Nazee Treweek

TERMS, CONDITIONS, AND LIMITATIONS

Special Limiations: Any safety issues that may arise due to this access will bring this access up for review by UDOT.

1. A copy of this permit must be posted in a conspicuous location and be available for immediate review at the location of the permitted activity. No exceptions.
2. This agreement and/or permit is UDOT approval only. The permittee is responsible for obtaining clearances, authorizations, or permits from railroads, private property owners, other utility owners, and other government agencies as may also be required.
3. By the accepting this permit, the permittee acknowledges the hazardous nature of conducting activities within the right-of-way and assumes full responsibility in the event of an accident or other incident involving death, injury, or damages to any party resulting from the permittee's authorized use of the right-of-way.
4. All work performed under this permit must be in accordance with UDOT approved plans and standard drawings unless otherwise stated in writing.
5. The primary function of the highway is for transportation purposes. All other highway purposes are subordinate to this primary purpose. By conducting the activities authorized by this permit, the permittee agrees to timely prosecute the permitted activities in a manner that minimizes transportation-related impacts including but not limited to; ensuring overall site safety as an overarching priority, and by applying systematic efforts to minimize, or shorten, the project schedule.
6. UDOT may cancel, suspend, or revoke this permit due to:

   A) Non-compliance with the permit provisions including terms, conditions, and limitations
   B) Deviating from the approved permit provisions without written authorization

UDOT Keeping Utah Moving
Access Management Program
CONDITIONAL ACCESS PERMIT

C) Misrepresentation(s) discovered on the originating application, or associated documents
D) Adverse weather or traffic conditions
E) Concurrent transportation construction or maintenance operations in conflict with the permit
F) Any condition deemed unsafe for workers or for the traveling public
G) Any other condition that arises where work stoppage may be warranted for cause

In the event of a cancellation, suspension, or revocation the permittee shall promptly terminate occupancy of the right-of-way.

7. At all times the permittee and all activities authorized under this permit will comply with all applicable federal and state constitutions, law, rules, codes, orders, and regulations, including applicable licensure and certification requirements.
8. Use current edition of UDOT standard drawings for traffic control. Use Utah MUTCD standards for traffic control elements not shown in UDOT standard drawings. Traffic control must be maintained at the encroachment site for the entire encroachment period.
9. Before constructing the access connection authorized by this conditional access permit, an encroachment permit must be secured first.
10. The permittee agrees to maintain the permitted access in a professional workmanlike manner, free from physical defects including but not limited to potholes or other similar substandard conditions for the life of the permit. The permit holder's maintenance-related responsibilities shall extend to UDOT's edge of asphalt where said permitted access physically connects to UDOT's main traveled way and shall be guaranteed in perpetuity. Failure to properly maintain said private access point shall be grounds for permit revocation and for the closure of the permitted access point.

Sommet Blanc (B2 East) - CUP & MPD Amendment
Exhibit 8 - Supplemental Drone Imagery
February 26, 2021

PARK CITY
1884
PLANNING DEPARTMENT

March 15, 2007

The DV Luxury Resort LLC
136 Heber Avenue, Suite 204
Park City UT 84060

Sent via email

NOTICE OF PLANNING COMMISSION ACTION

Project Name	Pod B-2, Empire Pass
Project Description	Master Planned Development
Date of Meeting	March 14, 2007

Action Taken By Planning Commission: The Planning Commission APPROVED the proposed Empire Pass B-2 Master Planned Development based on the following:

Analysis

All Master Planned Developments shall contain the following minimum requirements in accordance with Section 15-6-5 of the Land Management Code.

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

Complies

During the Olympic break in 2002, a subcommittee consisting of the applicant's design team, staff, and Commissioners Chris Larson, Bruce Erickson, and Michael O'Hara focused on a review of the preliminary road layout for the mountain village (Pods A, B-1, and B-2) and a building height analysis for the project build-out using the base RD-zone 33-foot height limit. These items were reviewed at a work session and a public hearing on March 27, 2002. No public comment was received. The Commission concluded that:

The base RD-zone height analysis demonstrates that the maximum project densities set forth in Ord. 99-30 could potentially be constructed within the approved

development pods without the necessity of a height increase above the 33-foot RD zone height limit; and

Building height increases for specific multi-family/resort-related buildings may be considered based on site-specific reviews and compliance with the standards set forth in the Master Planned Development section of the Land Management Code (LMC).

The additional 80 Unit Equivalents proposed for B-2 can be absorbed within the Empire Pass project in Code compliant 33-foot height buildings as shown on Exhibit A. The total number of units approved with this MPD are 192 hotel rooms using 69.6 Unit Equivalents (UEs) and 94 hotel condominiums (114 UEs) in the west side and 81 condominiums (81 UEs) on the east side.

(B) ***MAXIMUM ALLOWED BUILDING FOOTPRINT FOR MASTER PLANNED DEVELOPMENTS WITHIN THE HR-1 DISTRICT****. (Not applicable)*

(C) ***SETBACKS****. The minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than one (1) acre in size.*
Complies
The annexed area of Flagstaff Mountain was granted a large-scale MPD at the time of annexation with specific development pods. The Planning Commission and staff have consistently maintained that the setback requirement is fulfilled at the annexation boundary and does not need to be met within the defined development pods.

(D) ***OPEN SPACE****. All Master Planned Developments shall contain a minimum of sixty percent (60%) open space.*
Complies
As with the setback requirement in (C) above, the annexation area contains more than the minimum 60% requirement. The development of the Village (pods A, B-1 and B-2) is limited to 87 acres, as amended, within the original 1550 acres or 5% of the land area.

(E) ***OFF-STREET PARKING****. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of this Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal.*
Complies

The Flagstaff Development Agreement stipulates that parking will be reduced by 25% below the Code requirements. The parking plan submitted meets this requirement and exceeds it. Based on the proposed residential unit sizes, hotel rooms and commercial spaces, the parking at B-2 West (west of the Empire Day Lodge, the site for the Montage Hotel) would require 742 spaces, reduced 25% to

561. The applicant is proposing a further reduction at B2 West to 530 stalls because valet parking will be mandatory for guests. The valet parking will be in a tandem configuration. The Planning Commission will need to make a finding that tandem parking for 192 spaces is acceptable with a valet program. Parking at B-2 East (east of the Empire Day Lodge and site of 81 condominiums and two employee housing units) would require by Code 165 spaces plus the 75 for the Empire Day Lodge. The 165 would be reduced 25% to 124 spaces. Each of the residential condominium units will be allowed to have one space assigned to the unit.

(F) ***BUILDING HEIGHT****. The height requirements of the Zoning Districts in which an MPD is located shall apply except that the Planning Commission may consider an increase in height based upon a Site specific analysis and determination. The Applicant will be required to request a Site specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings can be made. In order to grant Building height in addition to that which is allowed in the underlying zone, the Planning Commission is required to make the following findings:*

(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;

Complies

Please refer to section (A) Density above for discussion on the density built at the 33-foot zone height. Exhibit B is the applicant's narrative on each of the criteria for additional height. Square footage is governed by the Development Agreement, as amended. Code requirements for façade and roof variation will apply. The applicant is requesting a maximum building height of 114 feet above the USGS datum at the entry to the Montage and a maximum building height of 82 feet for the east side condominiums. As each of these sites have been or will be heavily disturbed for the mine soils mitigation, no "natural grade" can be established.

(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 or air circulation have been mitigated to the extent possible as defined by the Planning Commission;

Complies

The only existing structure is the Empire Day Lodge. The lodge is situated between the Montage Hotel to the west and the additional residential condominiums to the east. Neither of the proposed buildings will have an effect on the solar access to the day lodge. The major controlling factor in B2 is the ridgelines to the east, south, and west. Proposed are greater setbacks from the buildings to the day lodge than would be allowed by the LMC thereby allowing greater air flow through the project area.

(3) There is adequate landscaping and buffering from adjacent Properties and Uses. Increased Setbacks and separations from adjacent projects are being proposed;

Complies
The Montage hotel to the west of the day lodge is approximately 170 feet away; the condominium buildings to the east are approximately 70 away from the day lodge. The RD zone requirement is 12 feet for side yard setbacks. The conceptual landscape plan has significant landscaping between these buildings.

(4) The additional Building Height has resulted in more than the minimum open space required and has resulted in the open space being more usable;
Complies
The Flagstaff Annexation clustered the development of the project into several development pods, leaving 88% of the area as open space. Most of this open space is used for ski terrain, other recreation, and wildlife habitat.

(5) MPD's which include the additional height shall be designed in a manner so as to provide a transition in roof elements in compliance with Chapter 9 Architectural Guidelines or Historic District Design Guidelines if within the Historic District; and
Complies
The applicant has provided conceptual renderings and detailed volumetrics for the Montage hotel and east side condominiums. The roof elements are substantially stepped and provide architectural interest.

(6) Structures within the HR-1 District which meets the standards of development on Steep Slopes, may petition the Commission for additional height per criteria found in Section 15-2.2-6.
This section is not applicable.

If and when the Planning Commission grants additional height due to a Site specific analysis and determination, that additional height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site.

(G) ***SITE PLANNING****. An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The following shall be addressed in the Site planning for an MPD:*

(1) Units should be clustered on the most developable and least visually sensitive portions of the Site with common open space separating the clusters. The open space corridors should be designed so that existing Significant Vegetation can be maintained on the Site.
Complies
The Montage hotel on the west side is placed within a heavily disturbed site. The east side condos are sited over the existing sales office and East-West development office. This area has significant regulated soils that are required to be removed and would necessitate the removal of the aspens in this area. There is significant space

between the Montage and the Empire Lodge and the Lodge and the condo buildings to the east. These gaps provide visual corridors to the ridgeline behind.

(2) Projects shall be designed to minimize Grading and the need for large retaining Structures.

Complies

Significant excavation will be required; however, the buildings will fill the excavated areas with underground parking and service facilities. There are several retaining structures and a bridge into the entry court to the Montage. Generally, the buildings step with the site without the need of large or numerous retaining structures. The outdoor amenities to the buildings will flow at grade into the existing landscape. The ski run around the east and north side of the Hotel will require substantial grading; however, this is already a disturbed site from previous mining and remediation activities.

(3) Roads, utility lines, and Buildings should be designed to work with the Existing Grade. Cuts and fills should be minimized.

Complies

Minimal road work is required. An access road to the Montage is proposed to intersect State Route 224 just before the traffic circle. A bridge will span the drainage gully in this area. The buildings will step with the grade requiring minimal walls and cut/fill slopes.

(4) Existing trails should be incorporated into the open space elements of the project and should be maintained in their existing location whenever possible. Trail easements for existing trails may be required. Construction of new trails will be required consistent with the Park City Trails Master Plan.

Complies

The Mid-Mountain trail loops behind (south) of the project site. Although not a specifically identified trail on the Mountain Trails Foundation 2006 Tail Map, the emergency access road up Empire Canyon from the top of Daly Avenue is used by hikers and bikers. The site plan shows a proposed ski trail to the future pod Z lift in the area as well.

(5) Adequate internal vehicular and pedestrian/bicycle circulation should be provided. Pedestrian/ bicycle circulations shall be separated from vehicular circulation and may serve to provide residents the opportunity to travel safely from an individual unit to another unit and to the boundaries of the Property or public trail system. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

Complies

No new streets are being created except for the short access road into the project site.

(6) The Site plan shall include adequate Areas for snow removal and snow storage. The landscape 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. The assumption is that snow should be able to be stored on Site and not removed to an Off-Site location.

Complies

There are minimal hard surfaces as all parking is underground. The hard surfaces proposed (entry drives, porte cochere, and patios) will be heated eliminating the need for snow storage.

(7) It is important to plan for refuse storage and collection and recycling facilities. The Site plan shall include adequate Areas for dumpsters and recycling containers. These facilities shall be Screened or enclosed. Pedestrian Access shall be provided to the refuse/recycling facilities from within the MPD for the convenience of residents and guests.

Complies

All refuse storage facilities will be underground in the garages of the buildings. Hotel staff will handle refuse and recycling collection.

(8) The Site planning for an MPD should include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

Complies

The Flagstaff Mountain annexation included 15 Technical Reports, one of which is the Transit Plan. The Transit Plan has been amended and updated with the inclusion of the Montage. The Montage project has additional transportation elements for guests and employees as found in the November 27, 2006 Technical Memorandum submitted by Fehrs and Peers, Transportation Consultants, on behalf of the developer.. Both the east and west phases will have drop-off/pick-up areas outside of the circulation pattern for the garages.

(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.

Complies

Service and delivery, particularly for the Montage hotel, are located within the garage level. The garage door and loading areas can accommodate a semi-truck.

(H) ***LANDSCAPE AND STREETSCAPE****. To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. Where landscaping does occur, it should consist primarily of appropriate drought tolerant species. Lawn or turf will be limited to a maximum of fifty percent (50%) of the Area not covered by Buildings and other hard surfaces and no more than seventy-five percent (75%) of the above Area may be irrigated. Landscape and Streetscape will use native rock and boulders. Lighting must meet the requirements of LMC Chapter 15-5, Architectural Review.*

Complies

Minimal vegetation currently exists due to the mining activities associated with the site. Landscaping will be accomplished using native and other appropriate drought-

tolerant plant materials in accordance with the Flagstaff Design Guidelines. A small formal lawn area is proposed on the south side of the Montage. Irrigation will be principally by drip.

(I) ***SENSITIVE LANDS COMPLIANCE****. All MPD Applications containing any Area within the Sensitive Areas Overlay Zone will be required to conduct a Sensitive Lands Analysis and conforms to the Sensitive Lands Provisions, as described in LMC Section 15-2.21.*

Complies

The Flagstaff Annexation is not included in the Sensitive Lands Overlay. However, there is one locally rare native plant that has been identified by the Utah Native Plant Society. The applicant has been in contact with the UNPS to identify the location of the plant colony and to take steps to preserve it. The plant is not located within the development area.

(J) ***EMPLOYEE/AFFORDABLE HOUSING****. MPD Applications shall include a housing mitigation plan which must address employee Affordable Housing as required by the adopted housing resolution in effect at the time of Application.*

Complies

Additional employee/affordable housing is required with the increased 80 Unit Equivalents. The mitigation rate in the original Development Agreement would increase the housing requirement by 5.7 Affordable Employee Units (AEUs). In accordance with the Development Agreement, 25% of the required housing must be on-mountain. The Montage is programming 10 units on-site which include the 5.7 and additional AEUs for the rest of Empire Pass.

(K) ***CHILD CARE****. 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.*

Complies

Staff does not recommend that a Child Care Center be provided on-site. Limited permanent Child Care demands will be generated by the hotel and condominiums.

Approval: The Planning Commission based their decision on the Analysis, above, and the following:

Findings of Fact

1. The Master Planned Development (MPD) is for Pod B-2 of the Flagstaff Mountain Resort Annexation area, know known as Empire Pass.
2. The MPD is located in the RD-MPD zoning district.
3. The City Council approved the Development Agreement for Flagstaff Mountain Development Agreement/Annexation Resolution No. 99-30 on June 24, 1999. The Development Agreement is the equivalent of a Large-Scale Master Plan. The Development Agreement sets forth maximum project densities, location of densities, and developer-offered amenities.

4. The City Council approved an amendment to the Development Agreement on February 1, 2007, that increased the allowable density by 80 Unit Equivalents, 192 hotel rooms (included in the 80 UEs) and the allowable units by 77.5, to be located in the B-2 MPD.
5. Concurrent with this application and approval, the Planning Commission approved the Conditional Use Permit for Phase I of this MPD on March 14, 2007. Phase I is the Montage Hotel to be located on the west side of the Empire Day Lodge (B-2 West).
6. Concurrent with this application, the Planning Commission forwards a positive recommendation to the City Council for the amended Pod B-2 Empire Village Subdivision.
7. The total number of units approved with this MPD are 192 hotel rooms using 69.6 Unit Equivalents (UEs) and 94 hotel condominiums (114 UEs) in the west side of the Empire Day Lodge (B-2 West) and 81 condominiums (81 UEs) on the east side of the Empire Day Lodge (B-2 East). In addition, there is 35,000 square feet of spa space, 28,059 square feet of bar/restaurant/retail space and approximately 15,000 square feet of meeting/conference space and lounge areas.
8. The maximum Building Height in the RD District is 28 feet (33 feet with a pitched roof). A height exception to 114 feet above a benchmarked grade (USGS 8346') is requested.
9. The volumetrics as shown in the exhibits dated April 24, 2006, and reviewed by the Planning Commission provide the façade shifts and roof shifts necessary to create architectural interest and break the building into smaller components.
10. The setbacks within the RD zone are twenty feet (20') in the front (25 feet to front facing garage), fifteen feet (15') to the rear and twelve feet (12') on the side. Setbacks are the minimum distance between the closest of the following: property line, platted street, or existing curb or edge of street.
11. The elevation and climate of Flagstaff creates a harsh environment for utilities and their maintenance.
12. The Development Agreement requires the Master Developer to provide water source capacity.
13. The Flagstaff Mountain Resort Development Agreement, as amended, requires reclamation of mine hazards.
14. The **Analysis** section of this staff report is incorporated herein.

Conclusion of Law:

1. The MPD, as conditioned, complies with all the requirements of the Land Management Code.
2. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 of this Code.
3. The MPD, as conditioned, is consistent with the Park City General Plan.
4. The MPD, as conditioned, provides the highest value of open space, as determined by the Planning Commission.
5. The MPD, as conditioned, strengthens and enhances the resort character of Park City.

6. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible.
7. The MPD, as conditioned, is Compatible in Use, scale and mass with adjacent Properties, and promotes neighborhood Compatibility.
8. The MPD provides amenities to the community so that there is no net loss of community amenities.
9. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
10. The MPD, as conditioned, meets the provisions of the Sensitive Lands provisions of the Land Management Code. The project has been designed to place Development on the most Developable Land and least visually obtrusive portions of the Site.
11. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections.
12. The MPD has been noticed and public hearing held in accordance with this Code.
13. The MPD, as conditioned, is consistent with the approved Flagstaff Mountain Resort Development Agreement, as amended.

Conditions of Approval:

1. The building plans and volumetrics for the project shall meet substantial compliance with the drawings dated April 24, 2006, and as reviewed by the Planning Commission.
2. A height exception for the Montage to 114 feet above a benchmarked grade (USGS 8346') is granted with the Master Plan. A height exception for the east side condominiums to 82 feet above benchmarked grades (USGS 8330' for north datum point and 8380' for south datum point) is granted with the Master Plan. Datum points are indicated on the site plans reviewed by the Planning Commission.
3. City Engineer approval of a utility and infrastructure plan is a condition precedent to the issuance of any building permits within the B-2 Master Planned Development area. The utility plan may include temporary utilities that must be removed (not just abandoned) upon completion of permanent utilities.
4. All regulated soils will be removed from the site and transported via SR 224 and SR 248 to the engineered repository at Richardson Flats. A specific hauling plan, similar to the previous soils hauling operation, must be approved by the Chief Building Official and will incorporate safety inspections, daily reports, and coordination between the City Police and Utah Highway Patrol.
5. Prior to issuance of any building permits for that unit or building which causes overall water consumption at Empire Pass to exceed 150 gallons per minute (approximately 75 units), the Master Developer shall have provided adequate water source capacity satisfactory to the City Attorney and Public Works Director.
6. A revised Mine Soils Hazard Remediation Technical Report (Exhibit 1 of the Technical Reports) shall be submitted to the Chief Building Official. Approval of the revised plan shall have been made by the Building Official prior to any building permit being issued. Prior to vertical construction of the project, UPCM

shall provide acknowledgement from the State of compliance with State mining regulations regarding operation, reclamation, surety, and post-mining land use permit requirements.

7. A revised Emergency Response Plan (Exhibit 7 of the Technical Reports) shall be submitted to the Chief Building Official. Approval of the revised plan shall have been made by the Building Official prior to any building permit being issued. The fire protection component of the plan shall ensure that Park City's ISO rating is not negatively affected by construction of the Montage.
8. The revised Transit Plan dated November 27, 2006, as submitted by Fehr and Peers, Transportation Consultants, on behalf of the applicant will be implemented at Certificate of Occupancy for the Montage Hotel.
9. The $1.8 million bond for the Richardson Flats Park and Ride, in a form approved by the City Attorney, shall be posted prior to any building permit issuance.
10. The 30 acres at Richardson Flats for the Park and Ride and future recreation facilities will be dedicated to the City (unless the City agrees to a lease), in a form approved by the City Attorney, prior to building permit issuance.
11. The additional 20 Employee Housing Units will begin construction within 24 months from the effective date of the amended Development Agreement (March 2, 2007) or post a financial guarantee in a form acceptable to the City Attorney equal to 10 percent of the estimated construction costs of the additional Affordable Units.

Sincerely,

Brooks T. Robinson
Principal Planner

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,

SURVEYOR'S CERTIFICATE

I, Robert J. McMahon, do hereby certify that I am a Registered Land Surveyor and that I hold Certificate No. 349961 as prescribed under the laws of the State of Utah. I further certify that by the authority of the owners I have made a survey of the tract of land shown on this plat and described herein and subdivided said tract of land into lots, rights-of-way, and easements to be hereafter known as PARCEL B-2 EMPIRE VILLAGE SUBDIVISION and that the same has been correctly surveyed on the ground as shown on this plat.

PROFESSIONAL LAND SURVEYOR No. 349961 ROBERT J. McMAHON State of Utah

ROBERT J. McMAHON 5/15/07
DATE

BOUNDARY DESCRIPTION 1

ALL of Parcel A of the PARCEL A EMPIRE VILLAGE SUBDIVISION according to the official plat thereof on file in the office of the Summit County Recorder, Summit County, Utah, Recorded 6-28-02 as Entry No. 623454.

BOUNDARY DESCRIPTION 2

A parcel of land located in the southeast quarter of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

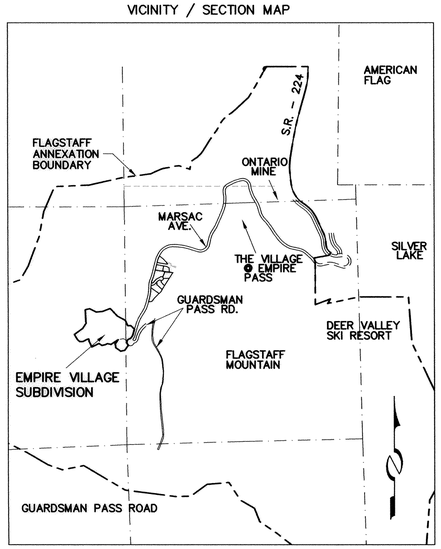
Beginning at a point North 00°30'49" West 2172.54 feet along Section Line and West 763.87 feet from the southeast corner of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 64°05'11" East 70.70 feet; thence North 25°54'49" West 112.30 feet; thence South 64°05'11" West 70.70 feet; thence South 25°54'49" East 112.30 feet to the point of beginning.

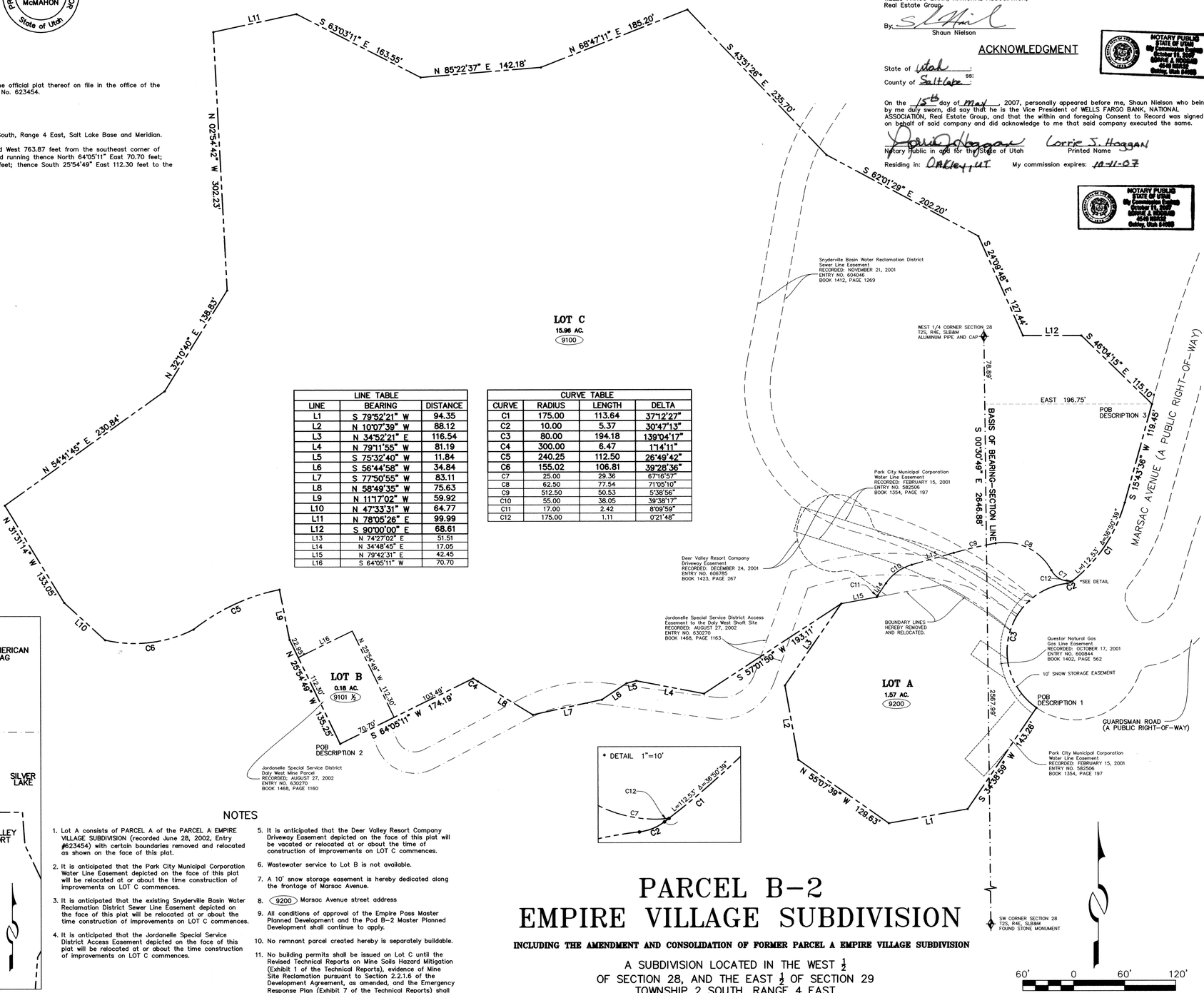
BOUNDARY DESCRIPTION 3

A parcel of land located in the west half of Section 28 and the east half of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point that is South 00°30'49" East 78.89 feet along section line and East 196.75 feet from the west quarter corner of Section 28, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the westerly boundary of 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, entry #623451; and running thence along the westerly right-of-way of said Marsac Avenue the following four (4) courses: 1) South 15°43'36" West 119.45 feet to a point on a curve to the right having a radius of 175.00 feet, of which the radius point bears North 74°16'24" West; thence 2) along the arc of said curve 113.64 feet through a central angle of 37°12'27" to a point on a non tangent curve to the right having a radius of 10.00 feet, of which the radius point bears North 37°04'06" West; thence 3) westerly along the arc of said curve 5.37 feet through a central angle of 30°47'13" to a point on a non tangent curve to the left having a radius of 80.00 feet, of which the radius point bears South 06°16'44" East; thence 4) southwesterly along the arc of said curve 91.38 feet through a central angle of 65°26'37" to a point on a non tangent curve to the left having a radius of 360.43 feet, of which the radius point bears South 41°35'39" West; said point being on the northerly boundary of Parcel A, Empire Village Subdivision, according to the official plat thereof on file and of record in the office of the recorder, Summit County, Utah, entry #623454; thence along the northerly boundary of said Parcel A the following two (2) courses: 1) northwesterly along the arc of said curve 95.00 feet through a central angle of 15°06'08"; thence 2) South 79°42'31" West 122.55 feet; thence South 57°01'50" West 193.11 feet; thence North 79°11'55" West 81.19 feet; thence South 75°32'40" West 11.84 feet; thence South 56°44'58" West 34.84 feet; thence South 77°50'55" West 83.11 feet; thence North 58°49'35" West 75.63 feet to a point on a curve to the right having a radius of 300.00 feet, of which the radius point bears North 31°10'25" East; thence along the arc of said curve 6.47 feet through a central angle of 01°14'11"; thence South 64°05'11" West 103.49 feet; thence North 25°54'49" West 112.30 feet; thence South 64°05'11" West 70.70 feet; thence North 25°54'49" West 22.95 feet; thence North 11°17'02" West 59.92 feet to a point on a non tangent curve to the left having a radius of 240.25 feet, of which the radius point bears South 11°17'02" East; thence southwesterly along the arc of said curve 112.50 feet through a central angle of 26°49'42" to a point on a non tangent curve to the right having a radius of 155.02 feet, of which the radius point bears North 26°30'22" West; thence westerly along the arc of said curve 106.81 feet through a central angle of 39°28'36"; thence North 47°33'31" West 64.77 feet; thence North 31°31'14" West 133.05 feet; thence North 54°41'45" East 230.84 feet; thence North 32°10'40" East 138.83 feet; thence North 02°54'42" West 302.23 feet; thence North 78°05'26" East 99.99 feet; thence South 63°03'11" East 163.55 feet; thence North 85°22'37" East 142.18 feet; thence North 68°47'11" East 185.20 feet; thence South 43°51'26" East 235.70 feet; thence South 62°01'29" East 202.20 feet; thence South 24°09'48" East 127.44 feet; thence East 68.61 feet; thence South 46°04'15" East 115.10 feet to the point of beginning.

VICINITY / SECTION MAP





LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 79°52'21" W	94.35
L2	N 10°07'39" W	88.12
L3	N 34°52'21" E	116.54
L4	N 79°11'55" W	81.19
L5	S 75°32'40" W	11.84
L6	S 56°44'58" W	34.84
L7	S 77°50'55" W	83.11
L8	N 58°49'35" W	75.63
L9	N 11°17'02" W	59.92
L10	N 47°33'31" W	64.77
L11	N 78°05'26" E	99.99
L12	S 90°00'00" E	68.61
L13	N 74°27'02" E	51.51
L14	N 34°48'45" E	17.05
L15	N 79°42'31" E	42.45
L16	S 64°05'11" W	70.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	175.00	113.64	37°12'27"
C2	10.00	5.37	30°47'13"
C3	80.00	194.18	139°04'17"
C4	300.00	6.47	1°14'11"
C5	240.25	112.50	26°49'42"
C6	155.02	106.81	39°28'36"
C7	25.00	29.36	67°16'57"
C8	62.50	77.54	71°05'10"
C9	512.50	50.53	5°38'56"
C10	55.00	38.05	39°38'17"
C11	17.00	2.42	8°09'59"
C12	175.00	1.11	0°21'48"

NOTES

1. Lot A consists of PARCEL A of the PARCEL A EMPIRE VILLAGE SUBDIVISION (recorded June 28, 2002, Entry #623454) with certain boundaries removed and relocated as shown on the face of this plat.
2. It is anticipated that the Park City Municipal Corporation Water Line Easement depicted on the face of this plat will be relocated at or about the time construction of improvements on LOT C commences.
3. It is anticipated that the existing Snyderville Basin Water Reclamation District Sewer Line Easement depicted on the face of this plat will be relocated at or about the time construction of improvements on LOT C commences.
4. It is anticipated that the Jordanelle Special Service District Access Easement depicted on the face of this plat will be relocated at or about the time construction of improvements on LOT C commences.
5. It is anticipated that the Deer Valley Resort Company Driveway Easement depicted on the face of this plat will be vacated or relocated at or about the time of construction of improvements on LOT C commences.
6. Wastewater service to Lot B is not available.
7. A 10' snow storage easement is hereby dedicated along the frontage of Marsac Avenue.
8. (9200) Marsac Avenue street address
9. All conditions of approval of the Empire Pass Master Planned Development and the Pod B-2 Master Planned Development shall continue to apply.
10. No remnant parcel created hereby is separately buildable.
11. No building permits shall be issued on Lot C until the Revised Technical Reports on Mine Soils Hazard Mitigation (Exhibit 1 of the Technical Reports), evidence of Mine Site Reclamation pursuant to Section 2.2.1.6 of the Development Agreement, as amended, and the Emergency Response Plan (Exhibit 7 of the Technical Reports) shall have been approved by the Chief Building Official.

PARCEL B-2
EMPIRE VILLAGE SUBDIVISION

INCLUDING THE AMENDMENT AND CONSOLIDATION OF FORMER PARCEL A EMPIRE VILLAGE SUBDIVISION

A SUBDIVISION LOCATED IN THE WEST ½
OF SECTION 28, AND THE EAST ½ OF SECTION 29
TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN

CONSENT TO RECORD

WELLS FARGO BANK, NATIONAL ASSOCIATION, as a Trust Deed Beneficiary, in its capacity as Administrative Agent on behalf of and for the benefit of lenders, hereby consents to the recordation of this plat.

Executed this 15th day of May, 2007.

WELLS FARGO BANK, NATIONAL ASSOCIATION,
Real Estate Group

By: _____
Shaun Nielson

ACKNOWLEDGMENT

State of Utah :
County of Salt Lake : ss:

On the 15th day of May, 2007, personally appeared before me, Shaun Nielson who being by me duly sworn, did say that he is the Vice President of WELLS FARGO BANK, NATIONAL ASSOCIATION, Real Estate Group, and that the within and foregoing Consent to Record was signed on behalf of said company and did acknowledge to me that said company executed the same.

Notary Public in and for the State of Utah — Corrie J. Hoggan, Printed Name

Residing in: Oakley, UT — My commission expires: 10-11-07

NOTARY PUBLIC STATE OF UTAH My Commission Expires October 11, 2007 CORRIE J. HOGGAN 4549 N3132 Oakley, Utah 84055

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS that the undersigned is an Owner of the herein described tracts of land and hereby causes the same to be divided into lots together with easements and public rights-of-way as set forth on the plat, hereafter to be known as PARCEL B-2 EMPIRE VILLAGE SUBDIVISION.

Also the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, Park City Fire Protection District, and dry utilities providers, a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use, and eventual replacement.

The owner or its representative, hereby irrevocably offers for dedication to the City of Park City all the streets land for local government uses, easements, parks, required utilities and easements shown on the subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

In witness whereof the undersigned has set his hand on this 15th day of May, 2007.

MOUNTAIN DEVELOPMENTS I, INC., a DELAWARE CORPORATION
A Delaware corporation

BY: _____ TITLE: AUTHORIZED SIGNING OFFICER
DAVID J. SMITH

ACKNOWLEDGMENT

State of Utah :
County of Summit : ss:

This instrument was acknowledged before me this 15th day of May, 2007 by DAVID J. SMITH, the AUTHOIZED SIGNING OFFICER of MOUNTAIN DEVELOPMENTS I, Inc, a Delaware Corporation, that he signed the foregoing Owner's Consent to Record on behalf of the corporation with full authority of its bylaws.

Notary Public commissioned in Utah — Corrie J. Hoggan, Printed Name

Residing in: Oakley, UT — My commission expires: 10-11-07

NOTARY PUBLIC STATE OF UTAH My Commission Expires October 11, 2007 CORRIE J. HOGGAN 4549 N3132 Oakley, Utah 84055

OWNER'S DEDICATION

KNOW 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 lots together with easements and public rights-of-way as set forth on the plat, hereafter to be known as PARCEL B-2 EMPIRE VILLAGE SUBDIVISION.

Also the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, Park City Fire Protection District, and dry utilities providers, a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use, and eventual replacement.

The owner, or his/her representative, hereby irrevocably offer for dedication to the City of Park City all the streets land for local government uses, easements, parks, required utilities and easements shown on the subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

In witness whereof the undersigned has set its hand on this 16th day of May, 2007.

DEER VALLEY RESORT COMPANY, a Utah Limited Partnership.
By: ROYAL STREET OF UTAH, a General Partner

Robert W. Wells, Vice President

NOTARY PUBLIC STATE OF UTAH My Commission Expires October 11, 2007 CORRIE J. HOGGAN 4549 N3132 Oakley, Utah 84055

ACKNOWLEDGMENT

State of Utah :
County of Summit : ss:

This instrument was acknowledged before me this 16th day of May, 2007 by ROBERT W. WELLS, the Vice President of ROYAL STREET OF UTAH, a Utah Corporation, that he signed the foregoing Owner's Consent to Record on behalf of the corporation with full authority of its bylaws.

Notary Public commissioned in Utah — Corrie J. Hoggan, Printed Name

Residing in: Oakley, Utah — My commission expires: 10-11-07

OWNER'S DEDICATION

KNOW 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 lots together with easements and public rights-of-way as set forth on the plat, hereafter to be known as PARCEL B-2 EMPIRE VILLAGE SUBDIVISION.

Also the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Water Reclamation District, Park City Fire Protection District, and dry utilities providers, a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use, and eventual replacement.

The owner, or his/her representative, hereby irrevocably offer for dedication to the City of Park City all the streets land for local government uses, easements, parks, required utilities and easements shown on the subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

In witness whereof the undersigned has set its hand on this 16 day of May, 2007.

JORDANELLE SPECIAL SERVICE DISTRICT
By: _____

NOTARY PUBLIC STATE OF UTAH My Commission Expires October 11, 2007 CORRIE J. HOGGAN 4549 N3132 Oakley, Utah 84055

ACKNOWLEDGMENT

State of Utah :
County of Wasatch : ss:

This instrument was acknowledged before me this 16th day of March, 2007 by Dan Matthews, the Manager of JORDANELLE SPECIAL SERVICE DISTRICT and that he signed the foregoing Owner's Consent to Record on behalf of the corporation with full authority of its bylaws.

Notary Public commissioned in Utah — Corrie J. Hoggan, Printed Name

Residing in: Oakley, Utah — My commission expires: 10-11-07

5/15/07 JOB NO.:1-1-01 FILE:X:\Empire\dwg\Talisker\plat\pod b2_01-23-07.dwg

Alliance Engineering Inc
(435) 649-9467-PHONE
(435) 649-9475-FAX
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 15th DAY OF May, 2007 A.D.
BY _____ S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 14th DAY OF MARCH, 2007 A.D.
BY _____ CHAIRMAN

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 12TH DAY OF MAY, 2007 A.D.
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 22nd DAY OF May, 2007 A.D.
BY _____ PARK CITY ATTORNEY

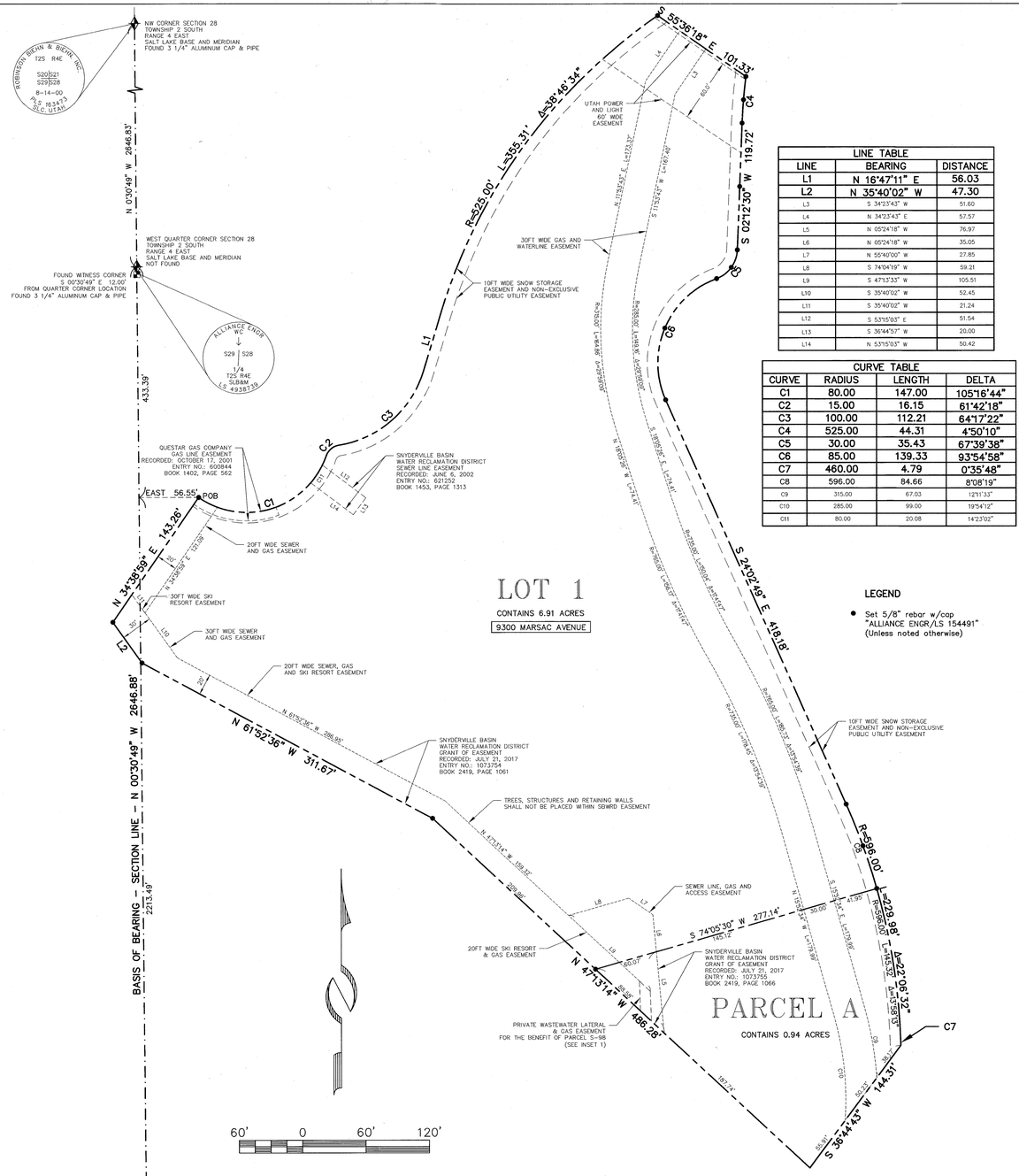
CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 29th DAY OF MARCH, 2007 A.D.
BY _____ PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 29th DAY OF MARCH, 2007 A.D.
BY _____ MAYOR

RECORDED
814178
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF Coalition Title
DATE 5-23-07 TIME 3:28 p.m. BOOK ____ PAGE ____
$ 33.00 FEE
RECORDER

NOTES:

1. This plat is subject to the Conditions of Approval in Ordinance 2017-07.
2. All applicable conditions, regulations, requirements, and stipulations of the Amended and Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, The 20-Acre Quinn's Junction Parcel, and Iron Mountain recorded at Summit County on March 2, 2007, as Entry No. 00806100 in Book 1850, Page 1897 (the 'Development Agreement'), and associated technical reports and agreements, continue to apply.
3. Conditions of approval of the Village at Empire Pass Master Planned Development, approved July 28, 2004, and the Pod B-2 at Empire Pass Master Planned Development, approved March 14, 2007, shall continue to apply.
4. Utility structures such as ground sleeves and transformers and other dry utility boxes must be located on the lots.
5. Fire sprinklers are required for new construction per the Chief Building Official at the time of review of the building permit.
6. No building permits shall be issued on Lot 1 or Parcel A until the mine shaft has been fully closed and mine soil remediation under EPA supervision has been completed. Prior to issuance of any building permits, documentation certifying the work is complete shall be presented to the Chief Building Official and Planning Director. As part of any building permit submission, property owner shall submit a closure plan for the adit, approved by a geotechnical engineer, and detailing any additional work required in conjunction with building construction in the vicinity of the adit.
7. Prior to building permit issuance, documentation from UDOT showing approval of any curb cuts or modifications to existing curb cuts onto Marsac Avenue, a state highway, is required.
8. A conditional use permit approval is required prior to issuance of a building permit for any residential building proposed on Lot 1. A construction mitigation plan shall be submitted with the conditional use permit application and in advance of issuing building permits. Parcel A is not a development lot.
9. A declaration of condominium and a record of condominium plat are required prior to the sale of individual units within the development.
10. Lot 1 is subject to the Declaration of Development Covenants, recorded 2/6/18 as Entry No. 1083491 in the official records of the Summit County Recorder. Lot 1 has an on-site affordable housing obligation of 4.2 Affordable Unit Equivalents as defined in the Development Agreement. All deed restricted units shall be identified on the final condominium plat prior to recordation of such plat. Phasing of affordable housing units shall be commensurate with the certificates of occupancy for the buildings.
11. Wastewater service to B2 East Subdivision shall be provided by the Snyderville Basin Water Reclamation District ("SBWRD"). A Line Extension Agreement approval letter was provided by SBWRD on January 24, 2017, in connection with that certain Line Extension Agreement for Public Wastewater System dated January 23, 2017 (the 'Line Extension Agreement"). The owner shall be responsible for extending the public wastewater system within Lot 1 according to requirements of the Line Extension Agreement. Easements associated with the Line Extension Agreement are depicted on the plat.
12. The property is located within a water source protection zone. All sewer construction must comply with State of Utah drinking water regulations.
13. This development is part of a common plan development and a MS4 storm water permit is required for all land disturbance activities for each separate phase of construction, prior to building permit issuance.
14. The Empire Pass Master Owners Association, Inc. (the 'Master Association"), together with the Master Declaration of Covenants, Conditions, and Restrictions of Empire Pass (as amended the 'Master Declaration") requires the membership of each lot or unit owner. Members are subject to the terms of the Master Association's articles of incorporation, bylaws, rules and regulations and other governing documents that may be established from time to time by the Master Association, including assessments and reinvestment fees as provided therein.
15. Requirements and obligations of the Development Agreement, as applicable to this property, shall be completed, or bonded for to completion, prior to issuance of certificates of occupancy for any approved development located on Lot 1, unless otherwise conditioned herein. This includes number of shuttles in operation, collection mechanism for real estate reinvestment fees, and all other such obligations as are outlined in the Development Agreement. Per that certain Acknowledgement and Waiver [Marsac 100] dated November 30, 2017 by Park City Municipal Corporation, a political subdivision of the State of Utah ("PCMC") and that certain Acknowledgement and Waiver [Mine Bench] dated November 30, 2017 by PCMC, obligations under the Development Agreement for off-site affordable housing and gondola payments have been deemed satisfied, terminated, and fulfilled.
16. Owners and potential buyers of any parcel, unit or land within the lot or parcel depicted on this plat are given notice that they own or are buying property in a resort area in which all-season resort activities are conducted and where certain risks are present, including, without limitation, damage to property and improvements and personal injury and death caused by errant skiers, snowboarders, mountain bikers and other resort patrons, equipment, machine-made snow, heavy equipment, construction or improvements of facilities, objects or equipment falling from lifts, water runoff, drainage, heavy snow falls, wind patterns, and other conditions that may affect the properties depicted hereon. The adjacent ski resort and its facilities are not amenities of any master association but are owned by a private resort and access to such lands and facilities is governed by such owner or agreements with such owner.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 16°47'11" E	56.03
L2	N 35°40'02" W	47.30
L3	S 34°23'43" W	51.60
L4	N 34°23'43" E	57.57
L5	N 05°24'18" W	76.97
L6	N 05°24'18" W	35.05
L7	N 55°40'00" W	27.85
L8	S 74°04'19" W	59.21
L9	S 47°13'33" W	105.51
L10	S 35°40'02" W	52.45
L11	S 35°40'02" W	21.24
L12	S 53°15'03" E	51.54
L13	S 36°44'57" W	20.00
L14	N 53°15'03" W	50.42

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	80.00	147.00	105°16'44"
C2	15.00	16.15	61°42'18"
C3	100.00	112.21	64°17'22"
C4	525.00	44.31	4°50'10"
C5	30.00	35.43	67°39'38"
C6	85.00	139.33	93°54'58"
C7	460.00	4.79	0°35'48"
C8	596.00	84.66	8°08'19"
C9	315.00	67.03	12°11'33"
C10	285.00	99.00	19°54'12"
C11	80.00	20.08	14°23'02"

B2 EAST SUBDIVISION

LOCATED IN THE WEST HALF OF SECTION 28 & THE SOUTHEAST QUARTER OF SECTION 29
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PROFESSIONAL LAND SURVEYOR No.7248891 CHARLES GALATI 2/26/18 State of Utah

SURVEYOR'S CERTIFICATE

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold Certificate No. 7248891, as prescribed by 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 hereon, and have subdivided said tract of land into lots and parcels together with easements, hereafter to be known as B2 EAST SUBDIVISION and that the same has been, to the best of my knowledge, correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

A parcel of land located in the west half of Section 28 and the southeast quarter of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point that is North 00°30'49" West 2213.49 feet along Section Line and East 56.55 feet from the southwest corner of Section 28, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the southerly 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 on a curve to the left having a radius of 80.00 feet, of which the radius point bears North 34°38'59" East; and running thence along the southerly line of the Marsac Avenue Right of Way the following five (5) courses: 1) easterly along the arc of said curve 147.00 feet through a central angle of 105°16'44" to a point on a reverse curve to the right having a radius of 15.00 feet, of which the radius point bears South 70°37'45" East; thence 2) northeasterly along the arc of said curve 16.15 feet through a central angle of 61°42'18" to a point on a curve to the left having a radius of 100.00 feet, of which the radius point bears North 08°55'27" West; thence 3) northeasterly along the arc of said curve 112.21 feet (chord bears North 48°55'52" East 106.41 feet) through a central angle of 64°17'22"; thence 4) North 16°47'11" East 56.03 feet to a point on a curve to the right having a radius of 525.00 feet, of which the radius point bears South 73°12'49" East; thence 5) northeasterly along the arc of said curve 355.31 feet through a central angle of 38°46'34"; thence South 55°36'18" East 101.33 feet to a point on a curve to the left having a radius of 525.00 feet; thence southerly along the arc of said curve 44.31 feet (chord bears South 04°37'35" West 44.30 feet) through a central angle of 4°50'10"; thence South 02°12'30" West 119.72 feet to a point on a curve to the right having a radius of 30.00 feet, of which the radius point bears North 87°47'30" West; thence southerly along the arc of said curve 35.43 feet through a central angle of 67°39'38" to a point of reverse curve to the left having a radius of 85.00 feet, of which the radius point bears South 20°07'52" East; thence southwesterly along the arc of said curve 139.33 feet through a central angle of 93°54'58"; thence South 24°02'49" East 418.18 feet to a point on a curve to the right having a radius of 596.00 feet, of which the radius point bears South 65°57'11" West; thence along the arc of said curve 229.98 feet through a central angle of 22°06'32" to a point of compound curve to the right having a radius of 460.00 feet, of which the radius point bears South 88°03'42" West; thence southerly along the arc of said curve 4.79 feet through a central angle of 00°35'48"; thence South 36°44'43" West 144.31 feet; thence North 47°13'14" West 486.28 feet; thence North 61°52'36" West 311.67 feet; thence North 35°40'02" West 47.30 feet; thence North 34°38'59" East 143.26 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that REDUS Park City LLC, a Delaware limited liability company, the undersigned owner of the herein described tract of land to be known hereafter as B2 EAST SUBDIVISION, does hereby certify that it has caused this Plat to be prepared and does hereby consent to the recordation of this Plat.

ALSO, the owner or its representative, hereby irrevocably offers for dedication to the city of Park City all the easements and required utilities shown on the plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned set his hand this 26 day of Feb., 2018.

REDUS Park City LLC,
a Delaware limited liability company

By: REDUS Properties, Inc.
a Delaware corporation, its Manager

By: _____
David Ash, Sr. Vice President

ACKNOWLEDGMENT

State of Utah :
ss:
County of Summit :

On this 26 day of Feb., 2018, David Ash 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 the he is the Sr. Vice President of Redus Properties, Inc., a Delaware corporation, and that said document was signed by him on behalf of said corporation by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed the Subdivision Plat.

_____
A Notary Public commissioned in Utah

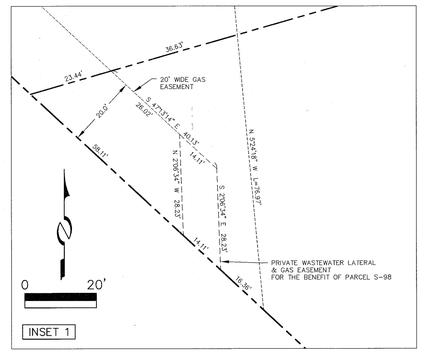
Notary Public
CRAIG R. RODMAN
Commission # 678353
My Commission Expires
August 12, 2018
State of Utah

Craig R. Rodman
Printed Name

Residing in: Park City, UT

My commission expires: 8/12/2018

Commission No. 678353



SHEET 1 OF 1

2/26/18 JOB NO.: 12-2-16 FILE: X:\Empire\dwg\srv\plat2016\120216-B2 East.dwg

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 26th DAY OF February, 2018
BY _____ S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 8TH DAY OF FEBRUARY, 2017
BY _____ VICE - CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 2nd DAY OF March, 2018
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 2nd DAY OF March, 2018
BY _____ PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 9TH OF MARCH, 2017
BY _____ MAYOR

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

CERTIFICATE OF ATTEST
I CERTIFY THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS 9TH DAY OF MARCH, 2017
BY Michelle Kellogg PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF REDUS PARK CITY LLC
$32.00 FEE Rhonda Francis Deputy RECORDER
DATE 3/7/2018 TIME 8:19AM ENTRY NO. 1081638

01094524 B: 2469 P: 0887
Page 1 of 6
Summit County Utah Recorder
07/03/2018 12:57:03 PM Fee $20.00
By Snell & Wilmer LLP
Electronically Recorded

WHEN RECORDED RETURN TO:
Wade R. Budge
SNELL & WILMER L.L.P.
15 West South Temple, Suite 1200
Salt Lake City, UT 84101

Tax Serial No. B2EAST-1
(Formerly Part of Tax Serial No. PCA-S-98-GG-1

AMENDED AND RESTATED DECLARATION OF DEVELOPMENT COVENANTS [B2]

THIS AMENDED AND RESTATED DECLARATION OF DEVELOPMENT COVENANTS ("**Declaration**"), is made effective as of March 1, 2018 (the "**Effective Date**"), but dated as of June 18, 2018 ("**Amendment Date**"), by **REDUS PARK CITY LLC**, a Delaware limited liability company ("**Declarant**").

RECITALS:

A. Declarant is the owner of certain real property in Summit County, Utah, more particularly described on **Exhibit 1**, attached hereto and made a part hereof (the "**Property**").

B. The Property constitutes a portion of the real property described in, and covered 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 as of March 2, 2007, and recorded with the Summit County Recorder on March 2, 2007 as Entry No. 00806100 in Book 1850, Page 1897 (the "**Development Agreement**"). Declarant is the owner of additional undeveloped real property described in, and subject to, the Development Agreement. The term "**Project**" as used in this Development Declaration shall mean any project Declarant pursues within the real property subject to the Development Agreement from time to time.

C. Declarant executed that certain Declaration of Development Covenants dated March 1, 2018, and recorded on March 6, 2018 as Entry No. 01087491 in the Summit County Recorder's Office (the "**Original Declaration**"), which affects the Property.

D. Declarant desires to amend, restate, supersede, and replace it is entirety the Original Declaration for the purpose of allocating and confirming certain development rights and obligations with respect to the Property's development, as set forth herein.

DECLARATION:

NOW, THEREFORE, in consideration of the foregoing premises, Declarant hereby declares and states as follows:

1. **Incorporation of Recitals**. The recitals set forth above are incorporated in this Declaration as if fully set forth in the body of this Declaration.

Unofficial Copy

2. **Amended and Restated**. This Declaration amends, restates, supersedes, and replaces in its entirety the Original Declaration.

3. **Property Made Subject to Development Declaration**. The Property is hereby made subject to this Development Declaration, and shall be held, conveyed, transferred, hypothecated, encumbered, leased, occupied, built upon or otherwise used, improved, or developed, in whole or in part, subject to, and consistent with, the terms and conditions of this Development Declaration.

4. **Development Covenants**. By accepting title to the Property, any owner or developer of the Property (a "**Developer**"), agrees and covenants, with respect to the Property, to the following:

a. Development Requirements. If and to the extent that Developer elects to develop the Property or any portion thereof, Developer shall, at Developer's sole cost and expense, develop and improve the Property in compliance with this Development Declaration, the Development Agreement, the Park City Land Management Code, existing development approvals, any future development approvals obtained by Developer, and the restrictions and covenants of record as to the Property, in each case to the extent applicable to the Property.

b. Affordable Housing. Developer shall be responsible to construct **four and two tenths (4.2) Affordable Unit Equivalents** ("**AUEs**") on the Property as part of satisfying the on-site affordable housing requirements in the Development Agreement.

c. No Opposition. Developer shall not, at any time, oppose any development activities that Declarant desires to take with respect to any Project, unless Developer, in good faith, determines that such activity violates the Development Agreement, as may be amended, and will materially and adversely affect the Property or Developer's development, operation, or use thereof.

5. **Allocation of UEs; Dwelling Units**. Without representation or warranty whatsoever, Declarant hereby allocates the right to develop **eighty-one (81) Unit Equivalents**, as that term is defined in the Development Agreement ("**UEs**"), to be located within a maximum of **seventy (70) multifamily dwelling units** on the Property, and **three thousand six hundred (3,600) square feet (3.6 commercial Unit Equivalents) of Resort Support Commercial uses** (collectively, the "**Entitlements**"). Declarant shall not be obligated to allocate or assign to Developer any additional entitlements or UEs other than the Entitlements described herein. The Entitlements do not include an assignment of any PUD units, such PUD units already having been assigned to a developer in Empire Pass Village.

6. **Partial Assignment**. Solely to the extent that Declarant's rights relate to the Property, Declarant hereby assigns to Developer Declarant's rights to have a developer of the properties commonly known as "Marsac Horseshoe", "Site 4", "Lot 9 – Tower", "Lots 1 and 2", and "Hot Creek" not oppose any development activities that Developer desires to take with respect to the Property, as such rights are further set forth in (i) Section 3.b. of that certain Declaration of Development Covenants [Marsac Horseshoe] recorded January 31, 2018 as Entry No. 01085832 in the Summit County Recorder's office; (ii) Section 3.c. of that certain Declaration of Development Covenants [Site 4] recorded January 31, 2018 as Entry No. 01085833 in the Summit County Recorder's office; (iii) Section 3.c. of that certain Declaration of Development Covenants [Lot 9 - Tower] recorded January 31, 2018 as Entry No. 01085834 in the Summit County Recorder's office; Section 3.b. of that certain Declaration of Development Covenants [Lots 1 and 2] recorded January 31, 2018 as Entry No. 01085835 in the Summit County Recorder's office; and Section 3.b. of that certain Declaration of Development Covenants [Hot Creek] to be recorded with the Summit County Recorder's office. The foregoing assignment is a partial

assignment only as it relates to the Property, it being understood that the Declarant has other property to which the Declarant's rights shall continue to apply.

7. **Right of Inspection**. Declarant and its agents shall have the right, upon reasonable advance written notice and at any reasonable time or times, from and after the date hereof, to enter upon the Property or portions thereof for the purpose of determining whether the use of the Property is in compliance with the provisions of this Development Declaration. The fact that Declarant or its agents, exercises or fails to exercise the foregoing inspection rights shall not, in any manner, be deemed to be a waiver by Declarant of any of Developer's obligations under this Development Declaration.

8. **Enforcement Rights**. In the event Declarant or Developer, as applicable, shall at any time be in default with respect to its obligations under this Development Declaration (such defaulting party, the "**Defaulting Party**"; the non-defaulting party is referred to herein as the "**Non-Defaulting Party**"), the Non-Defaulting Party shall have the right to enforce the provisions of this Development Declaration against the Defaulting Party by an action for specific performance, injunctive relief or other appropriate equitable remedy. The Defaulting' Party's breach or potential breach of the provisions of this Development Declaration shall constitute irreparable harm to the Non-Defaulting Party. Neither Declarant nor Developer need provide a bond in connection with obtaining equitable relief under this paragraph. A breach of this Development Declaration may also result in a claim for damages in a court of law, and the existence of a claim for damages shall not limit Declarant's or Developer's ability to obtain equitable relief to enforce the provisions of this Development Declaration against the Non-Defaulting Party.

9. **Successors and Assigns**. This Development Declaration shall inure to the benefit of Declarant's successors and assigns, as may be assigned pursuant to separate written agreement, and shall be binding upon Developer's successors-in-title. Any assignment of Developer's rights or obligations under this Development Declaration shall be null and void and of no effect. Declarant shall be permitted to assign its interests hereunder. The term "Developer" as used herein shall not mean any owner of a unit in a development or building constructed on the Property.

10. **Covenant Running with Land**. The provisions of this Development Declaration shall run with the Property and shall be binding upon all parties having any right, title, or interest in the Property or any part thereof, their heirs, successors and assigns and shall inure to the benefit of each owner thereof.

11. **Notices**. All notices, requests, demands or other communications required or permitted under this Development Declaration shall be delivered to a party's respective addresses on file with the Utah Division of Corporations and Commercial Code, or other agency for the state in which the party is incorporated or organized, or if a party is a natural person, then to the party's address on file with the County Assessor.

12. **Waiver**. No waiver by Declarant of any breach by Developer of any term or provision of this Development Declaration shall be construed to be or constitute a waiver of any succeeding breach of the same or any other term or provision of this Development Declaration. No term or provision of this Development Declaration shall be deemed to have been waived by Declarant unless such waiver shall be set forth in writing.

13. **Severability**. If any term or provision of this Development Declaration or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Development Declaration, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each

term and provision of this Development Declaration shall be valid and shall be enforced to the fullest extent permitted by law.

14. **Amendment**. This Development Declaration may be amended, restated, revoked or terminated in whole or in part by an instrument in writing executed and acknowledged by Declarant (or those obtaining Declarant's rights under this Development Declaration pursuant to a separate written assignment) and recorded in the office of the County Recorder, Summit County, Utah.

15. **Time of the Essence**. Time is of the essence of this Development Declaration.

[*Remainder of Page Intentionally Blank. Signature Page Follows]*

EXECUTED as of the Amendment Date.

DECLARANT:

REDUS PARK CITY LLC,
a Delaware limited liability company

By: **REDUS PROPERTIES, INC.,**
a Delaware corporation
Its: Manager

By: _____
David Ash, Senior Vice President

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

The foregoing instrument was acknowledged before me this 28th day of June, 2018, by David Ash as the Senior Vice President of REDUS PROPERTIES, INC., a Delaware corporation, as manager of REDUS PARK CITY LLC, a Delaware limited liability company.

_____
Notary Public

Residing at: SALT LAKE, UTAH
My Commissions Expires: 10/31/20

MINDI MORDUE
Notary Public State of Utah
My Commission Expires on:
October 31, 2020
Comm. Number: 691610

EXHIBIT 1

Legal Description of the Property

That certain real property located in Summit County, State of Utah, more particularly described as follows:

A parcel of land located in the west half of Section 28 and the southeast quarter of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Beginning at a point that is North 00°30'49" West 2213.49 feet along Section Line and East 56.55 feet from a GLO stone monument at the southwest corner of Section 28, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the southerly line of the Marsac Avenue Right of Way, recorded June 28, 2003, as Entry No. 623451 in the office of the Recorder, Summit County, Utah, and on a curve to the left having a radius of 80.00 feet, of which the radius point bears North 34°38'59" East; and running thence along the southerly line of the Marsac Avenue Right of Way the following five (5) courses: 1) easterly along the arc of said curve 147.00 feet through a central angle of 105°16'44" to a point on a reverse curve to the right having a radius of 15.00 feet, of which the radius point bears South 70°37'45" East; thence 2) northeasterly along the arc of said curve 16.15 feet through a central angle of 61°42'18" to a point on a curve to the left having a radius of 100.00 feet, of which the radius point bears North 08°55'27" West; thence 3) northeasterly along the arc of said curve 112.21 feet through a central angle of 64°17'22"; thence 4) North 16°47'11" East 56.03 feet to a point on a curve to the right having a radius of 525.00 feet, of which the radius point bears South 73°12'49" East; thence 5) northeasterly along the arc of said curve 355.31 feet through a central angle of 38°46'34"; thence South 55°36'18" East 101.33 feet to a point on a curve to the left having a radius of 525.00 feet; thence southerly along the arc of said curve 44.31 feet (chord bears South 04°37'35" West 44.30 feet) through a central angle of 4°50'10"; thence South 02°12'30" West 119.72 feet to a point on a curve to the right having a radius of 30.00 feet, of which the radius point bears North 87°47'30" West; thence southerly along the arc of said curve 35.43 feet through a central angle of 67°39'38" to a point of reverse curve to the left having a radius of 85.00 feet, of which the radius point bears South 20°07'52" East; thence southwesterly along the arc of said curve 139.33 feet through a central angle of 93°54'58"; thence South 24°02'49" East 418.18 feet to a point on a curve to the right having a radius of 596.00 feet, of which the radius point bears South 65°57'11" West; thence along the arc of said curve 84.66 feet through a central angle of 08°08'19"; thence South 74°05'30" West 277.14 feet; thence North 47°13'14" West 209.96 feet; thence North 61°52'36" West 311.67 feet; thence North 35°40'02" West 47.30 feet; thence North 34°38'59" East 143.26 feet to the point of beginning.

Description contains 6.91 acres.

Also known as Lot 1, B2 East Subdivision, according to the official plat filed March 7, 2018, as Entry No. 1087538 in the office of the Summit County Recorder.

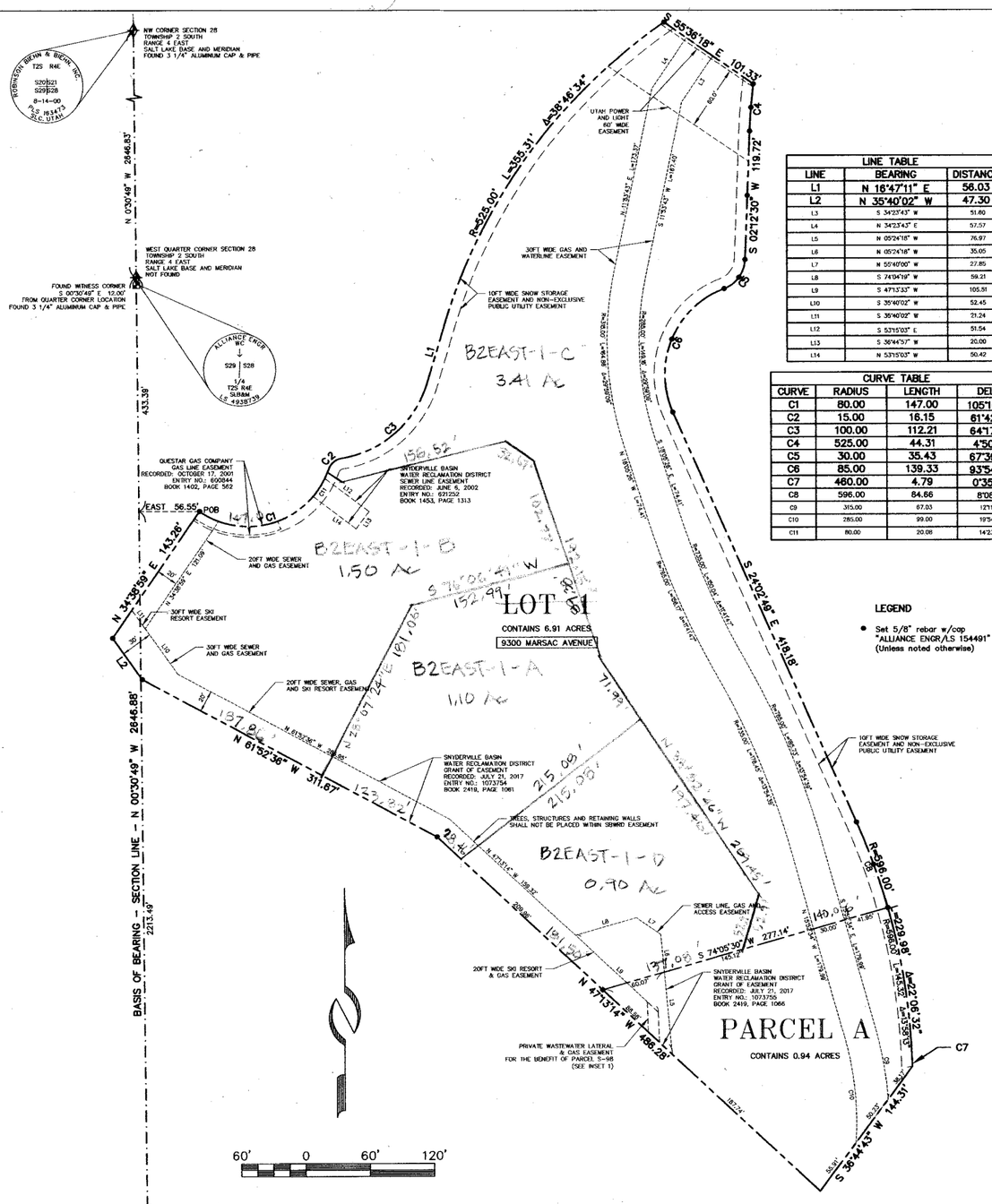
Tax Serial No. B2EAST-1
(Formerly Part of Tax Serial No. PCA-S-98-GG-1

PRIOR SERIAL #'S PCA-D-98-GG-1

NEW SERIAL #'S B2EAST-LOT

NOTES:

1. This plat is subject to the Conditions of Approval in Ordinance 2017-07.
2. All applicable conditions, regulations, requirements, and stipulations of the Amended and Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, The 20-Acre Quinn's Junction Parcel, and Iron Mountain recorded at Summit County on March 2, 2007, as Entry No. 00806100 in Book 1850, Page 1897 (the "Development Agreement"), and associated technical reports and agreements, continue to apply.
3. Conditions of approval of the Village at Empire Pass Master Planned Development, approved July 28, 2004, and the Pod B-2 at Empire Pass Master Planned Development, approved March 14, 2007, shall continue to apply.
4. Utility structures such as ground sleeves and transformers and other dry utility boxes must be located on the lots.
5. Fire sprinklers are required for new construction per the Chief Building Official at the time of review of the building permit.
6. No building permits shall be issued on Lot 1 or Parcel A until the mine shaft has been fully closed and mine soil remediation under EPA supervision has been completed. Prior to issuance of any building permits, documentation certifying the work is complete shall be presented to the Chief Building Official and Planning Director. As part of any building permit submission, property owner shall submit a closure plan for the adit, approved by a geotechnical engineer, and detailing any additional work required in conjunction with building construction in the vicinity of the adit.
7. Prior to building permit issuance, documentation from UDOT showing approval of any curb cuts or modifications to existing curb cuts onto Marsac Avenue, a state highway, is required.
8. A conditional use permit approval is required prior to issuance of a building permit for any residential building proposed on Lot 1. A construction mitigation plan shall be submitted with the conditional use permit application and in advance of issuing building permits. Parcel A is not a development lot.
9. A declaration of condominium and a record of condominium plat are required prior to the sale of individual units within the development.
10. Lot 1 is subject to the Declaration of Development Covenants, recorded 3/6/18 as Entry No. 1087491 in the official records of the Summit County Recorder. Lot 1 has an on-site affordable housing obligation of 4.2 Affordable Unit Equivalents as defined in the Development Agreement. All deed restricted units shall be identified on the final condominium plat prior to recordation of such plat. Phasing of affordable housing units shall be commensurate with the certificates of occupancy for the buildings.
11. Wastewater service to B2 East Subdivision shall be provided by the Snyderville Basin Water Reclamation District ("SBWRD"). A Line Extension Agreement approval letter was provided by SBWRD on January 24, 2017, in connection with that certain Line Extension Agreement for Public Wastewater System dated January 23, 2017 (the "Line Extension Agreement"). The owner shall be responsible for extending the public wastewater system within Lot 1 according to requirements of the Line Extension Agreement. Easements associated with the Line Extension Agreement are depicted on the plat.
12. The property is located within a water source protection zone. All sewer construction must comply with State of Utah drinking water regulations.
13. This development is part of a common plan development and a MS4 storm water permit is required for all land disturbance activities for each separate phase of construction, prior to building permit issuance.
14. The Empire Pass Master Owners Association, Inc. (the "Master Association"), together with the Master Declaration of Covenants, Conditions, and Restrictions of Empire Pass (as amended the "Master Declaration") requires the membership of each lot or unit owner. Members are subject to the terms of the Master Association's articles of incorporation, bylaws, rules and regulations and other governing documents that may be established from time to time by the Master Association, including assessments and reinvestment fees as provided therein.
15. Requirements and obligations of the Development Agreement, as applicable to this property, shall be completed, or bonded for completion, prior to issuance of certificates of occupancy for any approved development located on Lot 1, unless otherwise conditioned herein. This includes number of shuttles in operation, collection mechanism for real estate reinvestment fees, and all other such obligations as are outlined in the Development Agreement. Per that certain Acknowledgement and Waiver [Marsac 100] dated November 30, 2017 by Park City Municipal Corporation, a political subdivision of the State of Utah ("PCMC") and that certain Acknowledgement and Waiver [Mine Bench] dated November 30, 2017 by PCMC, obligations under the Development Agreement for off-site affordable housing and gondola payments have been deemed satisfied, terminated, and fulfilled.
16. Owners and potential buyers of any parcel, unit or land within the lot or parcel depicted on this plat are given notice that they own or are buying property in a resort area in which all-season resort activities are conducted and where certain risks are present, including, without limitation, damage to property and improvements and personal injury and death caused by errant skiers, snowboarders, mountain bikers and other resort patrons, equipment, machine-made snow, heavy equipment, construction or improvements of facilities, objects or equipment falling from lifts, water runoff, drainage, heavy snow falls, wind patterns, and other conditions that may affect the properties depicted hereon. The adjacent ski resort and its facilities are not amenities of any master association but are owned by a private resort and access to such lands and facilities is governed by such owner or agreements with such owner.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 16°47'11" E	56.03
L2	N 35°40'02" W	47.30
L3	S 34°23'43" W	51.80
L4	N 34°23'43" E	57.57
L5	N 05°24'18" W	76.97
L6	N 05°24'18" W	35.05
L7	N 50°40'00" W	27.85
L8	S 74°04'19" W	59.21
L9	S 47°13'33" W	105.51
L10	S 35°40'02" W	52.45
L11	S 35°40'02" W	21.24
L12	S 53°15'03" E	51.54
L13	S 36°44'57" W	20.00
L14	N 53°15'03" W	50.42

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	80.00	147.00	105°16'44"
C2	15.00	16.15	61°42'18"
C3	100.00	112.21	64°17'22"
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C7	460.00	4.79	0°35'48"
C8	596.00	84.66	8°08'19"
C9	315.00	67.83	12°19'33"
C10	285.00	99.00	19°54'12"
C11	80.00	20.08	14°23'02"

LEGEND

- Set 5/8" rebar w/cap "ALLIANCE ENGR/LS 154491" (Unless noted otherwise)

PROFESSIONAL LAND SURVEYOR No.7248891 CHARLES GALATI 2/26/2018 State of Utah

SURVEYOR'S CERTIFICATE

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold Certificate No. 7248891, as prescribed by 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 hereon, and have subdivided said tract of land into lots and parcels together with easements, hereafter to be known as B2 EAST SUBDIVISION and that the same has been, to the best of my knowledge, correctly surveyed and monumented on the ground as shown on this plat.

BOUNDARY DESCRIPTION

A parcel of land located in the west half of Section 28 and the southeast quarter of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point that is North 00°30'49" West 2213.49 feet along Section Line and East 56.55 feet from the southwest corner of Section 28, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the southerly 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 on a curve to the left having a radius of 80.00 feet, of which the radius point bears North 34°38'59" East; and running thence along the southerly line of the Marsac Avenue Right of Way the following five (5) courses: 1) easterly along the arc of said curve 147.00 feet through a central angle of 105°16'44" to a point on a reverse curve to the right having a radius of 15.00 feet, of which the radius point bears South 70°37'45" East; thence 2) northeasterly along the arc of said curve 16.15 feet through a central angle of 61°42'18" to a point on a curve to the left having a radius of 100.00 feet, of which the radius point bears North 08°55'27" West; thence 3) northeasterly along the arc of said curve 112.21 feet (chord bears North 48°55'52" East 106.41 feet) through a central angle of 64°17'22"; thence 4) North 16°47'11" East 56.03 feet to a point on a curve to the right having a radius of 525.00 feet, of which the radius point bears South 73°12'49" East; thence 5) northeasterly along the arc of said curve 355.31 feet through a central angle of 38°46'34"; thence South 55°36'18" East 101.33 feet to a point on a curve to the left having a radius of 525.00 feet; thence southerly along the arc of said curve 44.31 feet (chord bears South 04°37'35" West 44.30 feet) through a central angle of 4°50'10"; thence South 02°12'30" West 119.72 feet to a point on a curve to the right having a radius of 30.00 feet, of which the radius point bears North 87°47'30" West; thence southerly along the arc of said curve 35.43 feet through a central angle of 67°39'38" to a point of reverse curve to the left having a radius of 85.00 feet, of which the radius point bears South 20°07'52" East; thence southwesterly along the arc of said curve 139.33 feet through a central angle of 93°54'58"; thence South 24°02'49" East 418.18 feet to a point on a curve to the right having a radius of 596.00 feet, of which the radius point bears South 65°57'11" West; thence along the arc of said curve 229.98 feet through a central angle of 22°06'32" to a point of compound curve to the right having a radius of 460.00 feet, of which the radius point bears South 88°03'42" West; thence southerly along the arc of said curve 4.79 feet through a central angle of 00°35'48"; thence South 36°44'43" West 144.31 feet; thence North 47°13'14" West 486.28 feet; thence North 61°52'36" West 311.67 feet; thence North 35°40'02" West 47.30 feet; thence North 34°38'59" East 143.26 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that REDUS Park City LLC, a Delaware limited liability company, the undersigned owner of the herein described tract of land to be known hereafter as B2 EAST SUBDIVISION, does hereby certify that it has caused this Plat to be prepared and does hereby consent to the recordation of this Plat.

ALSO, the owner or its representative, hereby irrevocably offers for dedication to the city of Park City all the easements and required utilities shown on the plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned set his hand this 26 day of Feb., 2018.

REDUS Park City LLC,
a Delaware limited liability company

By: REDUS Properties, Inc.
a Delaware corporation, its Manager

By: _____
David Ash, Sr. Vice President

ACKNOWLEDGMENT

State of Utah :
: ss:
County of Summit :

On this 26 day of Feb., 2018, David Ash 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 the he is the Sr. Vice President of Redus Properties, Inc., a Delaware corporation, and that said document was signed by him on behalf of said corporation by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed the Subdivision Plat.

_____
A Notary Public commissioned in Utah

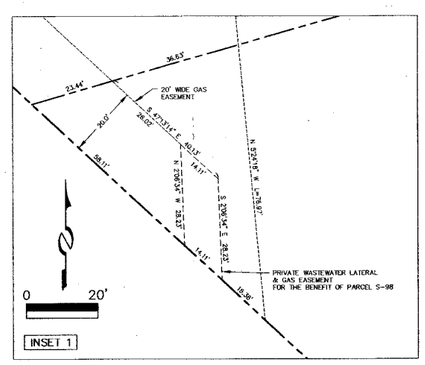
Notary Public
CRAIG R. RODMAN
Commission # 678353
My Commission Expires
August 12, 2019
State of Utah

Craig R. Rodman
Printed Name

Residing in: Park City, UT

My commission expires: 8/12/2019

Commission No. 678353



B2 EAST SUBDIVISION

LOCATED IN THE WEST HALF OF SECTION 28 & THE SOUTHEAST QUARTER OF SECTION 29
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

2/26/18 JOB NO.: 12-2-16 FILE: X:\Empire\dwg\srv\plat2016\120216-B2 East.dwg

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 6th DAY OF February, 2018
BY S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 8TH DAY OF FEBRUARY, 2017
BY _____ VICE - CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 2nd DAY OF March, 2018
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 2nd DAY OF March, 2018
BY _____ PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 9TH OF MARCH, 2017
BY _____ MAYOR

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

CERTIFICATE OF ATTEST
I CERTIFY THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL THIS 9TH DAY OF MARCH, 2017
BY _____ PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF REDUS PARK CITY LLC
FEE $32.00 _____ RECORDER
DATE 3/7/2018 TIME 8:19AM ENTRY NO. 1081638

B2 EAST SUBDIVISION

Ordinance 2017-07

AN ORDINANCE APPROVING THE B2 EAST SUBDIVISION, LOCATED WITHIN THE POD B-2 EMPIRE PASS MASTER PLANNED DEVELOPMENTAT 9300 MARSAC AVENUE, PARK CITY, UTAH.

WHEREAS, owners of the property known as Pod B2 East, located at 9300 Marsac Avenue in Park City, Utah, have petitioned the City Council for approval of a final subdivision plat; and

WHEREAS, legal notice of the public hearing was published in the Park Record and on the Utah Public Notice website on November 26th and December 28th, 2016, and January 21, 2017, and the property was posted on November 30, 2016, according to the requirements of the Land Management Code; and

WHEREAS, courtesy notice was sent to surrounding property owners on November 30, 2016, according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held public hearings on December 14, 2016, and January 11th and February 8th, 2017, to receive input on the subdivision plat; and

WHEREAS, the Planning Commission, on February 8, 2017, forwarded a positive recommendation to the City Council; and,

WHEREAS, on March 9, 2017, City Council held a public hearing on the subdivision plat; and

WHEREAS, it is in the best interest of Park City, Utah, to approve the B2 East Subdivision plat.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The subdivision plat 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 at 9300 Marsac Avenue.
2. The zoning is Residential Development (RD) within Flagstaff Mountain Resort Annexation and the Village at Empire Pass B2 MPD (RD-MPD).
3. On June 24, 1999, Council adopted Ordinance 99-30 and Resolution 20-99 approving the annexation and development agreement for the Flagstaff Mountain area.
4. Resolution 20-99 granted the equivalent of a "large-scale" master planned development (MPD) and set forth the types and locations of land use, maximum

densities, timing of development, development approval process, as well as development conditions and amenities for each parcel.

5. The Flagstaff Development Agreement was subsequently amended and recorded in March of 2007.
6. The Development Agreement specifies that a total of 87 acres, within three development pods (A, B1 and B2), of the 1,750 acres of annexation property may be developed for the Mountain Village.
7. The Mountain Village is further constrained to a maximum density of 785 UE configured in no more than 550 dwelling units as multi-family, hotel, or PUD units, provided the number of PUD units do not exceed 60. The Mountain Village is allowed 16 single family home sites. At least 50% of the residential units within the Mountain Village must be clustered within the primary development pod (Pod A).
8. There are currently 588.742 UE (382 multi-family units) platted within the Village at Empire Pass (Pods A, B1 and B2).
9. With approval of 81 UE (and up to a total of 70 multi-family condominium units) on Lot 1 of the B2 East Subdivision, there will be 669.742 UE platted, 452 (or fewer) units platted, and 57% of the units of Pods A, B1 and B2 will be located within Pod A. The numbers for UE and units do not include the UE and units proposed on the Village North Subdivision under concurrent review. There would then be 88.258 UE and 98 units available for the Village North subdivision, as well as for the un-built Tower Residential (Building One of the Village at Empire Pass MPD).
10. On March 14, 2007, the Planning Commission approved a Master Planned Development for Pod B2 at Empire Pass. The MPD approved 192 hotel rooms utilizing 69.6 Unit Equivalents (UE) and 94 hotel condominiums utilizing 114 UE, on the west side parcel (Montage Resort and Spa). An additional 81 UE of residential condominiums were assigned to the B2 East parcel.
11. The Pod B2 MPD approved Resort Support Commercial uses for the 35,000 sf of Spa space and 28,059 sf for restaurants, bar, and retail space. The MPD approved 15,000 sf of meeting/conference space and lounge area based on the floor area of the building, not including the parking garage. The Pod B2 MPD describes findings and conditions for development of Pod B2, and includes language related to the location of allowed parking for the Empire Day Lodge.
12. The Development Agreement allows a total maximum of 75,000 sf of MPD Resort Support Commercial floor area within Pods A, B1 and B2.
13. The Tower Club CUP in Pod A includes 2,264 sf of private dining room, kitchen and store and was approved for an amendment to the CUP for a dining room addition of 1,115 sf. The Tower Club CUP is approved for 3,379 sf of MPD Resort Support Commercial.
14. The Grand Lodge Condominium plat approved a total of 1,275 sf of MPD Resort Support Commercial.
15. There exists a total of 7,287 sf of unallocated Resort Support Commercial that can be allocated within the Village MPD to Pods A, B1, and B2. With approval of the proposed application, 3,600 sf of Resort Support Commercial will be allocated to Lot 1, leaving a balance of 3,687 sf unallocated Resort Support Commercial available under the Flagstaff Development Agreement.
16. Accounting of the support commercial, residential accessory space, and support meeting space is finalized at the time of review of the Conditional Use Permit and

memorialized in the final condominium plat(s).

17. On March 29, 2007, the City Council approved the Parcel B-2 Empire Village Subdivision creating three lots of record for Parcel B-2 (West). The Parcel B-2 Empire Village Subdivision amended and consolidated parcel A of the prior Empire Village Subdivision for the Empire Day Lodge and created Lot B, site of the Daly West head frame and access to JSSD underground mine tunnels, and Lot C, site of the Montage Resort and Spa CUP.
18. Subject property is a metes and bounds parcel and is not part of the Parcel B-2 Empire Village Subdivision plat.
19. The staff report for the Parcel B-2 Empire Village Subdivision indicates that the Parcel B-2 East would have to be platted to create a legal lot for development of 81 UE of residential condominiums.
20. Parcel B-2 Empire Village Subdivision plat was recorded on May 23, 2007.
21. The proposed B2 East Subdivision plat creates one lot and one parcel for the B-2 East parcel. Lot 1 is 6.91 acres in area and Parcel A is 0.94 acres in area. Total property consists of 7.85 acres.
22. Lot 1 has frontage on Marsac Avenue, a State Highway and utilities are available to the lot. A Line Extension Agreement approval letter was issued by SBWRD on January 24, 2017.
23. All existing and required easements will be recorded on the plat, including utilities, storm drainage, access, snow storage, etc. No changes are proposed to existing streets.
24. Final utility plans are required to be submitted with the Conditional Use Permit based on the proposed configuration of units and buildings. Additional off-site utility easements maybe required and will have to be recorded prior to issuance of building permits.
25. There is an existing curb cut off Marsac Avenue. Any relocation of this curb cut for future buildings requires review and approval by the City Engineer and UDOT.
26. There is no minimum or maximum lot size or lot width in the RD District.
27. All applicable requirements of Land Management Code apply, unless otherwise allowed per the Flagstaff Development Agreement and Pod B2 at Empire Pass MPD.
28. A height exception and building volumetric were approved with the Pod B2 at Empire Pass MPD.
29. The final Mylar plat is required to be approved and signed by the Snyderville Basin Water Reclamation District prior to recordation to ensure that requirements of the District are addressed.
30. Snow storage area is required along public streets and rights-of-way due to the possibility of large amounts of snowfall in this location.
31. In September 2016, the applicant began working under an Administrative Settlement and Order on Consent for Removal Action with the EPA permit to remediate and remove mine soil from the property and to close an old mine shaft/adit on the property. After the mine shaft closure was completed, this work was halted in November 2016 on account of the weather. Some contaminated soil remains on site in the area of the former and remaining parking lot. The adit (a gently sloping shallow tunnel) discovered during the mine shaft closure has been temporarily closed but will require further work at time of building construction.

32. On site affordable housing requirements are required by the Flagstaff Development-Affordable Housing Technical Report. This plat identifies an on-site housing obligation of 4.2 AUE (per requirements of the Affordable Housing Mitigation Plan) to be incorporated into the building (s) and noted on the plat.
33. Requirements of the Flagstaff Development Agreement will be reviewed and verified for compliance during the Conditional Use Permit application review for development of Lot 1. This includes transportation, affordable housing, environmental, transfer fees, construction mitigation, and others as may apply. Some of these obligations are triggered by the number of certificates of occupancy issued.
34. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law

1. There is good cause for this subdivision plat.
2. The subdivision plat is consistent with the Park City Land Management Code and applicable State law regarding subdivisions, the Park City General Plan, and the Empire Pass Pod B-2 Master Planned Development.
3. Neither the public nor any person will be materially injured by the proposed subdivision.
4. Approval of the subdivision, 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 subdivision plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at Summit County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void unless a written request for an extension is submitted to the City prior to the expiration date and the City Council grants an extension.
3. All applicable conditions, regulations, requirements, and stipulations of the Amended and Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, The 20-Acre Quinn's Junction Parcel, and Iron Mountain (recorded at Summit County on March 2, 2007), and associated Technical Reports and Agreements, continue to apply.
4. The plat will note that conditions of approval of the Village at Empire Pass Master Planned Development and the Pod B-2 Master Planned Development shall continue to apply.
5. Utility structures such as ground sleeves and transformers and other dry utility boxes must be located on the lots.
6. Non-exclusive public utility easements (PUE) shall be indicated on the plat prior to recordation as approved by the City Engineer and SBWRD, including drainage easements.
7. A financial security to guarantee for the installation of any required public improvements is required prior to plat recordation in a form approved by the City Attorney and in an amount approved by the City Engineer.

8. A ten foot (10') wide public snow storage easement is required along the public street frontage of the Lot and Parcel.
9. Fire sprinklers are required for new construction per the Chief Building Official at the time of review of the building permit. A note stating this shall be on the plat.
10. No building permits shall be issued on Lot 1 or Parcel A until the mine shaft has been fully closed and mine soil remediation under EPA supervision has been completed. Prior to issuance of any building permits, documentation certifying the work is complete shall be presented to the Chief Building Official and Planning Director. As part of any building permit submission, property owner shall submit a closure plan for the adit, approved by a geotechnical engineer, and detailing any additional work required in conjunction with building construction in the vicinity of the adit.
11. Prior to building permit issuance, documentation from UDOT showing approval of any curb cuts onto Marsac Avenue, a state highway, is required. If documentation of the existing curb cut does not exist, a new application shall be submitted to UDOT for approval of the curb cut location. This approval shall be submitted to the City Engineer.
12. Any modifications to existing curb cuts for access to Marsac Avenue, a state highway, must be approved by the City Engineer and UDOT.
13. A Conditional Use Permit approval is required prior to issuance of a building permit for the residential building proposed on Lot 1.
14. A final grading and utility plan, including storm water and drainage plans, shall be submitted with the Conditional Use Permit for development on Lot 1, for approval by the City Engineer and SBWRD. No building permits shall be issued until all necessary utility easements are recorded.
15. A declaration of condominium and a record of condominium plat are required prior to the sale of individual units within the development.
16. Requirements of the affordable housing mitigation plan shall be addressed with the Conditional Use Permit and condominium plat. A note shall be included on the plat indicated that the development of Lot 1 has an on-site affordable housing obligation of 4.2 AUE, to be consistent with all requirements of the Flagstaff Affordable Housing Mitigation Plan. All deed restricted units shall be identified on the final condominium plat prior to recordation of such plat. Phasing of affordable housing units shall be commensurate with the Certificates of Occupancy for the buildings.
17. Wastewater service to B2 East Subdivision shall be provided by the Snyderville Basin Water Reclamation District. A Line Extension Agreement approval letter was provided by SBWRD on January 24, 2017. The Owner shall be responsible for extending the public wastewater system within Lot 1 according to requirements of the Line Extension Agreement. Easements associated with this agreement are to be depicted on the plat.
18. The property is located within a water source protection zone. All sewer construction must comply with State of Utah drinking water regulations.
19. This development is part of a common plan development and a MS4 storm water permit is required for all land disturbance activities for each separate phase of construction, prior to building permit issuance.
20. The CC&Rs shall provide notice and process for the tracking and collection of the Real Estate Transfer Fee as required and defined by the Flagstaff Mountain

Development Agreement, as amended.

21. Requirements and obligations of the Flagstaff Mountain Development Agreement, as amended and recorded at Summit County in March of 2007, as apply to this Property, shall be completed, or bonded for completion, prior to issuance of certificates of occupancy for any approved development located on Lot 1, unless otherwise conditioned herein (e.g. soil and mine remediation to be complete prior to building permit issuance). This includes gondola payments, number of shuttles in operation, provision of affordable housing units, collection mechanism for real estate transfer fees, and all other such obligations as are outlined in the March 2007 Agreement, some of which are triggered by the number of certificates of occupancy issued.
22. A Construction Mitigation Plan shall be submitted with the Conditional Use Permit application and in advance of issuing building permits.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 9th day of March, 2017.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, Mayor

ATTEST:

Michelle Kellogg, City Recorder

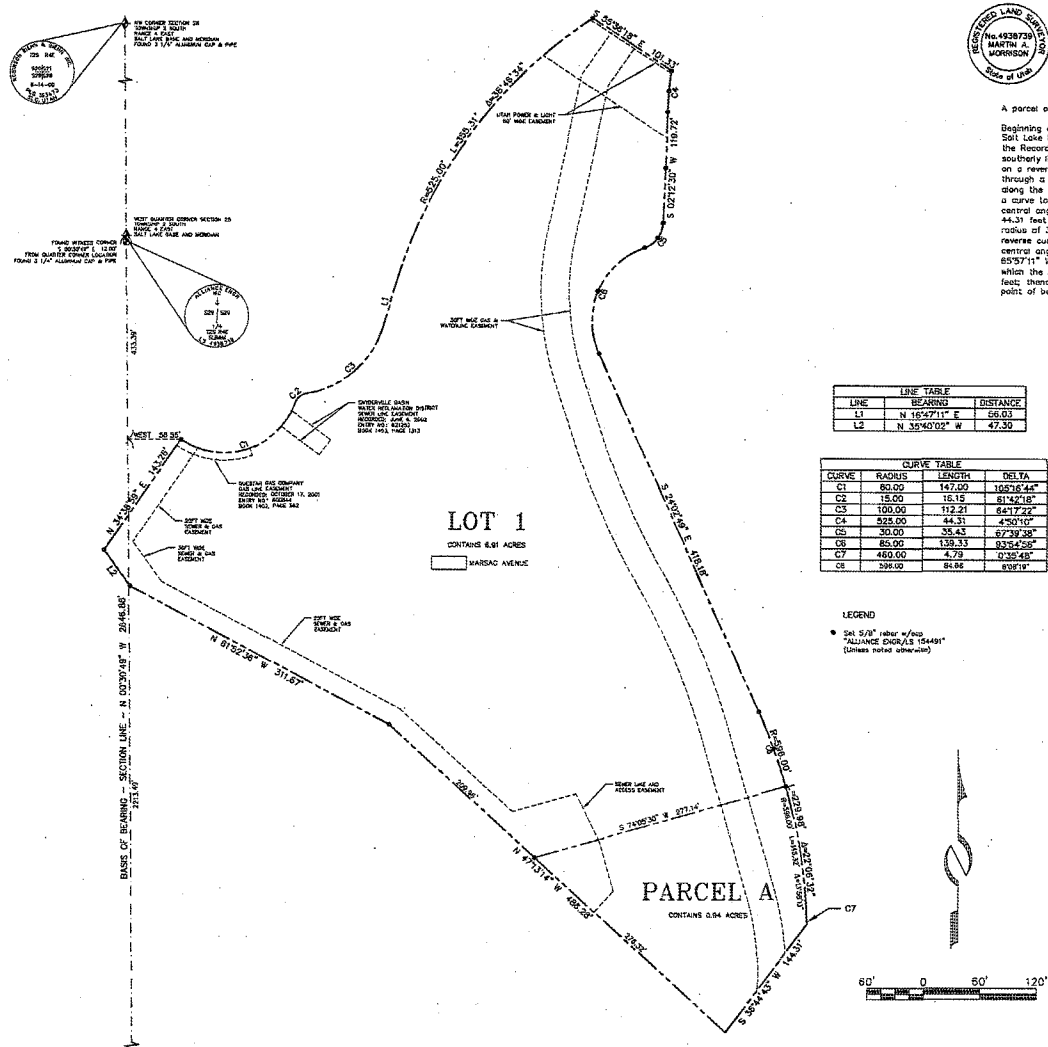
APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibits

Exhibit A – Proposed subdivision plat

EXHIBIT A



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LEGEND

● Set 5/8" rebar w/cap "ALLIANCE ENGR/LS 154491" (Unless noted otherwise)

B2 EAST SUBDIVISION

LOCATED IN THE WEST HALF OF SECTION 28 & THE SOUTHEAST QUARTER OF SECTION 29
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

REGISTERED LAND SURVEYOR No. 4938739 MARTIN A. MORRISON State of Utah

SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, certify that I am a Registered Land Surveyor and that I hold Certificate No. 4938739, as prescribed by the laws of the State of Utah, and that by authority of the owners, this Record of Survey map of B2 EAST SUBDIVISION has been prepared under my direction and that the same has been or will be monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

BOUNDARY DESCRIPTIONS

A parcel of land located in the west half of Section 28 and the southeast quarter of Section 29, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Beginning at a point that is North 00°30'49" West 2213.49 feet along Section Line and East 56.55 feet from the southwest corner of Section 28, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the southerly 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 on a curve to the left having a radius of 80.00 feet, of which the radius point bears North 34°38'59" East; and running thence along the southerly line of the Marsac Avenue Right of Way the following five (5) courses: 1) easterly along the arc of said curve 147.00 feet through a central angle of 105°16'44" to a point on a reverse curve to the right having a radius of 15.00 feet, of which the radius point bears South 70°37'45" East; thence 2) northeasterly along the arc of said curve 16.15 feet through a central angle of 61°42'18" to a point on a curve to the left having a radius of 100.00 feet, of which the radius point bears North 08°55'27" West; thence 3) northeasterly along the arc of said curve 112.21 feet (chord bears North 48°55'52" East 106.41 feet) through a central angle of 64°17'22", thence 4) North 16°47'11" East 56.03 feet to a point on a curve to the right having a radius of 525.00 feet, of which the radius point bears South 73°12'49" East; thence 5) northeasterly along the arc of said curve 355.31 feet through a central angle of 38°46'34"; thence South 55°36'18" East 101.33 feet to a point on a curve to the left having a radius of 525.00 feet; thence southerly along the arc of said curve 44.31 feet (chord bears South 04°37'35" West 44.30 feet) through a central angle of 4°50'10"; thence South 02°12'30" West 119.72 feet to a point on a curve to the right having a radius of 30.00 feet, of which the radius point bears North 87°47'30" West; thence southerly along the arc of said curve 35.43 feet through a central angle of 67°39'38" to a point of reverse curve to the left having a radius of 85.00 feet, of which the radius point bears South 20°07'52" East; thence southwesterly along the arc of said curve 139.33 feet through a central angle of 93°54'58"; thence South 24°02'49" East 418.18 feet to a point on a curve to the right having a radius of 596.00 feet, of which the radius point bears South 65°57'11" West; thence along the arc of said curve 229.98 feet through a central angle of 22°06'32" to a point of compound curve to the right having a radius of 460.00 feet, of which the radius point bears South 88°03'42" West; thence southerly along the arc of said curve 4.79 feet through a central angle of 00°35'48"; thence South 38°14'43" West 144.31 feet; thence North 47°13'14" West 486.28 feet; thence North 61°52'36" West 311.67 feet; thence North 35°40'02" West 47.30 feet; thence North 34°38'59" East 143.28 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that REDUS Park City LLC, the undersigned owner of the herein described tract of land, to be known hereafter as B2 EAST SUBDIVISION, does hereby certify that it has caused this Plat to be prepared, and does hereby consent to the recordation of this Plat.

In witness whereof, the undersigned set his hand this _____ day of _____, 2016.

REDUS Park City LLC, a Delaware limited liability company

By: REDUS Properties, Inc., a Delaware corporation
Its: manager

By: _____
Name: _____
Title: _____

ACKNOWLEDGMENT

State of _____
ss:
County of _____:

On this _____ day of _____, 2016, _____ personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, _____ acknowledged to me that he is an authorized signatory of the herein described tract of land, and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

_____
A Notary Public commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

NOTES:

1. This plat is subject to the Conditions of Approval in Ordinance 2016-____.
2. Wastewater service to B2 East Subdivision shall be provided by The Snyderville Basin Water Reclamation District ("District"). A Line Extension Agreement with the District may be required for Lot 1. If necessary, it shall be the responsibility of the Owner to extend the public wastewater system with Lot 1 according to the requirements of the Line Extension Agreement.
3. Conditional use permit approval will be required prior to construction on Lot 1.
4. A declaration of condominium and a recorded condominium map will be required for the purpose of the sale of individual units within the single development lot shown hereon.
5. The lot and parcel described on this plat are subject to the Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, The 20-Acre Quinn's Junction Parcel and Iron Mountain dated as of March 2, 2007, and recorded on March 2, 2007 as Entry No. 00806100 in Book 1850, Page 1897 (the "Development Agreement"). By separate Declaration of Development Covenants, recorded _____ as Entry No. _____ in the official records of the Summit County Recorder, Lot 1 has been allocated the right to develop 81 Unit Equivalents within 70 multifamily dwelling units and the obligation to locate 4.2 Affordable Unit Equivalents thereon, as each of those capitalized terms is defined in the Development Agreement. Declaration of Development allocates a maximum of 3,600 square feet (3.6 commercial Unit Equivalents) for Resort Support Commercial within Lot 1. The foregoing confirmation of the allocation of commercial Unit Equivalents does not include the 5% additional support commercial allowed by existing codes, which number shall be determined and added to the entitlement for Lot 1 at such time as the owner of Lot 1 obtains a conditional use permit approval. No Unit Equivalents will be allocated to Parcel A as Parcel A is to be used in connection with resort and similar activities.
6. Owners and potential buyers of any parcel, unit or land within the lot or parcel depicted on this plat are given notice that they own or are buying property in a resort area in which all-season resort activities are conducted and where certain risks are present, including, without limitation, damage to property and improvements and personal injury and death caused by errant skiers, snowboarders, mountain bikers and other resort patrons, equipment, machine-made snow, heavy equipment, construction or improvements of facilities, objects or equipment falling from lifts, water runoff, drainage, heavy snow falls, wind patterns, and other conditions that may affect the properties depicted hereon. The adjacent ski resort and its facilities are not amenities of any master association but are owned by a private resort and access to such lands and facilities is governed by such owner or agreements with such owner.
7. The Empire Pass Master Owners Association, Inc. (the "Master Association") together with the Master Declaration of Covenants, Conditions, and Restrictions of Empire Pass, as amended ("Master Declaration"), requires the membership of each lot or unit owner. Members are subject to the terms of its articles of incorporation, bylaws, rules and regulations and other governing documents that may be established from time to time by the Master Association, including assessments and reinvestment fees as provided therein.
8. [Utility Easement dedication – await comments from PCMC regarding Waterline]
9. The property is located within a water source protection zone. All sewer construction must comply with the State of Utah drinking water regulations.
10. A 10' snow storage easement is hereby dedicated to the Master Association along the frontage of the single development lot depicted hereon.
11. Fire sprinklers will be required within all dwellings constructed on the single development lot depicted hereon.

SHEET 1 OF 1

JOB NO.: 12-2-16 FILE: X:\Empire\dwg\srv\plat2016\120216-B2 East.dwg

(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
333 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2017	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2016	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2017	APPROVED AS TO FORM THIS _____ DAY OF _____, 2017	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2017	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ ENTRY NO. _____
BY _____ S.B.W.R.D.	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	_____ FEE _____ RECORDER

From: Douglas Ogilvy
To: Brendan Conboy
Cc: Hannah Tyler
Subject: Fwd: B2 East MPD Application
Date: Thursday, March 18, 2021 10:43:43 AM

Brendan,

Thanks for the update on your meeting with Mark and your points of clarification last night. Hannah and I have reviewed and discussed your comments and offer below the Applicant's take on the issues raised yesterday.

1. MINOR vs SUBSTANTIVE AMENDMENT

We are puzzled by your recommendation that Planning Commission find the proposed amendments Substantive. The Applicants have proposed two amendments:

> 1. Amend the Flagstaff DA (the Large Scale MPD) to replace 5 multi-family units with 2 PUD units.
>
> 2. Amend the Pod B2 MPD (the Small Scale MPD) to change the approved Volumetrics for development on the B2 East site.

LMC Section 15-6-4(K) states:

> ***1. Minor Modification.*** *A minor modification to an approved Master Planned Development is a modification that compiles with the Land Management Code and Master Planned Development approval and* ***does not trigger additional Off-Street Parking requirements, does not reduce Open Space, and does not increase traffic by 5% or more*** *as demonstrated by a traffic generation study (emphasis added).*

With respect to both the Large Scale MPD and the Small Scale MPD, the proposed amendments conform to the Minor Modification requirements:

- The reduction of 3 residential units from that permitted under the 2007 DA reduces the Off-Street Parking requirement by 1.5 * 3 = 4.5 stalls. The Off-Street Parking for B2 East under the 2007 Pod B2 Small Scale MPD is 124 required for residential plus up to 75 for the Empire Day Lodge for a total of 199. The Parking Requirement under the B2 East CUP application is 97 stalls for the Lodges, 60 stalls for the Empire Day Lodge plus 8 stalls for the Villas for a total of 165, a 17% reduction.
- The B2 East site is considered a development site under the 2007 DA (Large Scale MPD) with no acreage from this site included as Open Space in the determination that 88% of lands within the Flagstaff Annexation Area will remain as Open Space. Relocation of density from the lower portion of the site to the upper portion of the site does not reduce Open

Space since no part of B2 East is considered Open Space.

- It is intuitively obvious that the reduction in residential units on B2 East from 81 permitted under the 2007 Small Scale MPD to 70 permitted under 48 proposed under the Sommet Blanc CUP will result in a significant traffic reduction.

LMC Section 15-6-4(K) also states:

> ***2. Substantive Modification. Substantive modifications to an approved Master Planned Development create additional impacts*** *and require review of the entire Master Planned Development and Development Agreement by the Planning Commission, unless otherwise specified in the Development Agreement.* ***Substantive modifications include but are not limited to a change of a Finding of Fact or Condition of Approval, a change in Use, or an increase in Floor Area that triggers additional Off-Street Parking requirements, a change in Use or an increase in Floor Area that generates more than a 5% increase in traffic demonstrated bay a traffic generation study, or a reduction in Open Space.***

- Since the proposed amendments to the Pod B2 MPD and Flagstaff DA result in a reduction in Off-Street Parking requirements, a reduction in traffic, and no reduction in Open Space, **there are no additional impacts caused by the proposed amendments.**
- While the proposed changes to Volumetrics do change the Findings of Fact and Conditions of Approval under the Small Scale MPD, these changes do not create additional impacts and as such are not Substantive. The approved Volumetrics are so highly prescriptive that **any** change from the original Hill Glazier conceptual design would require a change to the Volumetrics. The public record shows that the Hill Glazier conceptual design received minimal overview during the approval of the Pod B2 MPD while the B2 West (Montage) design received extensive review. Furthermore, it is clear that the Hill Glazier conceptual design fails to satisfy Fire Marshall requirements in multiple ways. Clearly it was not the intent of the parties to lock down the design on the B2 East site based on the minimal review conduced in 2007.
- The Applicant has proposed converting 5 multi-family UEs to 2 PUD UEs under the Flagstaff DA (the Large Scale MPD) to reduce building massing by inserting a break between Villa 3 and Villa 4. Should Planning Commission determine that this minor change is Substantive, the Applicants will amend their application to join all five Villas which negates the benefit of splitting these units into two buildings as proposed. This is the **only** change proposed to the Large Scale MPD, so in no case should the Large Scale MPD (the Flagstaff DA) require review.

The definitions of Minor Amendments and Substantive Amendment are incongruent. It is clear that the proposed amendment meet the requirements of the Minor Amendment.

2. ADA UNITS

As stated in previous emails and acknowledged by you this evening, every project at Empire Pass has included ADA units and none have required UEs. For example:

Residences at the Tower (City Council Approval 2-28-19)

- Finding of Fact 1

  Residences at the Tower condominium plat identifies 14 private market rate multi-family residential units totaling 42,453 sf, utilizing 21.227 UE, ***as well as 1 ADA unit*** *and 1 deed restricted affordable unit…. (emphasis added).*

Argent (Planning Commission Approval 11-13-19)

- Density Summary (Staff Report)

  ADA accessible units and deed restricted units do not count towards the UE cap.

Empire Residences (Planning Commission Approval 10-25-17)

Finding of Fact 16
The total floor area of the residential (market rate) units is 49,000 square feet and utilizes 24.5 UE,
this does not include the affordable unit or the ADA unit.

You also enquired about legislative requirement for accessible units. We are referencing the Americans with Disabilities Act as noted below:

ADA Part 36 Addressees Accessible Requirements

Definition 36.104 states:

> *"Place of public accommodation means a facility operated by a private entity whose operations affect commerce and fall within at least one of the following categories:*
> *(1) An inn, hotel, motel,* ***or other place of lodging,*** *except for an establishment located within a building that contains not more than five rooms for rent or hire...*

Section 9 addresses Accessible Transient Lodging

- 9.1.2 states that for properties with 26 to 50 rooms, 2 Accessible Rooms are required. Sommet Blanc includes 48 Residential Units plus 2 ADA units for a total of 50, 2 of which must be accessible.

3. RESIDENTIAL ACCESSORY USES

Prior projects at Empire Pass have included numerous amenities that have been

treated as Residential Accessory Uses. Other than the Talisker Tower (which includes a commercial club operation) and the Montage (which includes a commercial spa and several restaurants (all open to the general public) that are treated as Resort Support Commercial), no prior residential buildings at Empire Pass have had amenity space designated as Resort Support Commercial.

The Flagstaff DA (2007) defines this as follows:

> "Residential Accessory Uses" provisionally ***means uses that are for the benefit of the residents of a*** commercial residential use such as a hotel or ***nightly rental condominium project***.

The LMC defines "Accessory Use" as follows"

> "Accessory Use". A land Use that is customarily ***incidental and subordinate to the primary use*** on the same Lot.

All of the spaces identified as Residential Accessory in the Sommet Blanc application are for the benefit of residents of a nightly rental condominium project. They are also incidental and subordinate to the primary residential/nightly lodging use. All of the Residential Accessory spaces will be Common Area of the HOA and none shall be open to the general public.

The proposed Residential Accessory areas are consistent with those constructed in previous projects at Empire Pass that have been classified as Residential Accessory.

Argent (Planning Commission Approval 11-13-19)

Staff Report - Residential Accessory uses (Guest amenities)
Common residential amenity areas are provided on level one, including ski lockers, a kid's room, fitness area, lounge/apres ski area. The basement level contains an owners's storage area and game room. There is also a reading room and deck on the 6th floor. The guest amenity area is approximately 8,433 sf.

Finding of Fact 5 (G)
Guest amenity areas (arcade/game room, fitness areas, ski lockers, lobby, lounge, apres ski room, kids room and reading room, etc.) are proposed on the basement, first and sixth level. ***These common residential accessory uses do not require UEs*** (emphasis added).

Talisker Tower Addition (Planning Commission Approval12-14-16)

Finding of Fact 27
The Tower Club Phase I Conditional Use Permit was approved by the Planning Commission on March 11,2009, for approximately 8,880 square feet. There are approximately 2,264 sf of private dining club, kitchen and small convenience store uses, and ***6,616 sf of residential (and resort) accessory uses*** *(ski lockers, recreation amenities, kids club and programming, etc.) circulation and storage.*

Empire Residences (Planning Commission Approval 10-25-17)

Finding of Fact 16

The total floor area of the residential (market rate) units is 49,000 square feet and utilizes 24.5 UE,
this does not include the affordable unit or the ADA unit. Guest amenity areas (exercise and recreation areas, locker rooms, lobby and reception area, lounge/pub, restrooms etc.) are proposed on the first level ***These common residential accessory uses do not require use of UEs.***

The proposed Resort Accessory amenities included within the Sommet Blanc project are very similar to those provided in prior Empire Pass projects:

- Yoga (exercise area not open to the public)
- Fitness (exercise area not open to the public)
- Skier Lounge (common lobby)
- Ski Valet (common ski lockers)
- Concierge (concierge)
- Other Lounge Areas (common lobby)
- Massage Treatment Rooms (common pools, saunas and hot tubs)

None of these are open to the general public, and none are staffed as a commercial operation.

The massage treatment rooms have similarities to the Spa at the Talisker Tower, but several key differences. The Talisker Spa is operated as a commercial enterprise with Talisker Club employing massage therapists and selling massage treatments to its members. Talisker Club and City Staff both agreed that this was a commercial undertaking and the treatment areas at the Talisker Tower are treated as Resort Support Commercial.

The massage treatment rooms at Sommet Blanc are available to owners and guests on a similar basis to a Board Room. An owner or guest can reserve the treatment room, and procure treatment services from an outside provider. Rather than receiving treatment in his or her residential unit, the owner may receive treatment in a more suitable venue. Neither the HOA nor the HOA Manager will be retaining staff to offer massage services on a commercial basis. The general public will have no access to spa treatments in these rooms. The Applicant thus considers this space to be an accessory use for the residences similar to common pools, saunas and hot tubs.

We have used the above basis for determining that the Restaurant open to the general public is the only Resort Support Commercial space within the Sommet Blanc project.

We would be pleased to tee up a call to discuss further.

Doug & Hannah.

Preliminary Construction Mitigation Plan

Empire Pass Pod B2E – Sommet Blanc & Alpine Villas

1. **Hours of Operation:**
   Typical hours of construction operations are 7:00am to 6:00pm, Monday through Friday, 8:00am to 6:00pm on Saturday, and no work on Sundays. With this structure being primarily cast in place concrete, occasional longer work hours may be needed for critical concrete placements. Contractor will notify the neighboring residents and Park City Building Department, if wanted, ahead of time of these concrete placement durations.

2. **Parking:**
   There is limited onsite parking. This will be reserved for visitors and construction project management personnel. All other construction workers shall park off site and be bused to and from the construction site. The worker parking location is TBD, but could be near the Mine Bench or Richardson Flat. The parking plan assumes there is no on street parking on Marsac Avenue, Twisted Branch Road, or Guardsman Pass Road. Construction equipment, (fork lifts, cranes, backhoes, etc.) is not permitted to be driven or parked on public parking lots, city streets or private property unless otherwise approved.

3. **Deliveries:**
   Deliveries to the site will be only during construction operation hours. Typically, deliveries will be just-in-time for the materials to be incorporated into the ongoing construction progress.

4. **Stockpiling and Staging:**
   Given the site location, access, and building footprint coverage of the site, there is limited area for stockpiling and staging materials. Materials will have to be delivered to the project just-in- time to incorporate into the construction work. This means and method is similar to building a multistory building in a downtown urban setting. It is the contractor's responsibility to coordinate with subcontractors to minimize problems due to the limited staging and stockpiling areas.

5. **Construction Phasing:**
   No construction phasing is planned. Construction is planned to be completed in one continuous time period from Summer 2021 through Summer 2024.

6. **Trash Management & Recycling:**
   The construction debris dumpster shall be located within the fenced construction boundary. Its remaining capacity will be monitored daily and the dumpster emptied on a regular basis to prevent over flowing and accumulation of debris around the construction site.

7. **Dust & Mud Control:**
   The project site has two distinct access points. The Villas will be constructed from an access point on Marsac Avenue above the property. The Lodges will be constructed from access off the Marsac roundabout. Both project access points will be improved as stabilized gravel construction entries to help eliminate dirt and mud from being tracked onto the paved street. Streets will be monitored daily and cleaned as needed to keep them free of dirt and mud. The majority of excavation work will take place in the summer and fall. This work is not expected to generate much dust, but a water source will be available to keep dust down as needed.

8. **Noise:**
   Noisy work shall be kept within the approved project work hours. The developer and contractor will coordinate with Deer Valley to mitigate impact on special events at the Empire Day Lodge.

9. **Grading & Excavation:**
   The mass excavation for this project will generate several thousand cubic yards of export. Excavated materials will be dispersed at the tipping sites identified in the 2018 Amendment to the Flagstaff Construction Mitigation Plan. Other than organics, no excavated material will be hauled outside of the Flagstaff Mountain Development boundary. The planned haul route utilizes Marsac Avenue. Flagmen will be used as required at the roundabout on Marsac Avenue to help manage the truck traffic. The haul hours will be limited to between 7:00am and 6:00pm Monday through Friday and 8:00am to 6:00pm on Saturday. All suitable soils to be re-used for backfill will be stockpiled on site or at one of the designated tipping sites.

10. **Temporary Lighting:**
    Exterior construction lighting will be kept as minimal as possible. The lighting will be turned off as much as possible during non-work hours. Occasional temporary lighting will be needed for morning concrete placements. This lighting will be accomplished by using portable light plants that are set up only for a specific concrete placement, then moved off site. Temporary interior lighting will be used during construction work hours and turned off to leave a minimal amount of lighting for egress and emergency access.

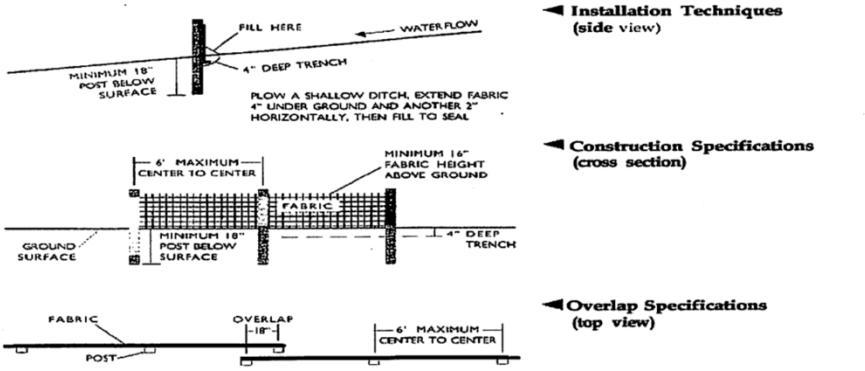
11. **Construction Sign:**
    Project information signs will be posted at the upper and lower entrances to the construction site. Signs will comply with Empire Pass and PCMC requirements. No other construction signs are planned.

12. **Other issues:**
    Dogs or pets are not allowed on site. Firearms, alcohol, and drugs are prohibited as well. Visitors must check in at the construction project office and be authorized to be on site with the proper personal protective equipment (hard hat, safety vest, safety glasses, etc.).

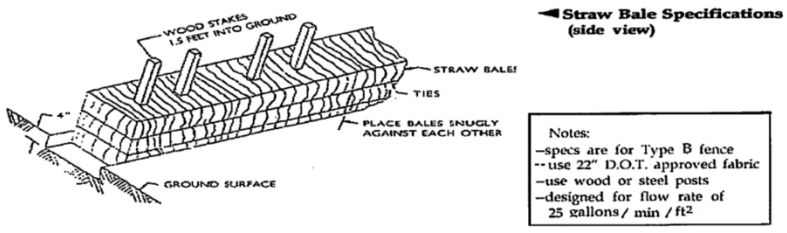
13. **Soils Ordinance:**
    Under EPA oversight, the property was subject to three years of environmental clean-up including extensive export of contaminated soil. The property received a Notice of Completion from the EPA in August 2018 following removal of contaminated soil down to clean native soil.

14. **Erosion Control:**
    The contractor is enlisting the services of Alliance Engineering to help draft and maintain a SWPPP and erosion control program throughout the project duration. This plan will be submitted prior to start of construction. Cut and fill areas and utility trenches will be backfilled and revegetated as soon as practical to help minimize erosion.

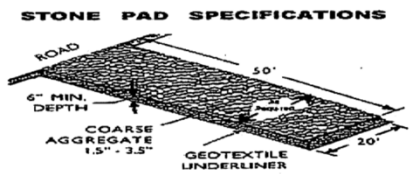
Park City Silt Screen Installation



Park City Straw Bale Specifications



Park City Stone Pad Specifications



Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: 97 King Road
Application: PL-20-04714
Author: Brendan Conboy, Senior Planner
Date: March 24, 2021
Type of Item: Administrative – Nightly Rental Conditional Use Permit

Recommendation

Staff recommends that the Planning Commission review the proposed Nightly Rental Conditional Use Permit for the property addressed as 97 King Road in the Historic Residential – Low Density (HRL) District, conduct a Public Hearing, and consider approving the Nightly Rental Conditional Use Permit according to the Findings of Facts, Conclusions of Law, and Conditions of Approval as outlined in this Staff Report.

Description

Applicant:	Lauren Farleigh & Michael Moring
Location:	97 King Road
Zoning District:	Historic Residential – Low Density (HRL)
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews and approves Conditional Use Permit applications

Acronyms

HDDR	Historic District Design Review
HRL	Historic Residential – Low Density Zone
LMC	Land Management Code
MCPC	Municipal Code of Park City

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

Summary

The applicant is requesting a Nightly Rental Conditional Use Permit for 97 King Road, a four-bedroom/three-bathroom, 1,703 square foot Single-Family Dwelling constructed in 1995. 97 King Road is in the western Historic Residential – Low Density (HRL) Zoning District. The Land Management Code (LMC) requires that a homeowner secure a Conditional Use Permit in order to use a property within certain HRL boundaries for Nightly Rentals.

In 2020, the Planning Commission recommended a cap of twelve Nightly Rentals in this area of the HRL Zoning District due to the narrow and steep roads, limited parking, and winter access. City Council enacted Ordinance No. 2020-37, establishing the Nightly Rental cap. When the Planning Commission approves the twelfth Nightly Rental for this area of the HRL Zoning District staff will return with a Land Management Code amendment to remove Nightly Rentals as a Conditional Use from this area of the HRL

Zoning District.

Background

The subject property is comprised of Lots 21 & 22, Block 76, of the Millsite Reservation Subdivision No. 1, Park City Survey.

In May of 1994 staff approved item PL-94-00105, Historic District Design Review (HDDR) for proposed new construction in the Historic District. In January of 1995, the City approved and issued Building Permit BD-94-00544 for the construction of a Single Family Detached home.

On December 8, 2020, the Applicant submitted a Conditional Use Permit application for Nightly Rental use. Staff deemed the application complete upon submittal, however action on the proposed item was delayed until City Council could complete a Work Session to review Nightly Rental management standards, noise and occupancy control, review criteria, and enforcement issues.

On July 9, 2020, the Planning Commission forwarded a positive recommendation for City Council's consideration to cap the number of Nightly Rentals in the western HRL area to 12 and to include additional Conditional Use Permit (CUP) criteria (Staff Report; Minutes, p. 32-37). On July 30, 2020, the City Council enacted Ordinance No. 2020-37 to adopt the amendments specific to the western HRL area (Staff Report; Audio). On Dec. 17, 2020, the City Council held a Work Session to review the aforementioned issues pertaining to Nightly Rentals and provided direction to staff. (Staff Report, Audio).

Analysis

The Land Management Code (LMC) requires a Conditional Use Permit in order to use a property within certain HRL boundaries for Nightly Rentals. The Land Management Code defines a Nightly Rental as "The rental of a Dwelling Unit or any portion thereof, including a Lockout Unit for less than thirty (30) days to a single entity or Person. Nightly Rental does not include the Use of Dwelling Units for Commercial Uses" (LMC § 15-15.1). Nightly Rentals require a Conditional Use Permit in the HRL District for properties south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road, an area highlighted in yellow in the Park City Nightly Rental Zones map below (LMC § 15-2.1-2(B)(1)).

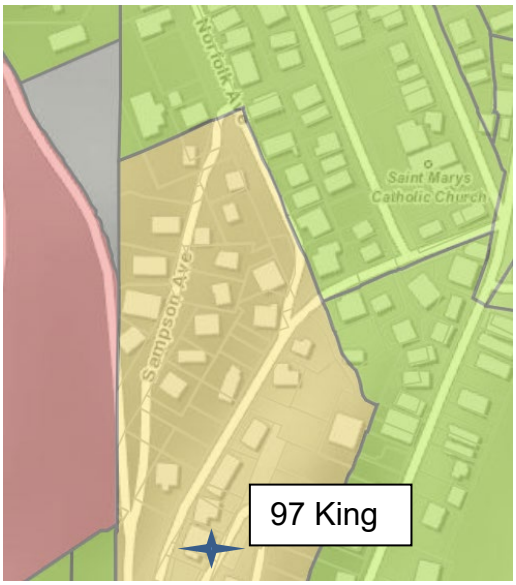


Figure 1. Park City Nightly Rental Zones Map – Yellow Indicates Nightly Rentals Require a Conditional Use Permit

(I) Staff recommends the Commission approve the 97 King Road Nightly Rental Conditional Use Permit because it complies with the HRL Zoning District Requirements outlined in LMC § 15-2.1

Nightly Rentals are a Conditional Use in the HRL Zoning District. LMC § 15-2.1-2(B).

a. HRL Zoning Code Land Use Table

Zoning Requirement	Analysis of Proposal
Minimum Lot Area – 3,750 square feet	Lot contains 3,920 square feet.
Minimum Lot Width – 35 feet	Lot Width of 50 feet.
Lot Depth	85 feet (75' actual with portion of lot occupying Ridge Ave)
Maximum Building Footprint – 1,864 square feet	Actual Footprint – 1,784 square feet
Minimum Front Setback – 10 feet	10 feet
Minimum Rear Setback – 10 feet	~30 feet
Minimum Side Setback – 5 feet / 10 feet total	5 feet north, 5 feet south / 10 feet total

b. The proposal complies with the HRL Zoning District Requirements for Nightly Rentals, as conditioned. Per LMC § 15-2.1-2 Conditional Uses: *No more than twelve (12) Conditional Use Permits shall be allowed only in the West sub-neighborhood located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road. No Nightly Rentals are allowed elsewhere in this Zoning District. 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;
(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.

There are currently eleven (9) Conditional Use Permits (CUPs) issued for the West sub-neighborhood located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road. Therefore, one (3) remaining CUP is available for Nightly Rentals in this neighborhood. Staff has included Conditions of Approval to address items (a) through (d) to ensure that the proposal complies with the requirements of LMC § 15-2.1-2. When the Planning Commission approves the twelfth Nightly Rental Conditional Use Permit, staff will return with a Land Management Code amendment to remove the Nightly Rental Conditional Use Permit for this area of the HRL Zoning District.

(II) Staff recommends the Commission approve the 97 King Road Nightly Rental Conditional Use Permit because it complies with criteria outlined in LMC § 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.

a. Conditional Use Permit Criteria Analysis Table

CUP Review Criteria	Analysis of Proposal
1. Size and location of the site	**Size**: The LMC does not specify a maximum or minimum size for Nightly Rental properties or dwellings. 97 King Road is a four-bedroom/three-bathroom Single-Family Dwelling located on a 0.09-acre parcel and complies with all Lot

	and Site Requirements for the HRL District including Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway standards. 15-2.1-3 and 15.2.1-7. The potential Nightly Rental occupancy is limited by the existing size and emergency escape and rescue opening standards of the International Residential Code. To complete the Nightly Rental Business License application process, the Building Department must complete an Inspection. The Building Department will determine a maximum occupancy to ensure that the appropriate Emergency escape and rescue openings are provided. **Location of the Site**: 97 King Road is located in an area identified in the Park City General Plan as a preferred area for Nightly Rentals because of its proximity to Park City Mountain Resort.[1] However, a Conditional Use Permit is required in this zoning district.
2. Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts.** 97 King Road is accessed by King Road. It is not anticipated that there would be a significant change in traffic generated for the property as a Nightly Rental compared to a Single-Family Dwelling.
3. Utility capacity	**No unmitigated impacts**. 97 King Road is approved as a private Single-Family Dwelling and all utilities are available on-site. If the Commission grants the Nightly Rental Conditional Use Permit, the Single-Family Dwelling will continue to be used as a residence with no change to utility capacity or storm water run-off.
4. Emergency vehicle access	**No unmitigated impacts**. A Nightly Rental Business License triggers a Building Department inspection of the Structure to ensure that all Building and Fire Code requirements are met prior to issuance of a Business License. A Nightly Rental Conditional Use Permit will not alter the required emergency vehicle access.
5. Location and amount of off-street parking	**No unmitigated impacts**. Nightly Rental parking requirements are the same as the parking requirements for the Single-Family Dwelling (up to the first six [6] bedrooms). LMC § 15-3-6(A). The LMC requires two (2) parking spaces per Single-Family Dwelling. The existing house has parking for two cars in a garage. Condition of Approval #6 limits parking to the two garage spaces.
6. Internal vehicular and pedestrian circulation system	**Vehicle Circulation:** King Road is a steep and narrow street. During weather-related road conditions access to 97 King Road may be limited and renters may need to park off-site in an

[1] General Plan, Vol. 1, p. 71, Objective 7C

	approved overnight public parking lot and walk to the rental property. Staff recommends that a Condition of Approval require that the nightly rental lease inform prospective renters that access to the property during inclement weather may be limited and alternative parking off-site may be required. This is reflected in Condition of Approval 9. **Pedestrian Circulation:** 97 King Road is located within walking distance of Park City Mountain Resort, Old Town, Main Street, Transit Stops, Municipal Parking and bike trails.
7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**No unmitigated impacts**. No changes to the site are proposed at this time. No changes to the approved exterior landscaping required for Final Certificate of Occupancy are part of this application.
8. Building mass, bulk, and orientation, and the location of Building on the Site, including orientation to Buildings on adjoining Lots	**No unmitigated impacts.** No change is proposed for the building mass, bulk, orientation, or location.
9. Usable Open Space	**No unmitigated impacts**. The proposed use does not change the site's Open Space and there is no additional requirement in the LMC.
10. Signs and lighting	**No unmitigated impacts**. No signs are proposed. The lighting must conform to Building and Land Management Code standards before a Nightly Rental Business License is granted.
11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	**No unmitigated impacts**. The proposal is compatible with the surrounding Structures in mass, scale, style, design, and architectural detailing as the home was reviewed and approved for HDDR compliance.
12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site	**No unmitigated impacts**. No noise, vibration, odors, steam, or mechanical factors that might affect people and property are anticipated beyond what is reasonably expected for a Single-Family Dwelling.
13. Control of	**No unmitigated impacts.** No deliveries beyond what is

delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas	reasonably expected for a Single-Family Dwelling are anticipated. Residential trash pickup for the property will be from King Road. Staff recommends a Condition of Approval requiring that trash receptacles be placed for trash pickup according to the Municipal Code of Park City, which requires that trash receptacles cannot be set out for collection prior to 6:00 PM of the day before collection. All trash receptacles in the HRL District must be removed from the street as soon as practical after being emptied, and in every case must be removed from the street prior to 11:59 PM the day they are emptied. This is reflected in Condition of Approval 7.
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.** Nightly Rentals are required to have a business license and must be properly managed by a local representative including for snow removal, landscaping, routine upkeep, trash collection and noise and occupancy control (MCPC § 4-5-3).
15. Within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site	**No unmitigated impacts.** No changes to the structure are proposed and no environmental site conditions are known to be present.
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	Goal 7 of the General Plan, Life-Cycle Housing, is to create a diversity of primary housing opportunities to address the changing needs of residents. Objective 7C is to focus future nightly rental units to resort neighborhoods – near Park City Mountain Resort and Deer Valley. 97 King Road is within a walkable distance to Park City Mountain Resort with skiing access through Upper Norfolk Avenue. Goal 9 of the General Plan, Parks & Recreation, is to continue to provide unparalleled parks and recreation opportunities for residents and visitors. Objective 9C is to optimize

	interconnectivity by utilizing bus/transportation services to recreation facilities. Staff has included a Condition of Approval that the applicant provides renters with detailed information regarding walkable access to skiing and to Park City's free transit service. This is reflected in Condition of Approval 8.

Department Review
The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.

Notice
Staff published notice on the City's website and the Utah Public Notice website on March 5, 2021 and posted notice to the property on March 10, 2021. Staff mailed courtesy notice to property owners within 300 feet on March 5, 2021. The *Park Record* published notice on March 10, 2021 LMC § 15-1-21.

Public Input
Staff has not received any public input at the time of report publication.

Alternatives
- The Planning Commission may approve the 97 King Road Conditional Use Permit, as conditioned; or
- The Planning Commission may request additional information and continue the discussion to a later date; or
- The Planning Commission may deny the 97 King Road Conditional Use Permit.

Exhibits
Exhibit A: Applicant Statement
Exhibit B: Floor Plans
Exhibit C: Regulation of Nightly Rentals

Findings of Fact
1. The property is located at 97 King Road, Summit County in the Historic Residential-Low Density (HRL) District.
2. 97 King Road is a 4-bedroom/3-bathroom Single-Family Dwelling that is located on a 0.09-acre parcel.
3. 97 King Road is within walking distance to Park City Mountain Resort skiing and to Park City's free public transit.
4. The Single-Family Dwelling at 97 King Road is located within the area designated for Nightly Rentals in the HRL District, subject to a Conditional Use Permit.
5. On December 20, 2020, the owner of 97 King Road submitted an application to

request Commission review and approval of a Nightly Rental Conditional Use Permit.

6. There are currently eleven (11) Nightly Rental Conditional Use Permits in the western HRL District. The Commission may approve up to twelve (12) Nightly Rental Conditional Use Permits for Nightly Rentals in the western HRL Zoning District.
7. In addition to a Nightly Rental Conditional Use Permit, the owner must secure a Nightly Rental Business License to use the property as a Nightly Rental. The business license application process requires that the Building Department inspect the property to ensure that the property meets all applicable building and fire codes.
8. King Road is a narrow and steep street and should only be accessed by two vehicles associated with a Nightly Rental on this lot. All parking shall be contained in the two-car garage and there shall be no parking allowed on surrounding neighborhood streets. This portion of King Road is steep and all-wheel drive vehicles are required during winter months.
9. 97 King Road is approved as a private residence and use of the property as a Nightly Rental will minimally change utility capacity and storm water run-off.
10. A Nightly Rental Conditional Use Permit will not alter the required emergency vehicle access.
11. During weather-related road conditions, access to 97 King Road may be limited and renters may need to find parking off-site to walk to the property. Leases shall contain information on available municipal parking and all-wheel drive vehicles shall be required during winter months.
12. No fencing or landscaping changes are proposed at this time.
13. The building mass, bulk, orientation, and location will remain unchanged.
14. No signs or additional lighting are proposed to be installed.
15. No changes to the physical design of the house or site are proposed.
16. No noise, vibration, odors, steam, or mechanical factors that might affect people and property are anticipated.
17. No deliveries beyond what are reasonably expected for a Single Family Dwelling are anticipated. Residential trash pickup for the property will be from King Road and subject to the Municipal Code of Park City § 6-1-11.
18. The property will be maintained by a professional property management company.
19. Use of 97 King Road as a Nightly Rental is in keeping with Objective 7C of Goal 7 to focus future nightly rental units to resort neighborhoods – near Park City Mountain Resort and Deer Valley. 97 King Road is within a walkable distance to Park City Mountain Resort with access through Upper Norfolk Avenue.

Conclusions of Law

1. The proposed application as conditioned complies with the requirements of the Land Management Code.
2. The proposed Nightly Rental is compatible with surrounding structures in use, scale, mass, and circulation.
3. The proposed nightly rental use is consistent with the Park City General Plan.

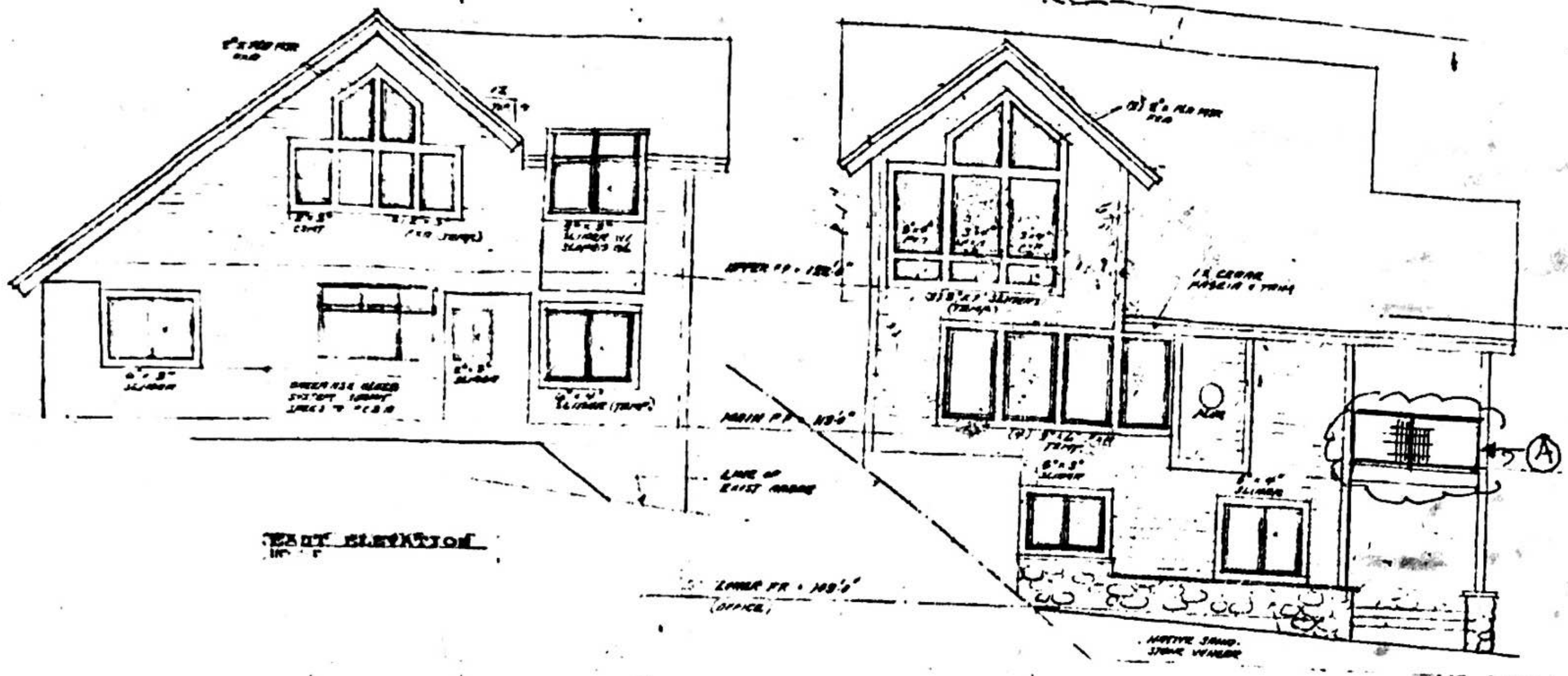
4. The effects in difference in use or scale of the Nightly Rental have been mitigated through careful planning and Conditions of Approval.

Conditions of Approval

1. The applicant must obtain and maintain a valid Nightly Rental Business License.
2. Compliance with all building and fire code standards is required as a condition precedent to issuance of a Nightly Rental Business License.
3. All existing and any new exterior lighting shall conform to the City's lighting requirements prior to the issuance of a Nightly Rental Business License.
4. No exterior commercial signs are approved as part of this Nightly Rental Conditional Use Permit. Any future signs on the property shall be subject to the Park City Sign Code.
5. This Nightly Rental Conditional Use Permit is approved for the four-bedroom/three-bathroom Single-Family Dwelling. Any additions to the Structure that enlarge the Structure terminate this Conditional Use Permit and require a new Conditional Use Permit that reflects the altered size of the Single-Family Dwelling.
6. All lease agreements for Nightly Rental shall include language that limits the vehicles allowed at 97 King Road to two (2) vehicles that must utilize on-site garage parking.
7. The property owner or a Property Management Company shall place trash receptacles for trash pickup according to the Municipal Code of Park City § 6-1-11, which requires that trash receptacles cannot be set out for collection prior to 6:00 PM of the day before collection. All trash receptacles in the HRL District must be removed from the street as soon as practical after being emptied, and in every case must be removed from the street prior to 11:50 PM the day they are emptied.
8. Property management contact information shall be displayed in a prominent location inside the Nightly Rental.
9. All lease agreements for Nightly Rental shall include language indicating that during heavy snowfall or bad road conditions, access to the property may be limited and a list of municipal garages shall be provided. There may be times when renters need to park off-site in a public parking lot and walk to the property, and all-wheel drive vehicles are required during winter months.
10. The applicant must provide renters with detailed information regarding walkable access to skiing, to Park City's Historic Main Street, to Old Town, to Park City's free transit service and to Park City Municipal Garages.
11. Nightly Rental of 97 King Road prohibits Commercial Uses such as hospitality houses, screening rooms, reception centers, etc.
12. The property owner or a professional property management company shall oversee the property and shall maintain the property and landscaping in a manner that shall comply with all City Code and Land Management Code standards.

97 King Nightly Rental Permit

- Request description:
  - We would like to apply for a nightly rental permit for the western HRL zone of old town for 97 King road. 97 King is our primary residence, but on occasion we would like to rent out the property for less than 30 days, particularly when there are special events in the area. There are several other homes in the area that are used for nightly rentals, so it is consistent with the current zoning district and the General Plan. The service will allow tourists to visit and spend money in Park City, especially supporting businesses on Main Street which is a very easy walk from the property. The home has 4 bedrooms and 3 bathrooms making it an excellent choice for families. There shouldn't be any additional noise, glare dust or odor. We will likely employ a local property management company to oversee the rental, though we do not plan on renting it out for the vast majority of nights as it's our only and primary residence. The home also has room for 2 cars parked in the garage and 2 cars in the driveway.



RAILING SECTION A = 7'-10"
B = 18'-7"
C = 21'-0"
D = 9'-7"

10. Exterior sheet plastic shall be fastened to each support with low self-tapping screws 3" long.
11. Provide 1/8" clearance at tops, sides and end of sheets unless approved round of reduced resistance to drainage or bonded round is used.
12. Where under board sheathing is used, install per manufacturers specifications for gap between sheets.

GENL: Unless noted otherwise, all exterior and bearing walls shall be 2 x 6 @ 16" o/c. All others may be 2 x 4 @ 16" o/c.

ROOF FRAMING

1. Roof sheathings sheathing shall be marked 5/8" APA RATED SHEATHING 40/20 EXP 1 (PS 1) unblocked and nailed as follows:
   10d @ 6" at supported panel edges
   10d @ 12" in the field
   and as specified in construction drawings. Place long dimension of sheathing perpendicular to supports and continuous over two or more spans in staggered layout.
2. Provide hurricane ties @ 6'-0" OC (min.) on all rafters and trusses.

STAIR AND HANDRAIL CONSTRUCTION NOTES

1. Handrails shall be placed 34" to 38" above the nosing of the tread. They shall be continuous the full length of the stairs and except for possible discharge of hand rail handrail shall extend not less than 6" beyond the top and bottom risers. Ends shall be returned or shall terminate in newel posts or safely terminals. The handgrip portion of handrails shall be not less than 1-1/4" nor more than 2" in cross-sectional dimension or the shape shall provide an equivalent gripping surface. Handrails projecting from a wall shall have a space of not less than 1-1/2" between the wall and the handrail.
2. Guardrails shall be not less 36" in height (residential construction). Open guardrails with more than 4 vertical members shall be such that no object 6" in diameter can pass through.
3. Provide 6'-8" headroom clearance by maintaining vertically from a plane parallel and tangent to the stairway tread nosing to the ceiling above or all parallel.
4. Stair risers shall not exceed 8" in height. Tapered shall be not less than 9" wide.
5. For stair treads made of pretreated boards, a run of less 10" + 12" is adequate shall be used.

DIV. 7 – MOISTURE PROTECTION

1. Provide layer of 30# felt between courses of shakes. Provide roof valley flashing minimum 28 ga. galvanized corrosion-resistant metal extending at least 11" from center line each way with splash deflector at minimum 5" high.
2. Minimum exposure of 18" tapered shakes, 7 1/2" to weather. Minimum exposure of 24" tapered shakes, 10" to weather. Shingle nails to be galvanized or copper box nails per shingle manufacturer with top 1 1/2" to adjacent courses and 3/4" in alternate courses - ship spaces minimum 1/4" - maximum 3/8".
3. In areas subject to roof ice build-up, underlayment consisting of two layers of type 15 felt applied shingle fashion shall be installed and solid mopped together with approved cementing material between the plies extending from the eave up the roof to a point 24" inside the exterior wall line of the building (exception): For wood shingles or wood shakes under the underlayment shall extend 24" inside the exterior wall line of the building.
4. Minimum of 6 mil polyethylene shall be installed over insulation on cold wall applications and concealed ceilings.

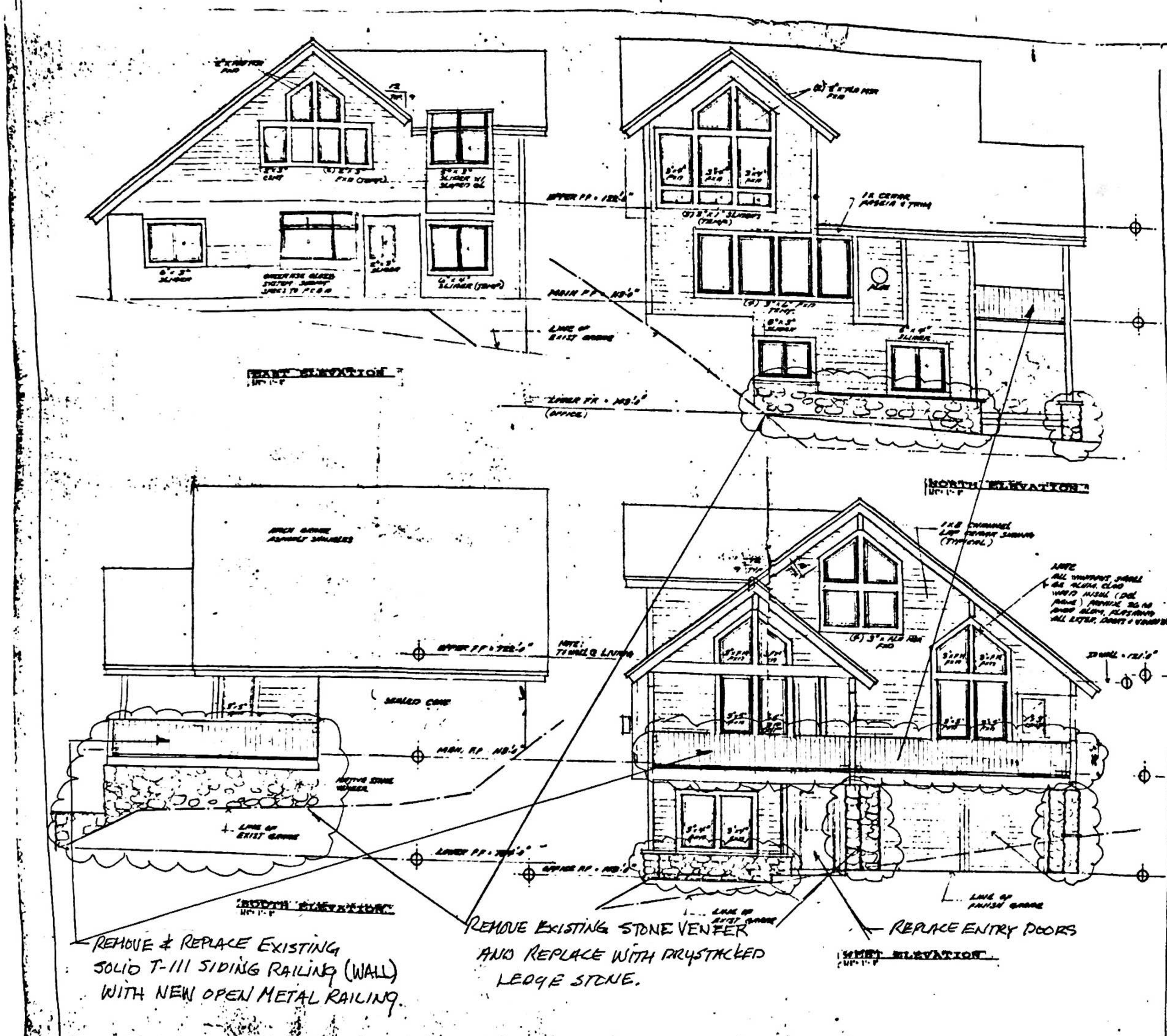
DIV. 8 – DOORS AND WINDOWS

1. At least one window in each bedroom shall have a sill located to within 44" of the finished floor line and provide a minimum net clear openings of 5.7 sq.ft. with height dimension of not less than 24" and width dimensions not less than 20".
2. Provide 1/8" minimum tempered glass or 1/4" laminated safety glass in doors and panels of showers and bathtub enclosures. Hinged shower doors shall swing outward. Showerheads shall be fastened a min. 24" above drain inlet.
3. Doors leading from dwellings to garage shall be self-closing, tight-fitting solid wood doors 1-3/8" thick.

   Francolene glazed doors and glass within 24" of doors subject to human impact shall be 1/4" tempered glass.

APPROVED
AUG 8 1994
PARK CITY
BUILDING INSPECTOR

M.L. FREEMAN & ASSOCIATES
ARCHITECTS/PLANNERS
614 MAIN ST., STE 205
PARK CITY, UT 84060
(801) 649-0463 FAX: (801) 649-8110



18. Exterior deck planks shall be fastened to each support with two self-tapping screws 3" long.
19. Provide 1/2" airspace at tops, sides and end of girders unless approved wood of natural resistance to decay or treated wood is used.
20. Where water board sheathing is used, install per manufacturers specifications for gap between sheets.

NOTE: Unless noted otherwise all exterior and bearing walls shall be 2 x 6 @ 16" o/c. All others may be 2 x 4 @ 16" o/c.

ROOF FRAMING

1. Roof diaphragm sheathing shall be marked 5/8" APA RATED SHEATHING 40/20 EXP 1 (PS 1) unblocked and nailed as follows:
   10d @ 6" all supported panel edges
   10d @ 12" in the field
   and as specified in contract drawings. Place long dimension of sheathing perpendicular to supports and continuous over two or more spans in staggered layout.
2. Provide hurricane ties @ 4'-6" OC (min.) on all rafters and trusses.

STAIR AND HANDRAIL CONSTRUCTION NOTES

1. Handrails shall be placed 34" to 38" above the nosing of the tread. They shall be continuous the full length of the stairs and except for private stairways at least one handrail shall extend not less than 6" 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. Handrails projecting from a wall shall have a space of not less than 1-1/2" between the wall and the handrail.
2. Guardrails shall be min. 36" in height (residential construction). Open guardrails shall have intermediate rails such that an object 4" in diameter can pass through.
3. Provide 6'-8" headroom clearance by measuring vertically from a plane parallel and tangent to the stairway tread nosing to the soffit above at all points.
4. Stair risers shall not exceed 8" in height, treads shall be not less than 9" wide.
5. For stair treads made of particle board, a min. of three (2" x 12"s stringers shall be used.

DIV. 7 – MOISTURE PROTECTION

1. Provide layer of 30# felt between courses of shakes. Provide roof valley flashing minimum 28 ga. gale sheet corrosion-resistant metal extending at least 11" from center line each way with splash diverter rib minimum 1" high.
2. Minimum exposure of 18" tapered shakes, 7 1/2" to weather, Minimum exposure of 24" tapered shakes, 10" to weather. Shingle nails to be galvanized or copper-two nails per shingle minimum side lap 11/2 in adjacent courses and 3/4" in alternative courses – edge spaces minimum 1/4 – minimum 3/8".
3. In areas subject to roof ice build-up, underlayment consisting of two layers of type 15 felt applied shingle fashion shall be installed and solid mopped together with approved cementing material between the plies extending from the eave up the roof to a point 24" inside the exterior wall line of the building (Exception). For wood shingles or wood shake roofs the underlayment shall extend 36" inside the exterior wall line of the building.
4. Minimum of 4 mil polyethylene shall be installed over insulation on cold wall applications and unvented ceilings.

DIV. 8 – DOORS AND WINDOWS

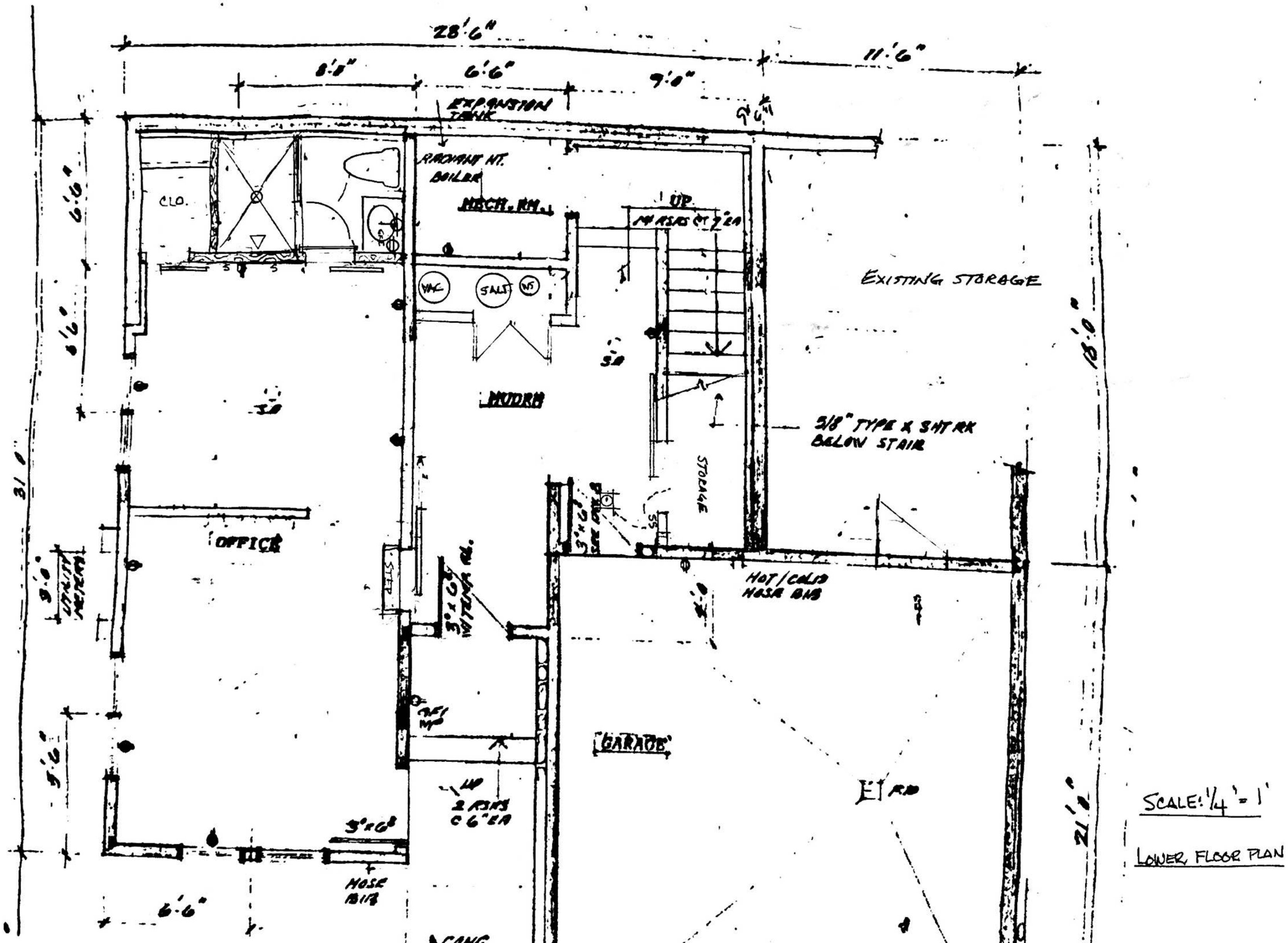
1. At least one window in each bedroom shall have a sill finished to within 44" of the finished floor line and provide a minimum net clear opening of 5.7 sq.ft. with height dimensions of not less than 24" and width dimensions not less than 20".
2. Provide 1/8" minimum tempered glass or 1/4" laminated safety glass in doors and panels of showers and bathtub enclosures. Hinged shower doors shall swing outward. Showerheads shall be finished a min. 70" above drain inlet.
3. Doors leading from dwellings to garage shall be self-closing, tight-fitting solid wood doors 1-3/8" thick.

Frameless glass doors and glass within 24" of doors subject to human impact shall be 1/4" tempered glass.

APPROVED
AUG 29 1994
PARK CITY BUILDING INSPECTION

M.L. FREEMAN & ASSOCIATES
ARCHITECTS/PLANNERS
614 MAIN ST., STE 205
PARK CITY, UT 84060
(801) 649-0463 FAX: (801) 649-8110
DATE

SHEET A-4


28'6"
11'6"
8'0"
6'6"
9'0"
EXPANSION TANK
RADIANT HT. BOILER
MECH. RM.
CLO.
UP
EXISTING STORAGE
VAC
SALT
WS
MUDRM
5/8" TYPE X SHT RK BELOW STAIR
STORAGE
OFFICE
HOT/COLD HOSE BIB
GARAGE
2 RSRS C 6" EA
HOSE BIB
6'6"
31'0"
18'0"
21'0"
SCALE: 1/4" = 1'
LOWER FLOOR PLAN

10'-6" 5'-6" 8'-6" 3'-6" 12'-6"

6'-0"

GFI GFI

KITCHEN

DINING

CLOSET

BEDROOM

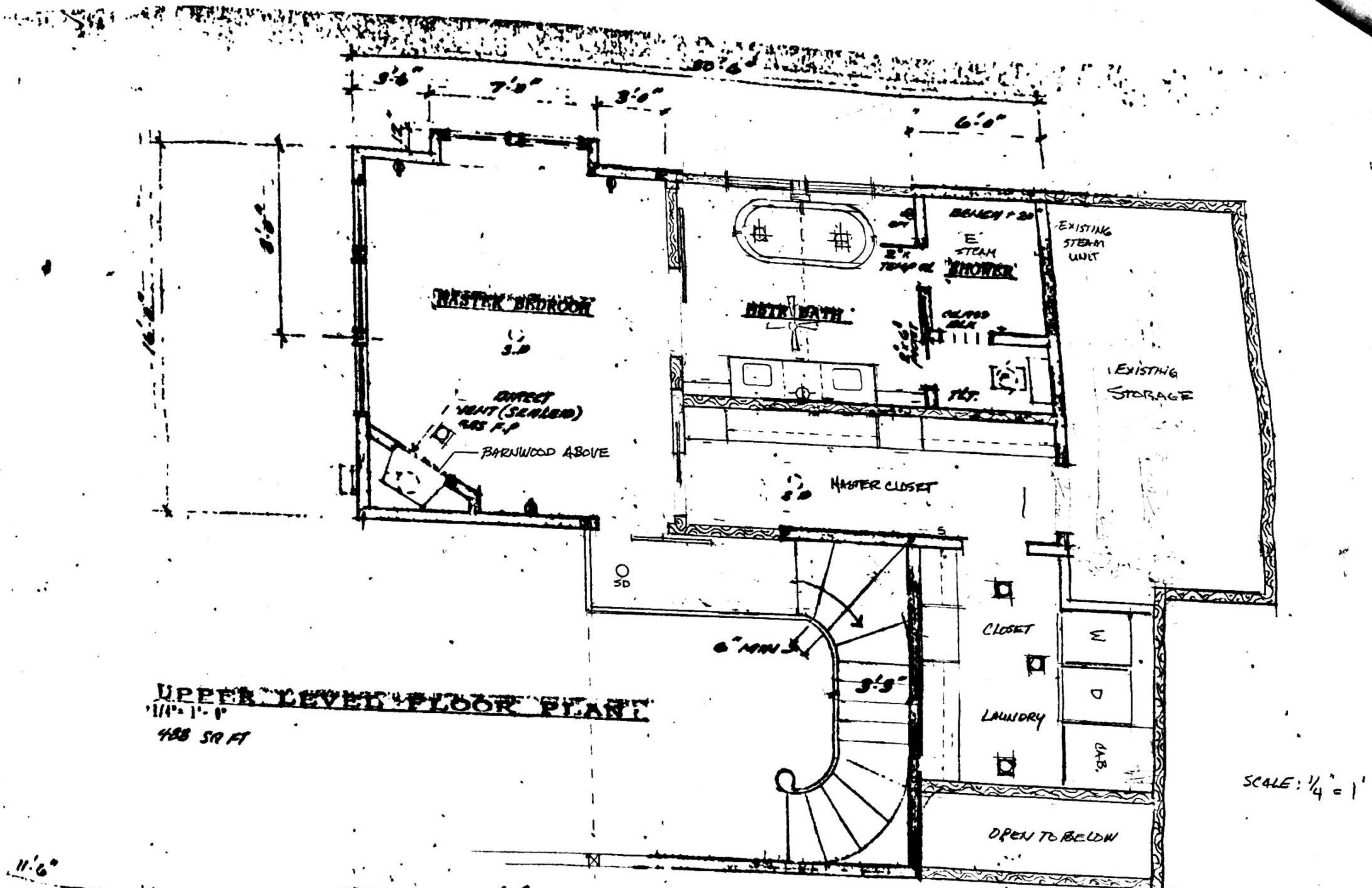
FRIDGE

LIVING

FRAME RECESS FOR T.V. BARNWOOD ABOVE

SCALE: 1/4" = 1'

MAIN FLOOR PLAN



UPPER LEVEL FLOOR PLAN

1/4" = 1'-0"

488 SQ FT

SCALE: 1/4" = 1'

PARK CITY COMPLIANCE INSPECTION REPORT

445 MARSAC AVE., P.O. BOX 1480, PARK CITY, UTAH 84060
PHONE (435) 615-5100

Property Address 97 King Rd Lot No. _____ Date 7/11/17

Contractor N/A Time _____

Permit No. BD-17-23976

Reason for Inspection ☑ CALLED ☐ ROUTINE ☐ COMPLAINT ☐ PICK UP

Inspection Kind
☐ COMM. ☑ RES.
☑ BLDG. ☐ MECH. ☐ SPECIAL
☐ ELEC. ☐ ZONING ☐ FIRE SPRINKLER
☐ PLBG. ☐ PREINSPECTION ☐ HOUSING

☐ grading	☐ struct. steel	☐ underground	☐ flush test
☐ footings	☐ masonry	☐ insulation	☐ pressure test
☐ foundation	☐ columns	☐ drywall	☐ water meter
☐ retain wall	☐ frame	☐ susp. ceiling	☐ laterals
☐ slab	☐ rough	☐ trusses	☑ final
☐ rebar	☐ nailing	☐ power	☐ other

RESULTS OF INSPECTION

see comments for explanation

☑ WORK APPROVED
☐ WORK INCOMPLETE
☐ WORK IN VIOLATION
☐

☐ make necessary corrections
☐ reinspection required
☐ reinspection fee required prior to reinspection
☐ prior violations not corrected
☐ prior violation corrected
☐ items listed below will be inspected at next regular inspection

☐ UNABLE TO MAKE INSPECTION
☐ Cannot locate structure or unit.
☐ Building inaccessible/locked.
☐ Need Revised Plans Approved.
☐ Approved plans not available.

☐ Issued Stop Work Order, Do Not Proceed With Work
☐ Obtain Building, Elect., Plumbing, Mechanical or Applicable Permits

COMMENTS

Final

Driveway

270

4-5-3 Regulation Of Nightly Rentals

All nightly rental Units must be inspected by the Building Department and issued a license before being offered for rent.

A. **LICENSEE.** The licensee for rentals under this Section shall be the owner. The local representative shall be deemed the responsible party.

B. **MANAGEMENT STANDARDS.** The authorized lodging must be properly managed. As a condition to holding a valid license, the licensee agrees to provide or arrange for adequate property management services. In the event an owner's association exists, it shall be responsible for property maintenance. In the event an owner agrees to be responsible for property maintenance, the licensee must present a statement to that effect signed by the owner. The minimum services and management regulations required include:

1. Snow removal during winter months to a level that allows safe access to the building over the normal pedestrian access to the Unit;
2. Snow removal service to off-street parking facilities associated with the rental property so that off-street parking is at all times available for occupant use;
3. Summer yard maintenance, including landscaping, weed control, and irrigation to a level that is consistent with the level of landscaping and maintenance on adjoining and nearby properties;
4. Structural maintenance to preserve substantial code compliance as described herein is required;
5. Routine upkeep, including painting and repair to a level that is consistent with the level of maintenance on adjoining or nearby properties;
6. Trash collection which ensures that trash cans are not left at the curb for any period in excess of twenty-four (24) hours; the property must be kept free from accumulated garbage and refuse;
7. Housekeeping service as a part of hotel or property management company included in property management license;
8. On-street parking for nightly rental uses shall not result in an obstruction to traffic and pedestrian circulation or public safety;
9. No outdoor display of goods and merchandise shall be permitted as part of any nightly rental use;
10. Unless expressly permitted under the Municipal Sign Code, no signs will be permitted for nightly rental uses;
11. Nightly rentals may not be used for commercial uses not otherwise permitted in the zone. Nightly rentals may not be converted to Corporate Sponsor or Business houses which are used primarily to distribute retail products or personal services to invitees for marketing or similar purposes, regardless of whether such products or services are charged for. A Corporate Sponsor is any Business enterprise or combination of Business enterprises which provide funding for any special event in the amount of fifty percent (50%) or more of the funds necessary to promote the event or account for fifty percent (50%) or more of the event operating expenditure budget.

C. **NOISE AND OCCUPANCY CONTROL.** The licensee and the owner of rentals under this

Section are responsible for regulating the occupancy of the Unit and noise created by the occupants of the Unit. Violation of the Noise Ordinance, violation of occupancy loads, failure to use designated off-street parking, illegal conduct, or any other abuse, which violates any law regarding use or occupancy of the premises, is grounds for revocation. Failure to collect and deposit sales tax is also a violation of the license and grounds for revocation.

D. **REVIEW CRITERIA.** In determining whether or not a Business license for rental authorized under this Section shall be issued, the application shall be reviewed to see if, in addition to standards and conditions applicable to issuance of all Business licenses, the following conditions and standards are met:

1. The Unit is located within a zone and subzone designated as allowing rentals for the period which the license is applied for;
2. The access to the rental Unit and the layout of the Unit is such that noise and physical trespass from the proposed rental Unit is not likely to be a substantial intrusion to the adjoining properties. If the proposed rental Unit is a single family home or duplex and shares an access, hallway, common wall, or driveway with another dwelling, written consent of the owner of the other dwelling is required;
3. The applicant must designate a responsible party. The responsible party must be a property management company, realtor, lawyer, owner, or other individual, who resides within a 1-hour drive of the property, or, in the case of a company, has offices in Summit County. The responsible party is personally liable for the failure to properly manage the rental. The responsible party must be available by telephone, or otherwise, twenty-four (24) hours per day, and must be able to respond to telephone inquiries within twenty (20) minutes of receipt of such inquiries. The responsible party is also designated as the agent for receiving all official communications under this Title from Park City. If the licensee is a property management company or individual other than the owner, such company or individual must comply with applicable state law, including the Securities Division Real Estate Division in the Utah Code, as amended, which requires those who receive valuable consideration to lease property to have a state license;
4. The application must bear a sales tax collection and accounting number for the rental operation. This number may be the sales tax accounting number used by the property management company responsible for that Unit, or may be specific to the Unit, but no license will be effective until the sales tax number is provided.

HISTORY
Amended by Ord. 13-19 on 6/6/2013
Repealed & Reenacted by Ord. 2017-51 on 10/5/2017
Amended by Ord. 2019-17 on 4/18/2019

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: Little Belle Condominiums Seventh Amended Plat
Application: PL-21-04746
Author: Brendan Conboy, Senior Planner
Date: March 24, 2021
Type of Item: Administrative –Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission review the proposed Little Belle Condominiums Seventh Amended Plat, Amending Unit 2, hold a public hearing, and consider forwarding a positive recommendation for City Council's consideration on April 15, 2021, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft ordinance.

Description

Applicant:	Marshall King, Alliance Engineering
Location:	7165 Little Belle Court, Unit 2
Zoning District:	Residential Development (RD) and Deer Valley MPD
Adjacent Land Uses:	Residential, Recreation Open Space, Stein Erikson Lodge
Reason for Review:	Plat Amendments require Planning Commission review and recommendation and City Council review and action

Acronyms

LMC Land Management Code

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

Executive Summary

On January 20, 2021, the Applicant submitted a complete Plat Amendment application. The applicant is proposing to amend the rear Main-Level Lot Line of Unit 2 of the Little Belle Condominiums Plat to accommodate a 150 square foot expansion of Private Ownership residential space and a 142 square foot deck addition of Limited Common Area adjacent to the expanded Lot Line. The expansion will be accommodated by converting an equivalent amount of airspace above Lower-Level (basement) Private Ownership residential space. The adjusted Lot Line will not expand the building footprint beyond the existing Lower-Level foundation. The expanded floor area will extend the western rear Main-Level Lot Line approximately 5'-7" with the new deck extending 7'-10" from the house at its furthest.

An aerial image showing the general location of the Little Belle Condominiums Subdivision with Unit 2 highlighted as well as the proposed plat changes are shown on the following pages:

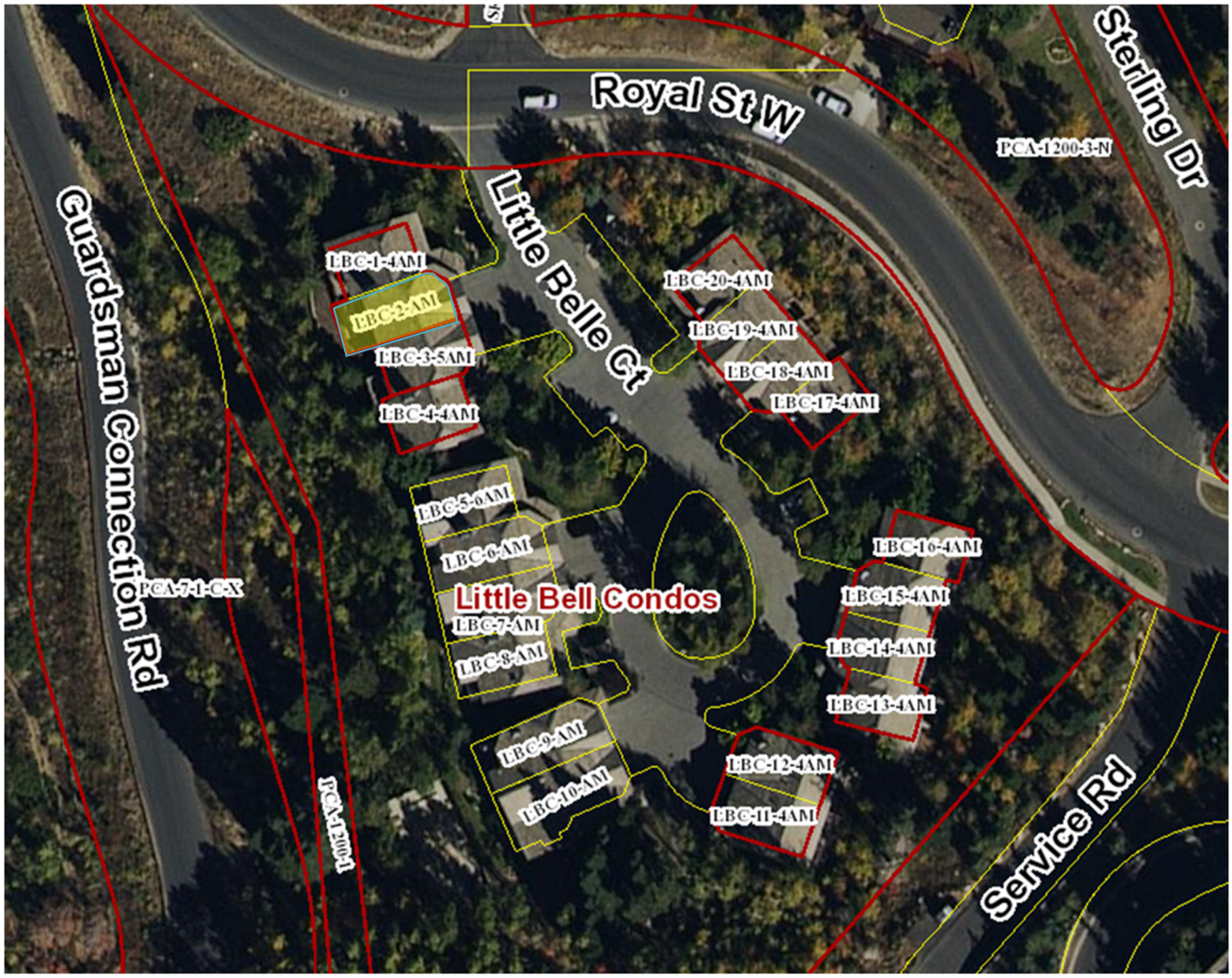


Figure 1 Aerial Image of the Little Belle Condominiums Subdivision with Unit 2 Highlighted in Yellow.

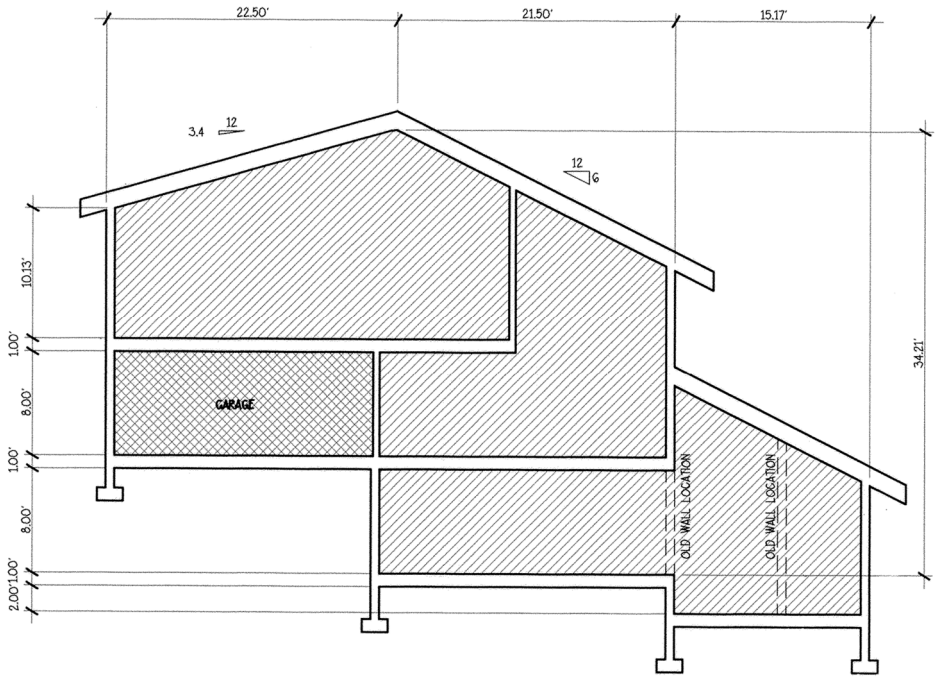


Figure 2 Existing Conditions

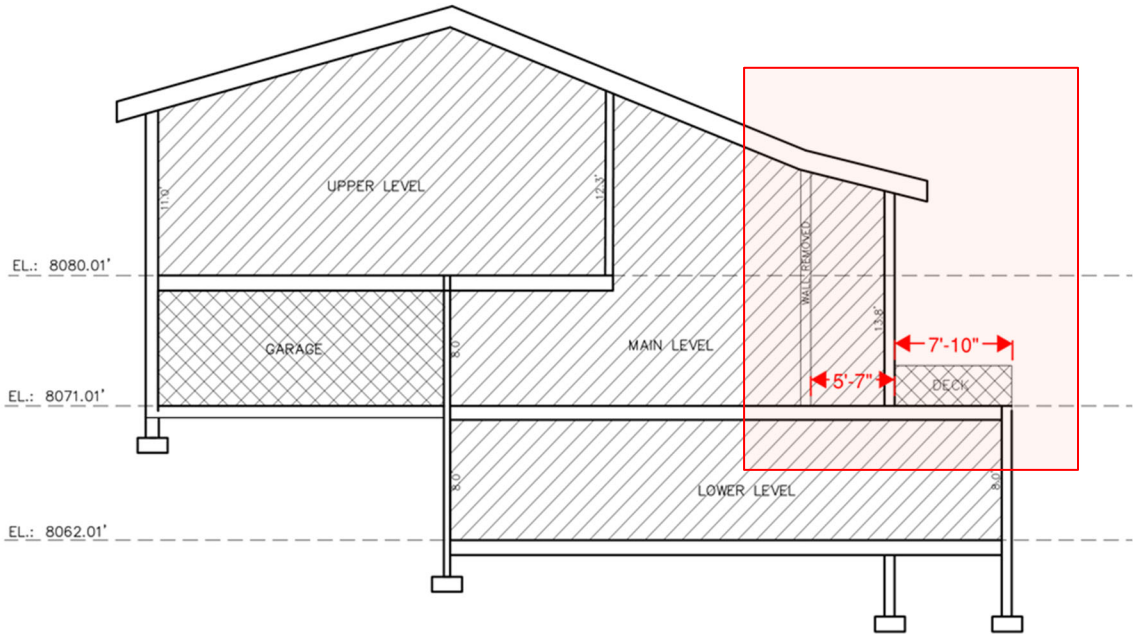


Figure 3 Proposed Plat Amendments Highlighted in Red

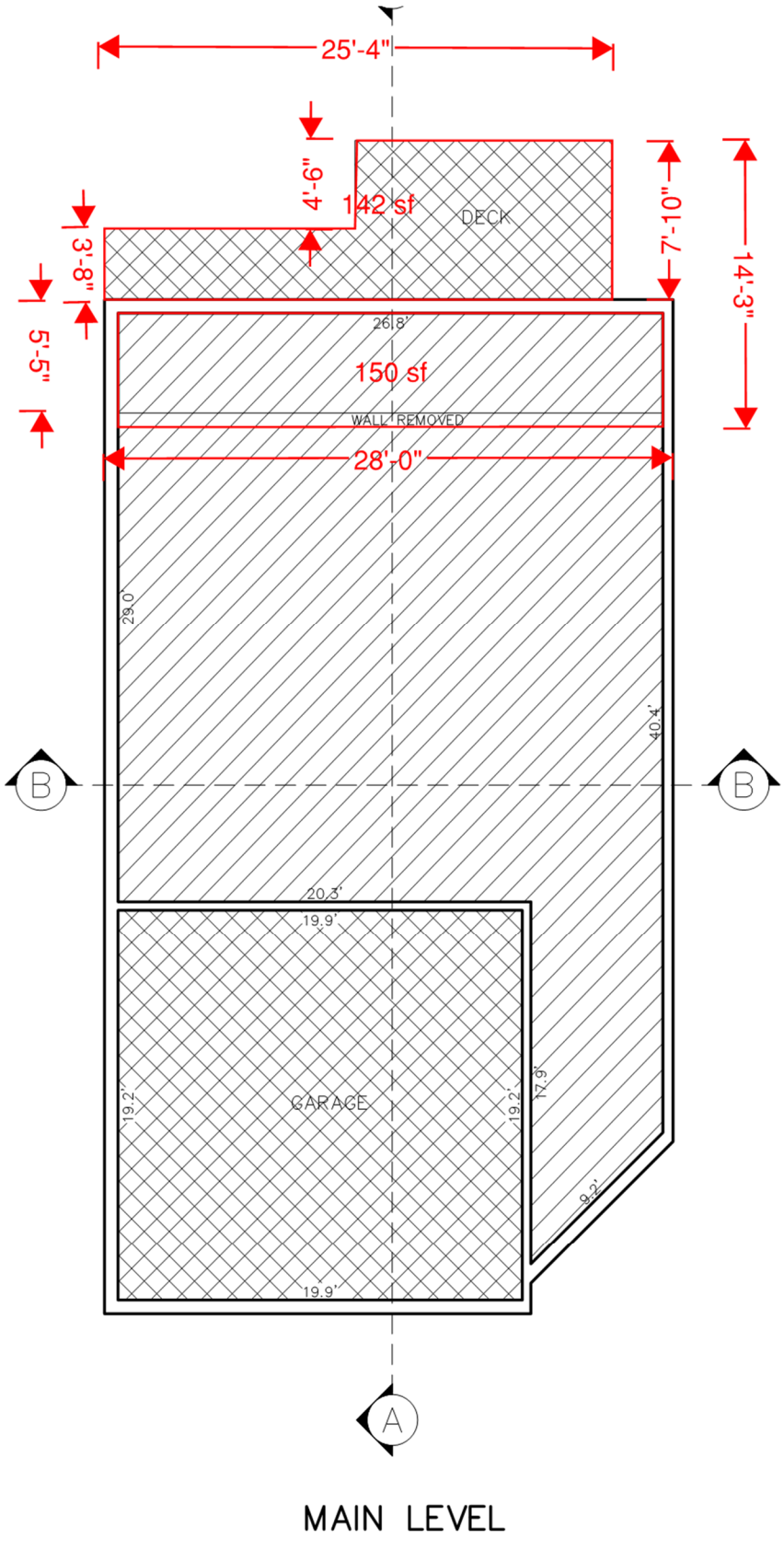


Figure 4 Proposed Plat Changes Highlighted in Red

Background

December 21, 1981 – The original Little Belle Condominiums plat was recorded at Summit County with 20 residential units.

August 2, 2000 – A **plat amendment** was recorded after a request to expand the private areas for Units 5, 6, 7, and 8 was approved by the City; however, only Unit 7 showed the deck area as private on the final plat.

August 8, 2001 – A **second plat amendment** was recorded converting the limited common decks into private living space and expanding the private living areas of the end units for Units 2, 9, and 10.

- **This plat amendment converted limited common area / deck space into private living space to the furthest extensions of the exterior walls on the lower-level (basement) at the subject property, Unit 2.**

April 19, 2004- A **third plat amendment** was recorded amending Unit 20 converting the limited common deck area into private ownership.

June 7, 2006 – A **fourth plat amendment** was recorded converting all deck and solarium areas from limited common to private space for Units 1, 3, 4, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20.

June 2, 2011 – A **fifth plat amendment** was recorded amending Unit 3 for an addition of 425 square feet expanding the unit into limited common and common area.

June 29, 2017 – A **sixth plat amendment** was recorded amending Unit 5 to convert 46 square feet of private space into limited common area to accommodate a deck expansion.

Analysis

The Planning Commission reviews and recommends plat amendment approval to City Council. LMC § 15-12-15(B)(9). Plat Amendments must be approved in accordance with LMC Chapter 15-7, *Subdivisions*. LMC § 15-7.1-3(B).

(I) The proposal complies with the RD Zoning District Requirements outlined in LMC § 15-2.13-3, *Lot and Site Requirements,* and the Deer Valley Resort Twelfth Amended and Restated Master Planned Development Permit (MPD)

7165 Little Belle Court, Unit 2 is located in the Residential Development Zoning District. The purpose of the RD Zoning District is outlined in LMC § 15-2.13-1. A Condominium is an Allowed Use in the RD Zoning District. LMC § 15-2.13-2(A). The Little Belle Condominiums are located within the Silver Lake community portion of the Deer Valley Resort Master Planned Development (MPD). This current application requests conversion of 150 square feet of airspace above private residential space for habitable

floor area and an additional 142 square feet of limited common area space for a deck. There are no further exterior changes currently proposed. A building permit will be required for any changes to the exterior of the home.

The proposed amendment is consistent with the purpose statements of the district in that the use as residential condominiums is unchanged, the addition of the deck and floor area are proposed within the existing footprint of the structure minimizing site disturbance, preserving the existing natural open space, and minimizing impacts of development. The additional common area will exist as deck space and any exterior changes will match the existing building.

Deer Valley MPD Requirements

The property is subject to requirements and restrictions of the Deer Valley Resort 12th Amended and Restated Large Scale Master Planned Development (MPD). Under this MPD, the Little Belle multi-family development was approved for 20 units and were constructed as 20 units. The proposed changes to private space will not affect the number of units or the number of required parking spaces for this development.

The property is subject to the following criteria:

	Permitted Through MPD	**Proposal**
Height	Height allowed in the Deer Valley Master Plan for the Little Belle parcel is 28’ from existing grade.	No additional building height is proposed. All proposed construction is within the existing building envelope and roof. Building complies with the 28’ height allowance.
Front setback	Twenty feet (20’)	No construction is proposed into the existing 20’ front setbacks.
Rear setback	Fifteen feet (15’)	No construction is proposed into the existing 15’ rear setbacks.
Side setbacks	Twelve (12’)	No construction is proposed into the existing 12’ side setbacks.
Commercial and Office uses Support uses	No commercial or office uses exist	No commercial or office uses are proposed.
Parking	Existing: 2 car garage for each unit plus 8 spaces for 20 units	No additional parking is required for the proposed changes.

The building does not exceed the allowable 28' building height and there are no non-conforming setback issues. All construction is proposed within the existing building envelope.

(II) The proposal complies with the Subdivision regulations outlined in LMC § 15-7.1-3(B) Plat Amendment

The amendment of platted elements including conversion of common area/limited common area to private area within a condominium requires a plat amendment. Plat Amendments shall be reviewed according to the requirements of Section 15-7.1-6 Final Subdivision Plat and approval shall require a finding of Good Cause.

Good Cause is defined in LMC § 15-15-1 on a case-by-case basis and includes in part preserving the character of the neighborhood. Staff finds Good Cause for this Plat Amendment because this amendment is similar to other approved plat amendments that converted common area/limited common area into private area and it will allow the applicant to construct a remodel and addition to their home, similar to neighboring units.

(III) The proposal complies with LMC § 15-3-6, *Parking Ratio Requirements*.

Parking Ratio Requirements LMC § 15-3-6	**Analysis of Proposal**
Two Parking Spaces are required for each Single Family Dwelling	The existing Structure and garage accommodate two (2) off-street parking spaces with dimensions complying with the minimum interior parking space standards (10 feet by 20 feet). The plat amendment will not trigger additional parking requirements.

Department Review

This plat amendment staff report has been reviewed by the Planning, Engineering, Legal and Executive Departments.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on March 10, 2021. Staff mailed courtesy notice to property owners within 300 feet on March 5, 2021. The *Park Record* published notice on March 10, 2021. LMC § 15-1-21.

Public Input

None has been received at time of report publishing.

Alternatives

- Planning Commission may forward a positive recommendation for the City Council's consideration;
- Planning Commission may recommend denial of the Plat Amendment; or
- Planning Commission may request additional information and continue the discussion to a later date.

Exhibits

Exhibit A: Draft Ordinance and Attachment 1 Proposed Little Belle Condominiums 7th Amended Plat
Exhibit B: Aerial Photographs
Exhibit C: Little Belle Second Amended Plat (Existing Conditions)
Exhibit D: Little Belle Condominiums Plat (Original)
Exhibit E: Pictures
Exhibit F: Intent and Homeowner's Association Approval

Ordinance No. 21-

AN ORDINANCE APPROVING THE LITTLE BELLE CONDOMINIUMS 7TH AMENDED (AMENDING UNIT #2), LOCATED AT 7195 LITTLE BELLE COURT, PARK CITY, UTAH.

WHEREAS, the owner of the property known as the Little Belle Condominiums, located within the Deer Valley Community of the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development (MPD) has petitioned the City Council for approval of a request for an amendment to the plat to convert limited common area in Unit 2 to private area; and

WHEREAS, on March 10, 2021, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, courtesy notice was sent to all affected property owners on March 5, 2021 and legal notice was published in the Park Record and Public Notice Website; and

WHEREAS, the Planning Commission held a public hearing on March 24, 2021, to receive input on the amended plat;

WHEREAS, the Planning Commission, on March 24, 2021, forwarded a _____ recommendation to the City Council; and,

WHEREAS, on ___, 2021, the City Council held a public hearing on the amended plat; and

WHEREAS, it is in the best interest of Park City, Utah, to approve the Little Belle Condominiums Seventh Amended plat to reflect as-built conditions and allow the owner to expand private residential space and limited common area deck space without increasing the building footprint or parking requirements beyond existing conditions, consistent with provisions of the Deer Valley MPD, as amended (12th Amended MPD).

WHEREAS, Staff finds that the plat will not cause undue harm to adjacent property owners and all requirements of the Land Management Code for any future development can be met.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Sixth Amended Little Belle Condominiums plat, as shown in Attachment 1 , is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 7195 Little Belle Court.
2. The Little Belle Condominiums plat was approved by the City Council on December 17, 1981 and recorded at Summit County on December 21, 1981.
3. The Little Belle Condominiums plat recorded 20 residential condominium units 8 parking spaces.
4. In August of 2000, an amended plat was approved to expand the private areas for Units 5, 6, 7, and 8 of the Little Belle Condominiums.
5. The first amended plat for the Little Belle Condominiums recorded in August of 2000 only shows expanded private space for Unit 7.
6. In August of 2001, a second plat amendment was recorded. This second amendment converted the limited common deck areas to private areas and expanded the private living areas to the furthest extensions of the exterior walls of the end units for Units 2, 9, and 10.
7. In April of 2004, a third plat amendment was recorded. This third amendment converted limited common deck area to private area for Unit 20.
8. In June of 2006, a fourth plat amendment was recorded. This fourth amendment converted all limited common deck and solarium areas to private areas for Units 1, 3, 4, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20.
9. In June of 2011, a fifth plat amendment was recorded. This fifth amendment added 425 square feet of private space to Unit 3.
10. In June of 2017, a sixth amendment to the Little Belle Condominiums plat was recorded for the conversion of 46 square feet of private area to limited common area in Unit 5 for the purpose of expanding an existing deck into an area of the unit that is private.
11. Currently there are 20 condominium units and 31 underground parking spaces.
12. The property is subject to requirements and restrictions of the Deer Valley Resort 12th Amended and Restated Large Scale MPD.
13. The MPD originally allowed 20 condominium units for the Little Belle development.
14. On January 20, 2021, the City received a complete application for the conversion of 150 square feet of limited common area to private residential space for Unit 2 of the Little Belle Condominiums Subdivision.
15. On January 8, 2021, the Little Belle Homeowner's Association voted unanimously (with more than 2/3rds of members voting) to approve the conversion of limited common area to private area for Unit 2.
16. There are no exterior changes proposed.
17. The proposed amendment is consistent with the purpose statements of the district.
18. Unit 2 would increase by 150 square feet from 2,850 square feet to 3,000 square feet.
19. All construction is proposed within the existing building envelope.
20. Each unit has a two-car garage meeting parking requirements of the parking code.
21. 8 additional guest parking spaces have been provided in this development since the units were originally constructed

Conclusions of Law:

1. There is good cause for this amendment to the plat.

2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.
3. The amended plat is consistent with the 12th Amended and Restated Deer Valley Master Planned Development.
4. Neither the public nor any person will be materially injured by the proposed plat amendment.
5. Approval of the plat amendment, subject to the conditions of approval, will not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. All conditions of approval of the Deer Valley Resort 12th Amended and Restated Large Scale MPD and the amended Little Belle Condominiums plat shall continue to apply.
4. No building permit may be granted until after this plat amendment has been recorded. Once the deck area is recorded as limited common area, both the unit owner and the HOA must be the applicant for any building permit pulled for the deck area.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this __ day of _____, 2021.

PARK CITY MUNICIPAL CORPORATION

_____
Andy Beerman, MAYOR

ATTEST:

_____
City Recorder

APPROVED AS TO FORM:

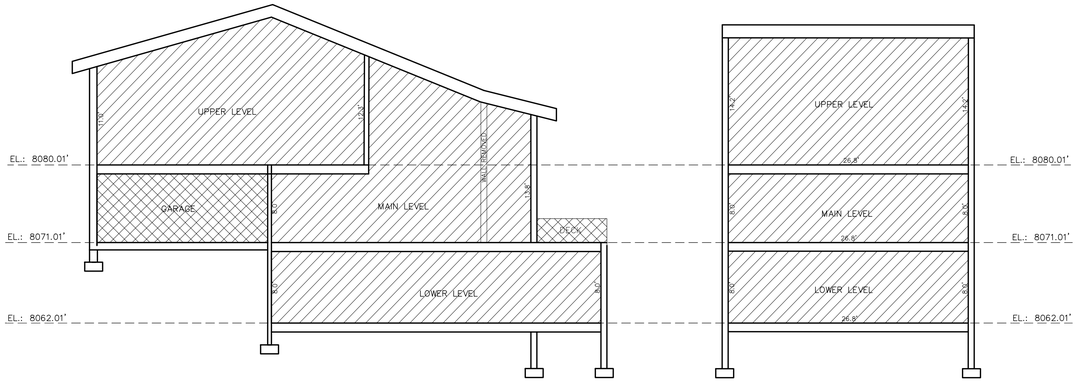
_____
Mark Harrington, City Attorney

OWNERSHIP LEGEND

- COMMON
- LIMITED COMMON
- PRIVATE OWNERSHIP

NOTES

1. This plat is subject to the Conditions of Approval in Ordinance 2021–_____.
2. The address of Unit 2 is 7165 Little Belle Court.
3. This plat amendment adds 150 square feet to the Main Level as shown. The amended square footage of Unit 2 was derived by adding the expansion area of 150 square feet to the existing square footage of 2,849.59 as shown on Little Belle Condominiums, Second Amended, recorded August 8, 2001, as Entry No. 595276 in the Office of the Summit County Recorder and rounding to the nearest whole square foot.
4. The property is located in Zone X, 0.2% annual chance flood hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile, as shown on the Flood Insurance Rate Map of the Federal Emergency Management Agency, Panel 1150, Map Number 49043C0115OC.



SECTION A–A

SECTION B–B

SURVEYORS CERTIFICATE

I, Charles Galati, do hereby 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 by authority of the owners I have made a survey of Unit 2, and have amended said Unit as shown hereon, in accordance with the provisions of the Utah Condominium Ownership Act, hereafter to be known as LITTLE BELLE CONDOMINIUMS SEVENTH AMENDED, AMENDING UNIT 2.

PROFESSIONAL LAND SURVEYOR No.7248891 CHARLES GALATI State of Utah

LEGAL DESCRIPTION

Unit 2, contained within the LITTLE BELLE CONDOMINIUMS, SECOND AMENDED, together with an appurtenant undivided ownership interest in the Common Areas as described in the Record of Survey Map recorded December 21, 1981 as Entry No. 186813 and in the Declaration of Condominium recorded December 21, 1981 as Entry No. 186814 in Book M–206 at Page 359, Amendment to Condominium Declaration for Little Belle Condominiums, recorded August 8, 2001 as Entry No. 595277, in Book 1387, at Page 632, and Amendment to Condominium Declaration for Little Belle Condominiums, recorded June 7, 2006 as Entry No. 780096, in Book 1795, at Page 1745, and any additional amendments and/or supplements to said Record of Survey Map and Declaration heretofore recorded, in the Summit County Recorder's Office.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that, David Andrew Cormack and Michelle Rae Cormack, husband and wife as joint tenants, hereby certify that they have caused this plat amendment to be made and hereby consent to the recordation of this plat amendment.

In witness whereof, the undersigned set his hand this _____ day of _____, 2021.

By:_____
David Andrew Cormack

In witness whereof, the undersigned set her hand this _____ day of _____, 2021.

By:_____
Michelle Rae Cormack

ACKNOWLEDGMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____, 2021, David Andrew Cormack 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 the LITTLE BELLE CONDOMINIUMS SEVENTH AMENDED, AMENDING UNIT 2.

_____
A Notary Public commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No: _____

ACKNOWLEDGMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____, 2021, Michelle Rae Cormack 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 the LITTLE BELLE CONDOMINIUMS SEVENTH AMENDED, AMENDING UNIT 2.

_____
A Notary Public commissioned in _____

_____
Printed Name

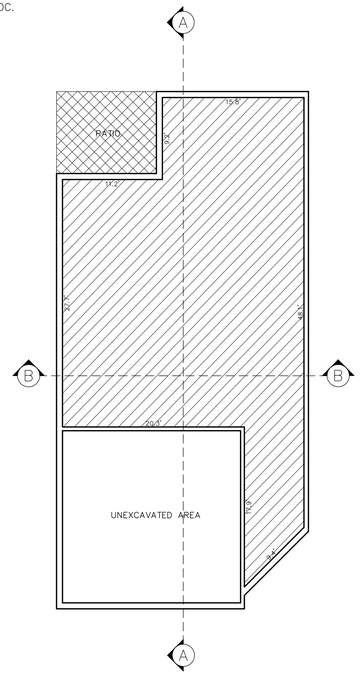
Residing in: _____

My commission expires: _____

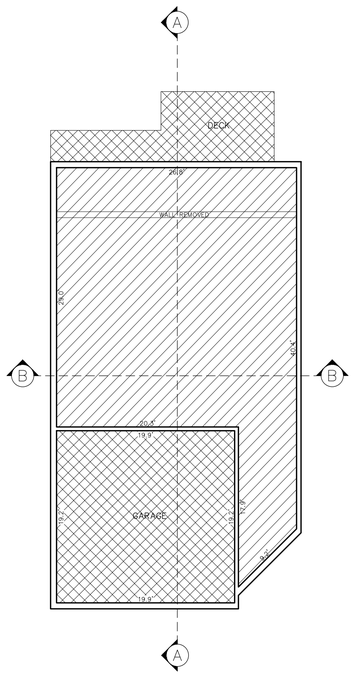
Commission No: _____

SQUARE FOOTAGE TABLE

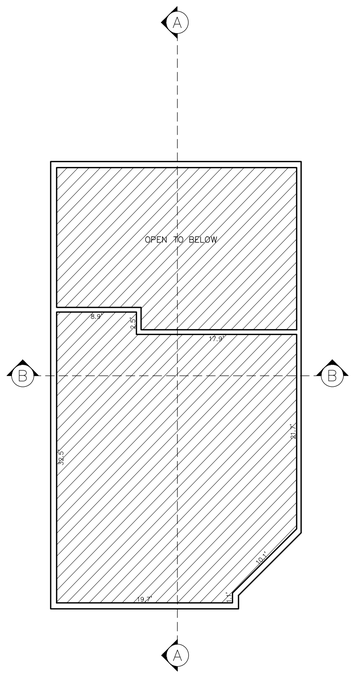
PRIVATE OWNERSHIP 2ND AMENDED	ADDED PRIVATE OWNERSHIP	TOTAL PRIVATE OWNERSHIP
2,850 SF	150 SF	3,000 SF



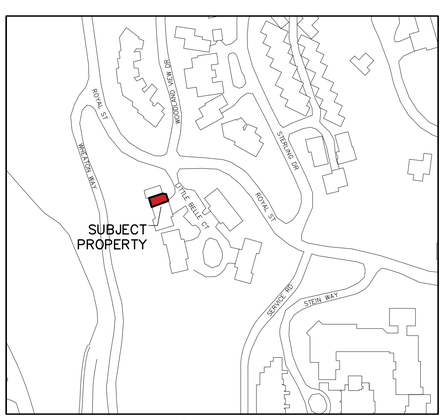
LOWER LEVEL



MAIN LEVEL



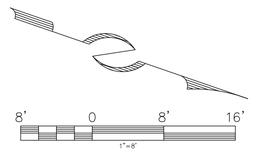
UPPER LEVEL



VICINITY MAP 1"=200'

LITTLE BELLE CONDOMINIUMS
SEVENTH AMENDED
AMENDING UNIT 2

LOCATED IN THE NORTHEAST QUARTER OF SECTION 28
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Little Belle Homeowners' Association, Inc., a Utah nonprofit corporation, having complied with the requirements of both Statues and the Recorded Declaration, hereby consents to the recording of this Condominium Plat Amendment.

_____
Coley Clark, President
Little Belle Homeowners' Association, Inc., a Utah nonprofit corporation

ACKNOWLEDGMENT

State of _____)
: ss
County of _____)

On this _____ day of _____, 2021, personally appeared before me, the undersigned Notary Public, in and for said County and State, Coley Clark, being duly sworn, acknowledged to me that he is the president of the Little Belle 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 Little Belle Condominiums acting as a group (under the name of the Little Belle Homeowners' Association, Inc., a Utah nonprofit corporation) 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 Little Belle Condominiums.

_____
A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

SHEET 1 OF 1

1/19/21 JOB NO.: 4-8-20 FILE: X:\SilverLakeVillage\dwg\srv\plat2020\040820.dwg

PUBLIC SAFETY ANSWERING POINT APPROVAL	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	RECORDED
APPROVED THIS _____ DAY OF _____, 2021	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2021	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2021	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2021	APPROVED AS TO FORM THIS _____ DAY OF _____, 2021	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2021	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2021	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ SUMMIT COUNTY GIS COORDINATOR	BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	_____ FEE _____ RECORDER TIME _____ DATE _____ ENTRY NO. _____

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MARSHALL KING

DATE: 9/22/20

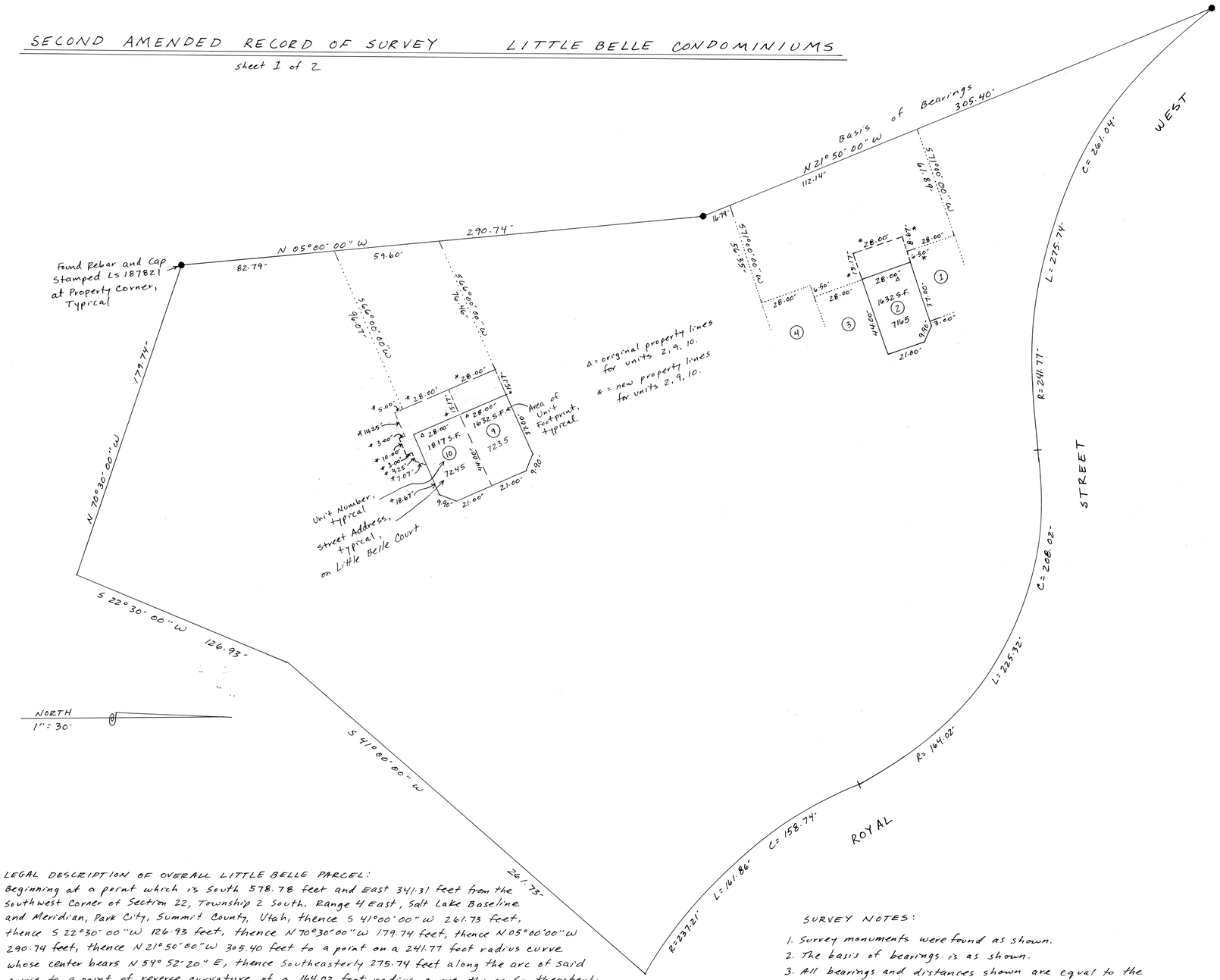
AERIAL PHOTOGRAPH
LITTLE BELLE CONDOMINIUMS, UNIT 2

FOR:
JOB NO.: 11-8-18
FILE: X:\SilverLakeVillage\dwg\Exhibits\PlatApps\2020\littlebelle-unit2\ortho.dwg

SHEET 1 **OF** 1

SECOND AMENDED RECORD OF SURVEY LITTLE BELLE CONDOMINIUMS

sheet 1 of 2



LEGAL DESCRIPTION OF OVERALL LITTLE BELLE PARCEL:
Beginning at a point which is South 578.78 feet and East 341.31 feet from the Southwest Corner of Section 22, Township 2 South, Range 4 East, Salt Lake Baseline and Meridian, Park City, Summit County, Utah, thence S 41°00'00" W 261.73 feet, thence S 22°30'00" W 126.93 feet, thence N 70°30'00" W 179.74 feet, thence N 05°00'00" W 290.74 feet, thence N 21°50'00" W 305.40 feet to a point on a 241.77 foot radius curve whose center bears N 54° 52'20" E, thence Southeasterly 275.74 feet along the arc of said curve to a point of reverse curvature of a 164.02 foot radius curve, thence Southeasterly 225.32 feet along the arc of said curve to a point of reverse curvature of a 237.21 foot radius curve, thence Southeasterly 161.86 feet along the arc of said curve to the point of beginning.

SURVEYOR'S CERTIFICATION:
I, Joe Dhaenens, hold license number 187821 as prescribed by the laws of the State of Utah, and certify that I have made a survey of the property shown hereon and as described in the legal description and survey notes hereon; and that the survey information shown hereon is correct.

REGISTERED LAND SURVEYOR No. 187821 JOSEPH DHAENENS STATE OF UTAH
Joe Dhaenens November 27, 2000

PREPARED BY:
On The Map Land Surveying
P.O. Box 3864
Park City, UT 84060
647-9826

SURVEY NOTES:
1. Survey monuments were found as shown.
2. The basis of bearings is as shown.
3. All bearings and distances shown are equal to the bearings and distances on recorded subdivision plats.

OWNERS' CONSENT TO RECORD:
Know all men, by these present, that we, Michael J. Amery for Units 2 and 10, and William L. Westerman for Unit 9, the respective owners of the hereon shown condominium units, certify that we have caused this Amended Record of survey to be prepared, and we do hereby consent to the recordation of this survey. We further certify that the buildings shown on this survey, will, when completed, be substantially as shown hereon.

Michael J. Amery, Units 2 and 10

William L. Westerman, Unit 9

ACKNOWLEDGEMENT:
State of UTAH
County of SUMMIT
On this 8th day of January, 2001, personally appeared before me, the undersigned notary public, in and for said State and County, Michael J. Amery, for Units 2 and 10, who after being duly sworn, acknowledged to me that he is the owner of the hereon shown Units 2 and 10, and that he signed the above owners' consent to record freely and voluntarily.

Carla Mitchell — Notary Public
February 7, 2001 — My Commission Expires
1489 Willow Loop Rd, Park City, UT 84098 — Residing At

NOTARY PUBLIC CARLA MITCHELL 4000 Parkwest Drive Park City, Utah 84098 My Commission Expires February 7, 2001 STATE OF UTAH

ACKNOWLEDGEMENT:
State of Utah
County of Summit
On this 7th day of February, 2001, personally appeared before me, the undersigned notary public, in and for said State and County, William L. Westerman, for Unit 9, who after being duly sworn, acknowledged to me that he is the owner of the hereon shown Unit 9, and that he signed the above owners' consent to record freely and voluntarily.

Carie Cummings — Notary Public
August 13, 2003 — My Commission Expires
Heber City, UT 84032 — Residing At

CARIE CUMMINGS Notary Public State of Utah My Comm. Expires Aug 13, 2003 1600 Bonanza Dr #105 Park City UT 84060

City Council
Approved by the Park City Council on this 22ND day of MARCH, 2001.
Mayor
City Recorder

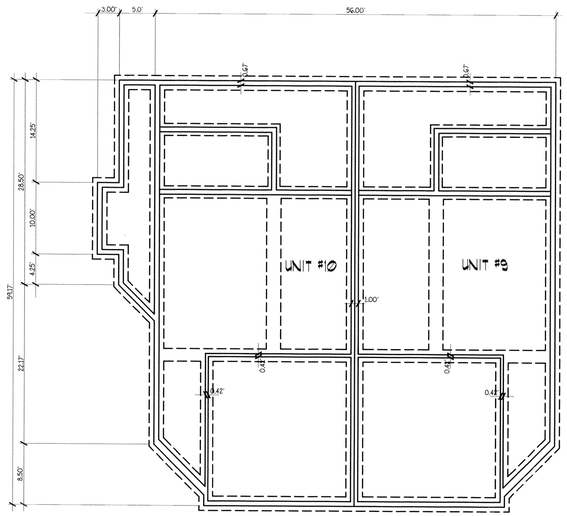
City Planning Commission
Approved by the Park City Planning Commission on this 25TH day of April, 2001.
Chairperson

City Engineer
Approved by the Park City Engineer on this 16TH day of APRIL, 2001.
City Engineer

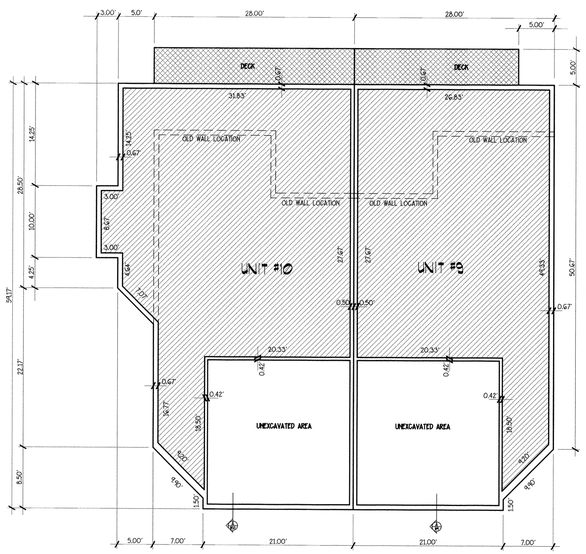
City Attorney
Approved as to form by the Park City Attorney on this 30TH day of APRIL, 2001.
City Attorney

Sewer District
Reviewed for conformance to Snyderville Basin Sewer Improvement District standards on this 6 day of April, 2001.
S.B.S.I.D.

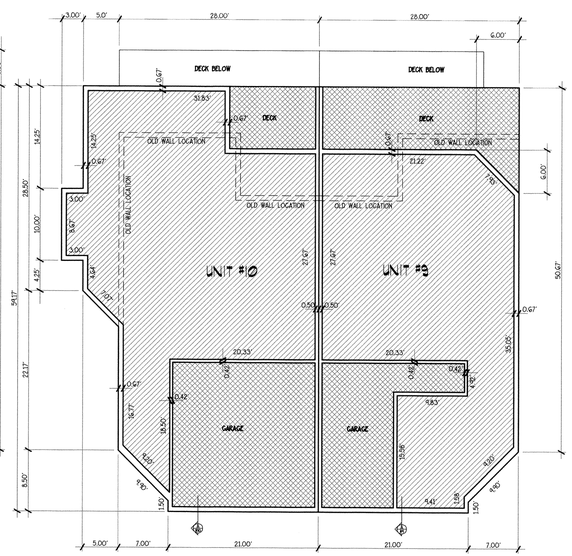
Recorded
Number: 595276 Date: 8-8-2001
State of Utah. Time: 15:58 PM
County of Summit. Fee: 63.00
Recorded and filed at the request of
Coalition Title
County Recorder



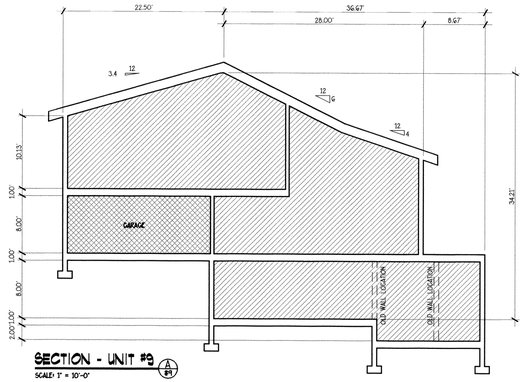
FOOTING & FOUNDATION PLAN - UNITS #9 & #10
SCALE: 1" = 10'-0"



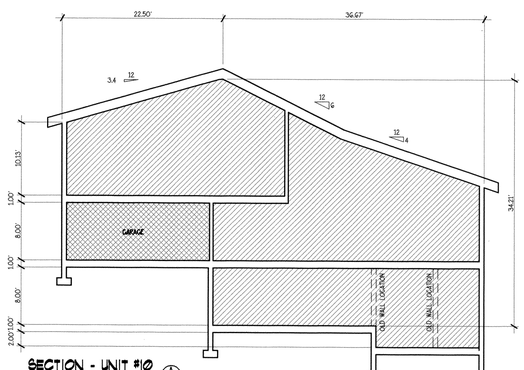
LOWER LEVEL - UNITS #9 & #10
SCALE: 1" = 10'-0"



MAIN LEVEL - UNITS #9 & #10
SCALE: 1" = 10'-0"



SECTION - UNIT #9 (A #9)
SCALE: 1" = 10'-0"



SECTION - UNIT #10 (A #10)
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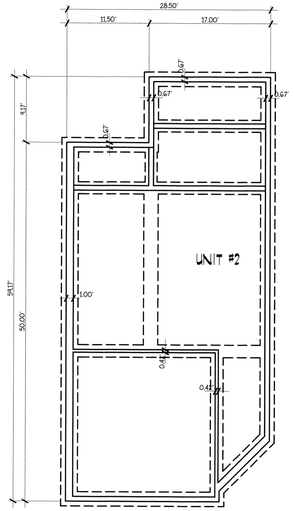
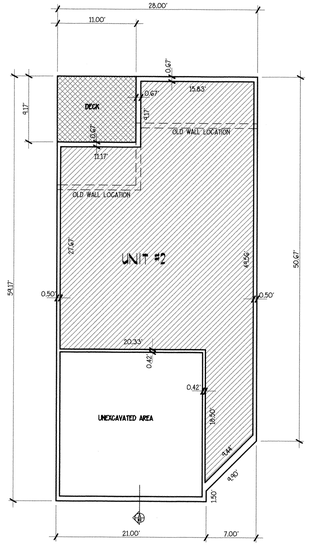
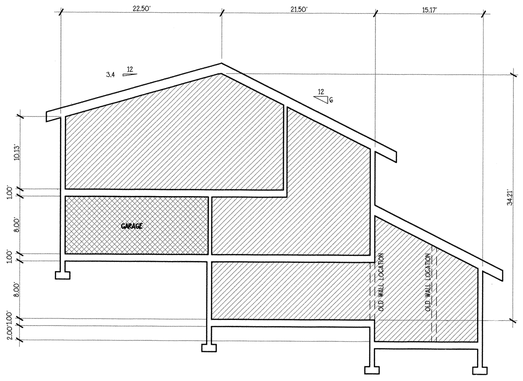


FOOTING & FOUNDATION PLAN - UNIT #2
SCALE: 1" = 10'-0"



LOWER LEVEL - UNIT #2
SCALE: 1" = 10'-0"



SECTION - UNIT #2 (A #2)
SCALE: 1" = 10'-0"

File No. 595276
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
DATE: 08/08/2001 TIME: 15:58 PM
FEE $ 63.00 BY Alan Spriggs
REQUEST: COALITION TITLE

UNIT NUMBER	PRIVATE OWNERSHIP IN SQUARE FOOTAGE PER LITTLE BELLE HOMEOWNER'S ASSOCIATION	NEW PRIVATE OWNERSHIP IN SQUARE FOOTAGE PER THIS RECORD OF SURVEY	TOTAL PRIVATE OWNERSHIP IN SQUARE FOOTAGE
2	2,680.79	168.80	2,849.59
9	2,680.79	496.00	3,176.79
10	2,680.79	784.00	3,464.79

FIGURES EXCLUDE GARAGE SQ. FOOTAGE
ALL FIGURES INCLUDE STORAGE SQ. FOOTAGE

COMMON OWNERSHIP
LIMITED COMMON OWNERSHIP
PRIVATE OWNERSHIP

2 of 2
Little Belle Condo

CONSENT TO RECORDATION

THE UNDERSIGNED, **ASHLEY INVESTORS**, A UTAH CORPORATION, OWNER OF THE EQUITABLE INTEREST IN THE SUBJECT PROPERTY, DOES HEREBY CONSENT TO THE RECORDATION OF THIS RECORD OF SURVEY MAP AND THE SUBMISSION OF THE PROPERTY TO THE TERMS OF THE UTAH CONDOMINIUM OWNERSHIP ACT.

ASHLEY INVESTORS

BY Jon C. Heaton

JON C. HEATON, PRESIDENT

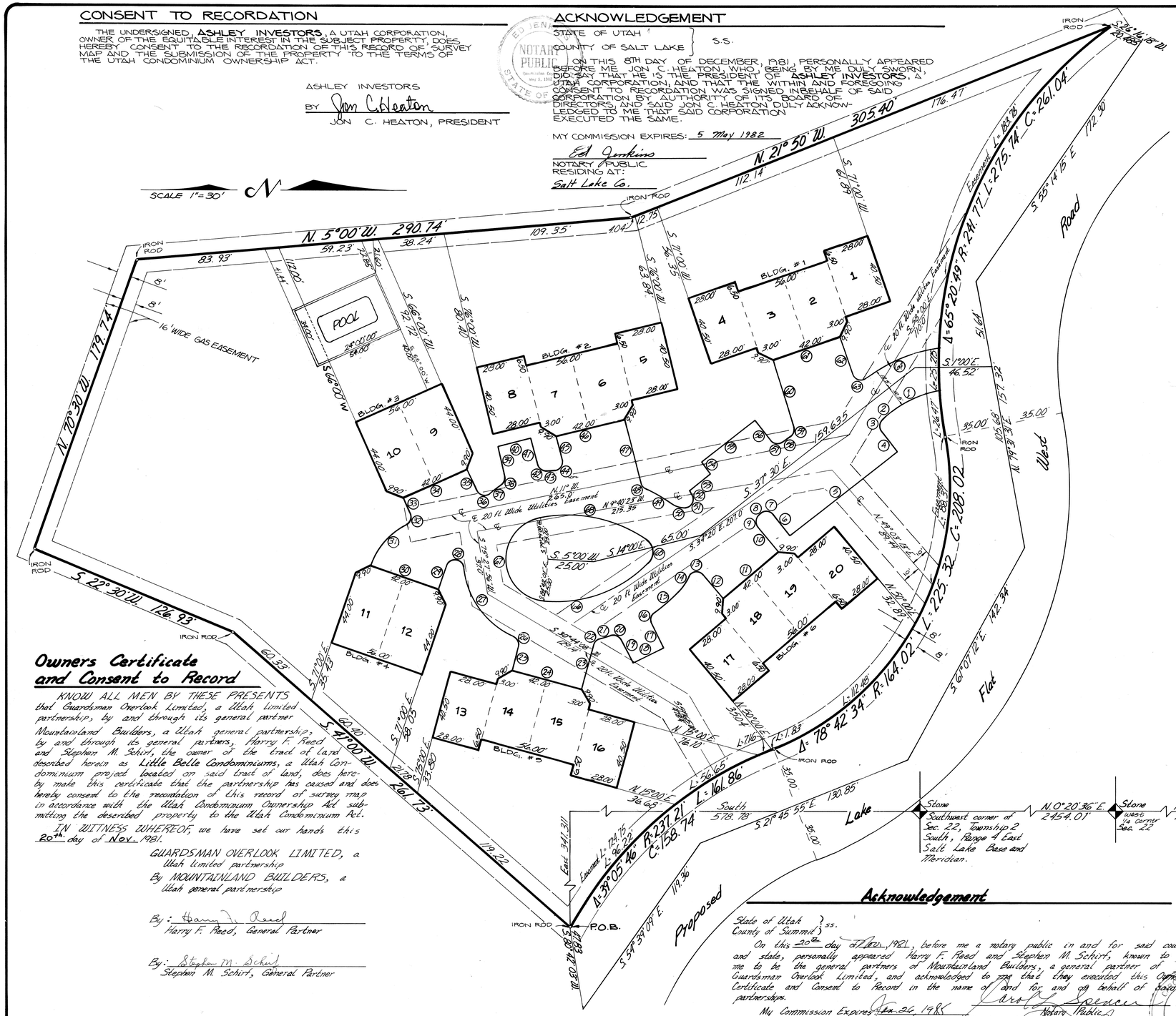
ACKNOWLEDGEMENT

STATE OF UTAH }
COUNTY OF SALT LAKE } S.S.

ON THIS 8TH DAY OF DECEMBER, 1981, PERSONALLY APPEARED BEFORE ME JON C. HEATON, WHO, BEING BY ME DULY SWORN, DID SAY THAT HE IS THE PRESIDENT OF **ASHLEY INVESTORS**, A UTAH CORPORATION, AND THAT THE WITHIN AND FOREGOING CONSENT TO RECORDATION WAS SIGNED IN BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BOARD OF DIRECTORS, AND SAID JON C. HEATON DULY ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME.

MY COMMISSION EXPIRES: 5 May 1982

Ed Jenkins
NOTARY PUBLIC
RESIDING AT:
Salt Lake Co.



Owners Certificate and Consent to Record

KNOW ALL MEN BY THESE PRESENTS that Guardsman Overlook Limited, a Utah limited partnership, by and through its general partner Mountainland Builders, a Utah general partnership, by and through its general partners, Harry F. Reed and Stephen M. Schirf, the owner of the tract of land described herein as **Little Belle Condominiums**, a Utah Condominium project located on said tract of land, does hereby make this certificate that the partnership has caused and does hereby consent to the recordation of this record of survey map in accordance with the Utah Condominium Ownership Act submitting the described property to the Utah Condominium Act.

IN WITNESS WHEREOF, we have set our hands this 20th day of Nov. 1981.

GUARDSMAN OVERLOOK LIMITED, a Utah limited partnership
By MOUNTAINLAND BUILDERS, a Utah general partnership

By: Harry F. Reed
Harry F. Reed, General Partner

By: Stephen M. Schirf
Stephen M. Schirf, General Partner

Acknowledgement

State of Utah } ss.
County of Summit }

On this 20th day of Nov. 1981, before me a notary public in and for said county and state, personally appeared Harry F. Reed and Stephen M. Schirf, known to me to be the general partners of Mountainland Builders, a general partner of Guardsman Overlook Limited, and acknowledged to me that they executed this Owners Certificate and Consent to Record in the name of and for and on behalf of said partnership.

My Commission Expires Jan. 26, 1985

Carol L. Spencer
Notary Public
Residing at: Park City

CAROL L. SPENCER NOTARY PUBLIC Commission Expires Jan. 26, 1985 Park City, Utah

Description

Beginning at a point which is South 578.78 feet and East 341.31 feet from the Southwest corner of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and running thence South 41°00'00" West 261.73 feet; thence South 22°30'00" West 126.93 feet; thence North 70°30'00" West 179.74 feet; thence North 5°00'00" West 290.74 feet; thence North 21°50'00" West 305.40 feet to a point on a 241.77 foot radius curve to the left (Center bears North 54° 52'20" East 241.77 feet of which the Central angle is 65° 20' 49"); thence Southeasterly along the arc of said curve 275.74 feet to a point on a 164.02 foot radius reverse curve to the right (Center bears South 10° 28'29" East 164.02 feet of which the central angle is 78° 42' 34"); thence Southeasterly along the arc of said curve 225.32 feet to a point on a 237.21 foot radius reverse curve to the left (Center bears North 68° 14' 05" East 237.21 feet of which the central angle is 39°05'46"); thence Southeasterly along the arc of said curve 161.86 feet to the point of beginning. Contains: 159580.00 Square feet or 3.663345 Acres

Surveyor's Certificate

I James G. West, do hereby certify that I am a registered Land Surveyor, and that I hold License No. 3082 as prescribed by the laws of the State of Utah, and do hereby certify that by authority of the owners I have made a survey of the above-described property to be hereafter known as LITTLE BELLE CONDOMINIUMS, and that the same has been surveyed and staked on the ground as shown on this plat.

Nov. 3, 1981
Date

James G. West
James G. West

Index Curve data, Bearing and Distance

1. R=67.50' L=31.32'	Δ=26°35'19"	
2. S 37°30'00"E. 6.81'		
3. R=5.00' L=7.85'	Δ=90°00'00"	
4. N 52°30'00"E. 15.00'		
5. S 37°30'00"E. 80.00'		
6. S 52°30'00"W. 15.00'		
7. R=5.00' L=7.85'	Δ=90°00'00"	
8. S 37°30'00"E. 1.25'		
9. R=5.00' L=8.07'	Δ=92°30'00"	
10. N 50°00'00"E. 18.85'		
11. S 40°00'00"W. 42.00'		
12. S 50°00'00"W. 18.11'		
13. R=5.00' L=9.99'	Δ=114°26'05"	
14. R=35.00' L=11.47'	Δ=18°46'46"	
15. R=100.00' L=18.66'	Δ=10°41'31"	
16. R=5.00' L=7.14'	=81°47'12"	
17. N 63°15'00"E. 16.08'		
18. S 26°45'00"E. 20.00'		
19. S 63°15'00"W. 16.08'		
20. R=5.00' L=7.14'	Δ=81°47'12"	
21. R=100.00' L=6.79'	Δ=3°53'19"	
22. R=5.00' L=5.27'	Δ=60°21'06"	
23. S 75°00'00"E. 26.37'		
24. S 15°00'00"W. 42.00'		
25. N 75°00'00"W. 14.00'		
26. R=5.00' L=7.08'	Δ=81°07'35"	
27. R=50.00' L=52.65'	Δ=60°20'15"	
28. R=5.00' L=13.545'	Δ=155°12'40"	
29. S 71°00'00"E. 14.69'		
30. S 19°00'00"W. 42.00'		
31. R=42.00 L=32.15'	Δ=43°51'27"	
32. R=5.00' L=7.58'	Δ=86°51'27"	
33. S 66°00'00"W. 10.09'		
34. N 24°00'00"W. 42.00'		
35. N 66°00'00"E. 14.41'		
36. R=5.00' L=9.38'		Δ=107°27'13"
37. R=50.00' L=7.625'		Δ=8°44'17"
38. R=5.00' L=6.22'		Δ=71°17'04"
39. S 76°00'00"W. 18.02'		
40. N 14°00'00"W. 20.00'		
41. N 76°00'00"E. 16.12'		
42. R=5.00' L=7.16		Δ=82°00'09"
43. R=110.00' L=4.33'		Δ=2°18'26"
44. R=5.00' L=8.75'		Δ=100°18'17"
45. S 76°00'00"W. 14.74'		
46. N 14°00'00"W. 42.00'		
47. N 76°00'00"E. 38.6775'		
48. R=5.00' L=4.44		Δ=50°52'19"
49. R=110.00' L=17.21'		Δ=8°57'59"
50. R=15.00' L=8.69'		Δ=33°12'36"
51. R=5.00' L=10.47'		Δ=120°00'02"
52. S 60°53'02"W. 3.66'		
53. N 37°30'00"W. 15.62'		
54. S 52°30'00"W. 38.67'		
55. N 37°30'00"W. 40.00'		
56. N 52°30'00"E. 15.03'		
57. R=5.00' L=7.85'		Δ=90°00'00"
58. N 37°30'00"W. 6.00'		
59. R=5.00' L=6.24'		Δ=71°30'00"
60. S 71°00'00"W. 40.90'		
61. N 19°00'00"W. 42.00'		
62. N 71°00'00"E. 23.50'		
63. R=5.00' L=9.43'		Δ=108°01'31"
64. R=32.50' L=14.42'		Δ=25°45'05"
65. R=10.00' L=17.80'		Δ=101°58'29"
66. R=75.00' L=66.70'		Δ=50°57'18"
67. R=25.00' L=71.64'		Δ=164°11'10"
68. R=85.00' L=63.62'		Δ=42°53'04"

Stone Southwest corner of Sec. 22, Township 2 South, Range 4 East Salt Lake Base and Meridian.	N. 0°20'36"E. 2454.01'
Stone W1/4 corner Sec. 22	N. 1°01'36"E. 2453.14'
N.W. cor. Sec. 22	N. 1°01'36"E. 342.40'
S.E. cor. Sec. 16 Iron Rod	

LITTLE BELLE CONDOMINIUMS

LOCATED IN THE N.E. QUARTER OF SECTION 28 TOWNSHIP 2 S., RANGE 4 E., S.L.B.& M.

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS 17th DAY OF December A.D. 1981, AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

M. R. Olson
CITY CLERK

John C. Green Jr.
MAYOR

CITY ENGINEER

APPROVED AND ACCEPTED BY THE PARK CITY CITY ENGINEERING DEPARTMENT ON THIS 7th DAY OF DECEMBER A.D. 1981.

Eric W. DeHaan, P.E.
Ass't CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE CITY PLANNINING COMMISSION ON THIS 7th DAY OF December A.D. 1981

H. Gregory Lawson
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 17th DAY OF December A.D. 1981.

Mark D. Morris
CITY ATTORNEY

RECORDED

No. 186813 date 12-21-81 at 3:50
STATE OF Utah.
COUNTY OF Summit.
RECORDED AND FILED AT THE REQUEST OF:
Little Belle Condominiums Dear Valley

$ 40.00 FEES

Vanda V. Spencer
COUNTY RECORDER

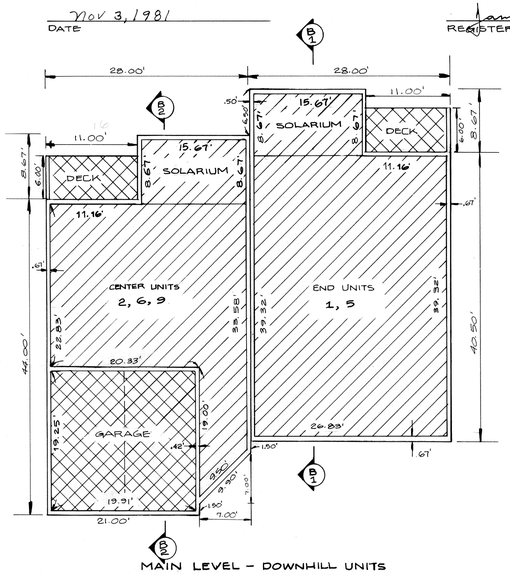
J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

I, JAMES G. WEST, DO HEREBY CERTIFY THAT THE BUILDING SPECIFICATIONS OF LITTLE BELLE CONDOMINIUMS, A UTAH CONDOMINIUM PROJECT, ARE AND WILL BE AS SHOWN ON THIS PLAT.

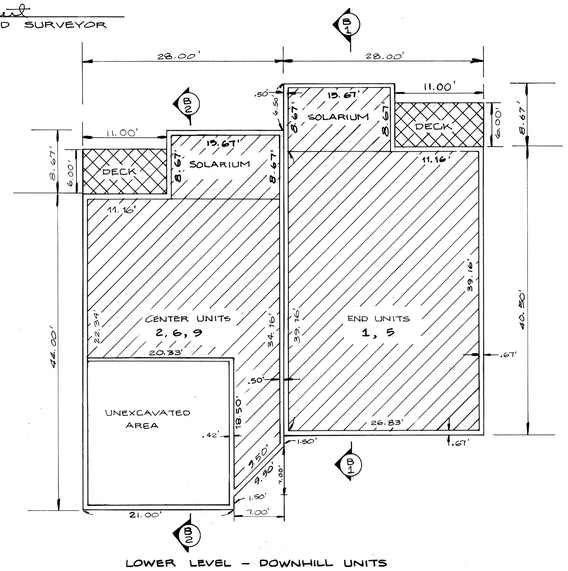
NOTE: UNITS 3, 4, 7, 8, 10, 12, 15, 16, 19 & 20 ARE REVERSED FLOOR PLANS OF THOSE SHOWN BELOW. ALL DIMENSIONS ARE EXACTLY THE SAME.

Nov 3, 1981
DATE

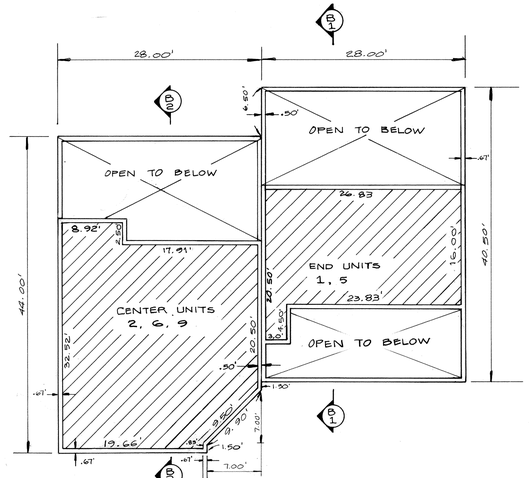
James G. West
REGISTERED LAND SURVEYOR



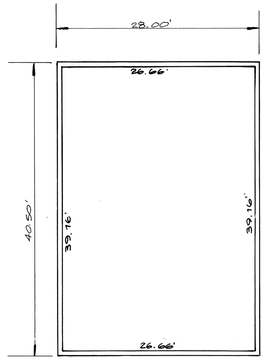
MAIN LEVEL - DOWNHILL UNITS



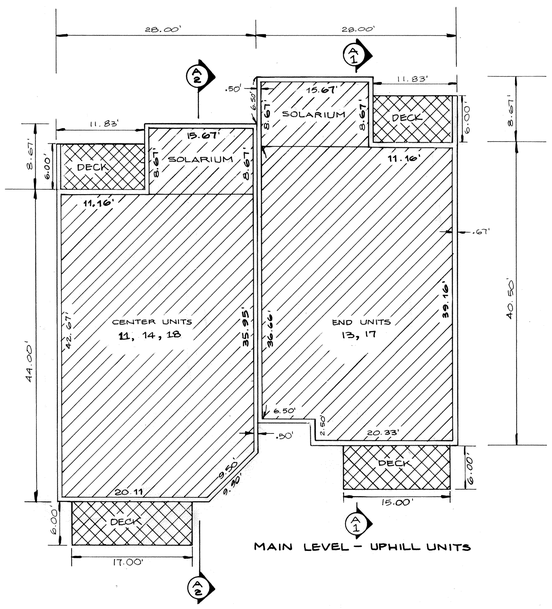
LOWER LEVEL - DOWNHILL UNITS



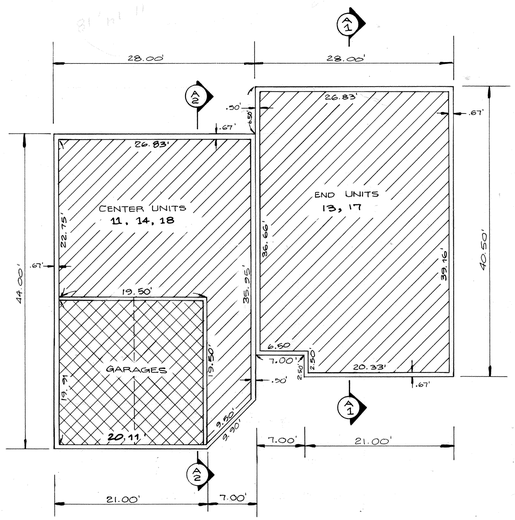
UPPER LEVEL - DOWNHILL UNITS



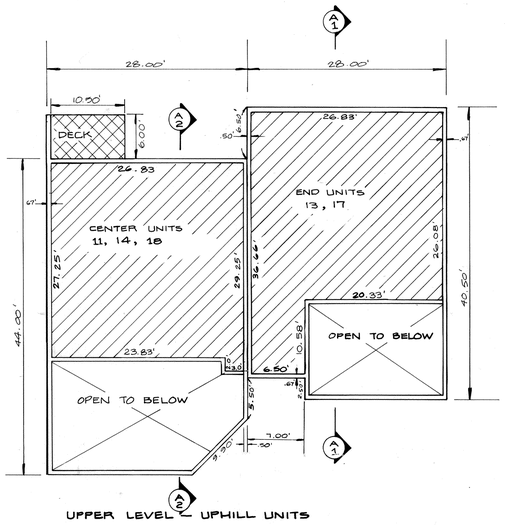
MANAGERS UNIT
(UNDER UNIT 13)



MAIN LEVEL - UPHILL UNITS



LOWER LEVEL - UPHILL UNITS



UPPER LEVEL - UPHILL UNITS

UNIT NO.	PRIVATE OWNERSHIP IN SQUARE FEET
1, 4, 5, 8	2684.26
2, 3, 6, 7, 9, 10	2680.79
11, 12, 14, 15, 18, 19	3024.63
16, 17, 20	3096.97
13* MAIN & UPPER FLOORS ONLY	1822.26
MANAGERS UNIT (UNDER UNIT 13)	1044.01

FIGURES EXCLUDE GARAGE SQ. FOOTAGE
ALL FIGURES INCLUDE STORAGE SQ. FOOTAGE

COMMON OWNERSHIP
LIMITED COMMON OWNERSHIP
PRIVATE OWNERSHIP

SHT. 2 OF 3

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS _____ DAY OF _____ A.D. 19__, AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

CITY CLERK

MAYOR

CITY ENGINEER

APPROVED AND ACCEPTED BY THE _____ CITY ENGINEERING DEPARTMENT ON THIS _____ DAY OF _____ A.D. 19__.

CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE _____ CITY PLANNINING COMMISSION ON THIS _____ DAY OF _____ A.D. 19__

H. Gregory Lawson
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS _____ DAY OF _____ A.D. 19__.

CITY ATTORNEY

RECORDED

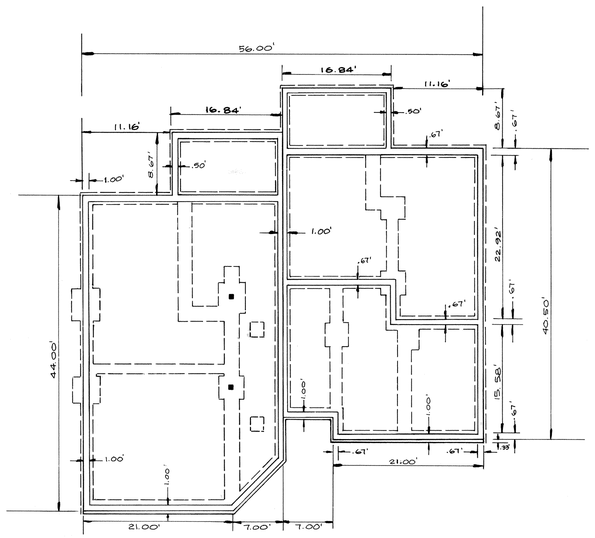
Nº 186813 date 12-21-81 at 3:50
STATE OF Utah
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Little Belle Condominiums Deer Valley
$ 40.00
FEES
Wanda Y. Spriggs
COUNTY RECORDER

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

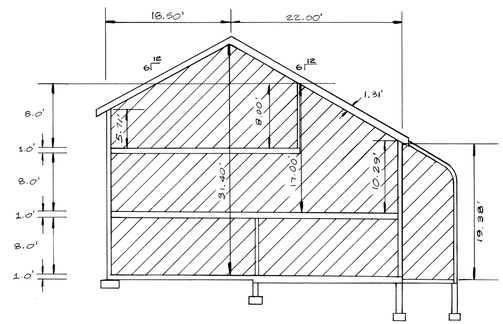
I, JAMES G. WEST, DO HEREBY CERTIFY THAT THE BUILDING SPECIFICATIONS OF **LITTLE BELLE CONDOMINIUMS**, A UTAH CONDOMINIUM PROJECT, ARE AND WILL BE SHOWN ON THIS PLAT.

Nov 3, 1981
DATE

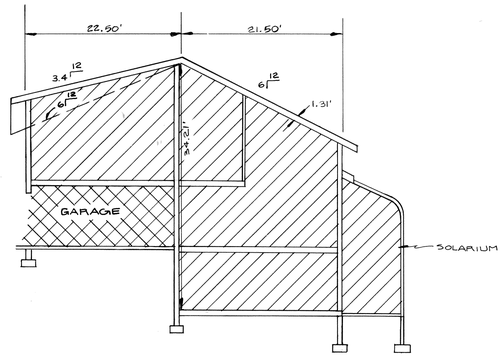
James H. West
JAMES G. WEST
REGISTERED UTAH LAND SURVEYOR
LICENSE NO. 3082



FOOTING & FOUNDATION PLAN
UPHILL UNITS - A

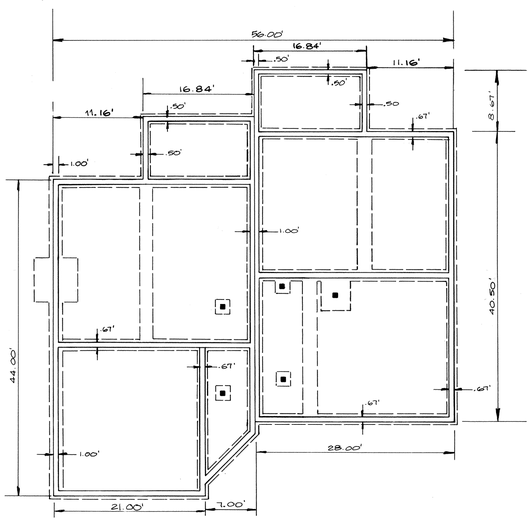


DOWNHILL END UNITS B/1

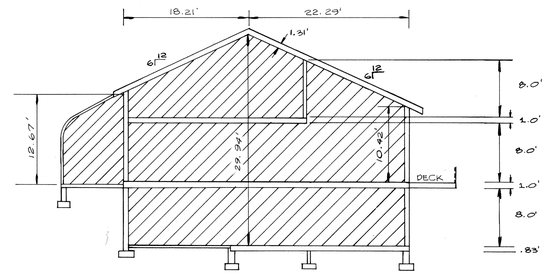


DOWNHILL CENTER UNITS B/2

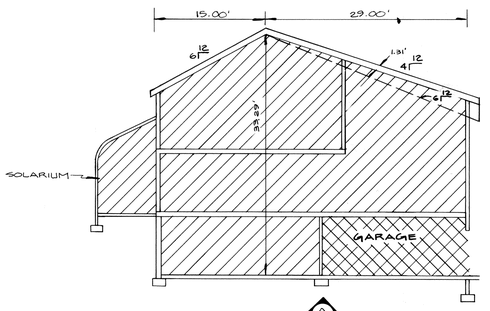
COMMON OWNERSHIP	
LIMITED COMMON OWNERSHIP	
PRIVATE OWNERSHIP	



FOOTING & FOUNDATION PLAN
DOWNHILL UNITS - B



UPHILL END UNITS A/1



UPHILL CENTER UNITS A/2

BUILDING #1	FINISHED FLOOR ELEV.'S	FINISHED CEILING ELEV'S
FINISHED BASEMENT	8062.01	8070.01
FINISHED FIRST FLOOR	8071.01	8079.01
FINISHED SECOND FLOOR	8080.01	8088.01

BUILDING #2		
FINISHED BASEMENT	8062.97	8070.97
FINISHED FIRST FLOOR	8071.97	8079.97
FINISHED SECOND FLOOR	8080.97	8088.97

BUILDING #3		
FINISHED BASEMENT	8064.43	8072.43
FINISHED FIRST FLOOR	8073.43	8081.43
FINISHED SECOND FLOOR	8082.43	8090.43

BUILDING #4		
FINISHED BASEMENT	8078.93	8086.93
FINISHED FIRST FLOOR	8087.93	8095.93
FINISHED SECOND FLOOR	8096.93	8104.93

NOTE: CEILING ELEVATIONS ARE TAKEN FROM THE LOWEST POINT OF THE CEILING.

BUILDING #5	FINISHED FLOOR ELEV.'S	FINISHED CEILING ELEV.'S
FINISHED BASEMENT	8086.02	8094.02
FINISHED FIRST FLOOR	8093.02	8103.02
FINISHED SECOND FLOOR	8104.02	8112.02

BUILDING #6	FINISHED FLOOR ELEV.'S	FINISHED CEILING ELEV.'S
FINISHED BASEMENT	8081.10	8089.10
FINISHED FIRST FLOOR	8090.10	8098.10
FINISHED SECOND FLOOR	8099.10	8107.10

BENCHMARK:
DEER VALLEY CONTROL POINT # 10, BRASS CAP IN CEMENT MARKED BY WOODEN RANGE POLE. LOCATION MARKED ON TOPOGRAPHY MAP.
ELEVATION IS 8170.41.

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF _____ CITY COUNCIL THIS _____ DAY OF _____ A.D. 19___, AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

_____
CITY CLERK

_____
MAYOR

CITY ENGINEER

APPROVED AND ACCEPTED BY THE _____ CITY ENGINEERING DEPARTMENT ON THIS _____ DAY OF _____ A.D. 19___.

_____
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE _____ CITY PLANNINING COMMISSION ON THIS _____ DAY OF _____ A.D. 19___

H. Gregory Lawson
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS _____ DAY OF _____ A.D. 19___.

_____
CITY ATTORNEY

RECORDED

No. 186813 date 12-21-81 at 3:50
STATE OF Utah.
COUNTY OF Summit.
RECORDED AND FILED AT THE REQUEST OF:
Little Belle Condominiums Don Tolley
$ 40.00 FEES
Wanda Y. Springs
COUNTY RECORDER

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

LITTLE BELLE CONDO

Little Belle, Unit 2 East Elevation

Little Belle, Unit 2 West Elevation

Little Belle, Unit 2 West Elevation

Little Belle, Unit 2 West Elevation

LITTLE BELLE CONDOMINIUMS
UNIT 2
(7165 Little Belle Court)
November 25, 2020

PROJECT INTENT

Little Belle Condominiums was originally recorded December 21, 1981, as Entry No. 186813. On August 8, 2001, the Second Amendment to Little Belle Condominiums was recorded as Entry No. 595276, which included an expansion of the Lower Level of Unit 2.

This application proposes to expand the Main Level by 150 square feet to the back in a westerly direction. This expansion will also include a new deck adjacent to the newly expanded Main Level.

Little Belle Homeowners Assoc.
PO Box 680165
Park City, Utah 84068

January 8, 2021

Marshall King
Plat Coordinator
323 Main Street
Park City, Utah 84060

Via email: marshall@alliance-engr.com

RE: Little Belle Homeowners Association
Certification of vote to modify Unit 2

Dear Mr. King and Municipal Officials,

This letter confirms that the proposed modifications to 7165 Little Belle Ct. Unit 2, Park City, Utah 84060 have been approved by the required 2/3rds of the members of the Little Belle Homeowners.

Sincerely,

Coley Clark

Coley Clark
Little Belle Homeowners Association, President

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: Nightly Rentals in the Fairway Meadows Subdivision
Application: PL-21-04754
Author: Brendan Conboy, Senior Planner
Date: March 24, 2021
Type of Item: Legislative – Land Management Code Amendment

Summary Recommendations

Staff recommends the Planning Commission review the proposed Land Management Code (LMC) amendment to prohibit nightly rentals in the Fairway Meadows Subdivision, hold a public hearing, and consider forwarding a positive recommendation for City Council's consideration on April 15, 2021.

Description

Applicant:	Fairway Meadows Homeowner's Association
LMC:	§ 15-2.13-2, *Residential Development - Uses*
Reason for Review:	Land Management Code amendments require Planning Commission review and recommendation to the City Council for Final Action

Acronyms

CC&Rs	Covenants, Conditions, & Restrictions
HOA	Homeowner's Association
LMC	Land Management Code
RD	Residential Development
ROS	Recreation Open Space
SF	Single Family

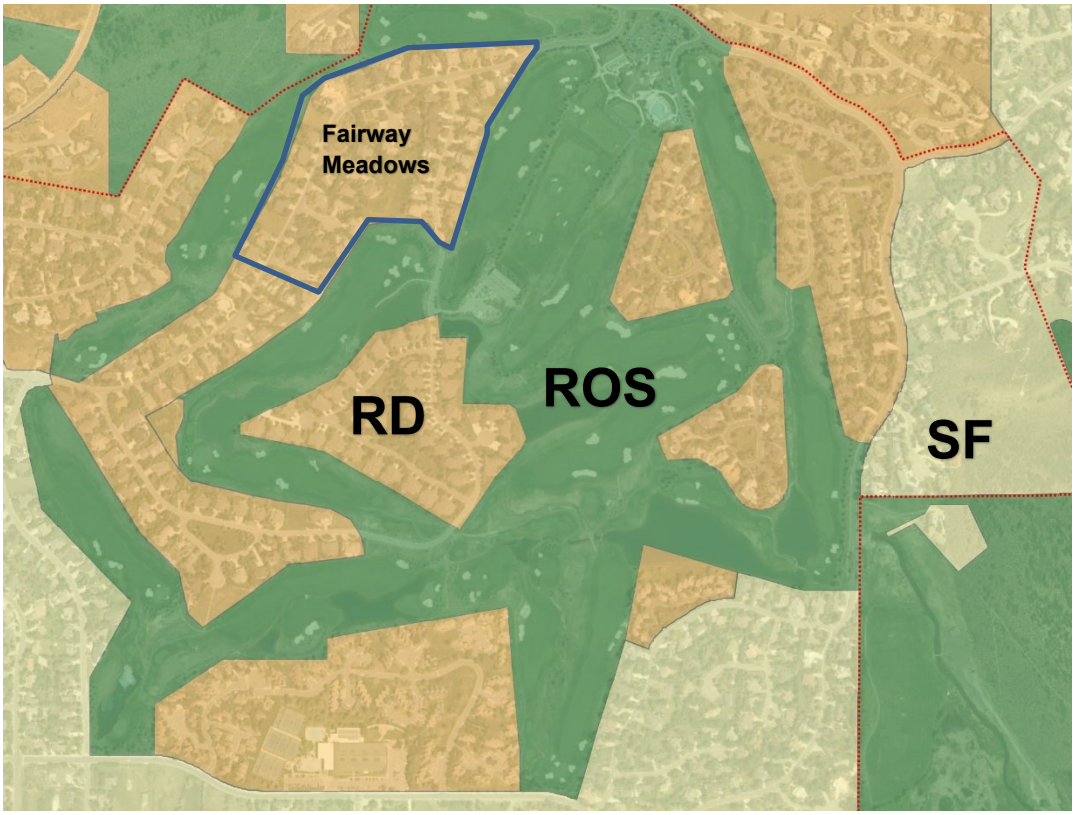
Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Executive Summary and Background

The Fairway Meadows Subdivision is located in the Residential Development (RD) Zoning District. The Fairway Meadows Subdivision consists of 60 lots total approved in 1992. All developed lots within the subdivision contain Single-Family Dwellings Per an aerial image analysis, only Lots 4, 10, and 12 remain vacant with the rest of the subdivision built out.

For context, the following map from Summit County identifies the Fairway Meadows Subdivision.

The above map shows the general location of the Fairway Meadows Subdivision. The following map identifies the location of the Fairway Meadows Subdivision within the RD Zoning District.



Per LMC § 15-2.13-2, the RD Zoning District allows Nightly Rentals in the Fairway Meadows Subdivision. On January 28, 2021, the Fairway Meadows Homeowner's Association applied to amend LMC § 15-2.13-2 to prohibit Nightly Rentals in the Fairway Meadows Subdivision. The Fairway Meadows CC&Rs prohibit Nightly Rentals, however the City does not enforce CC&Rs per LMC § 15-1-3.

Nightly Rentals were first faced by Park City prior to the Olympics during the proliferation of vacation rental platforms. A holistic review of all Zoning Districts was completed by the Planning Commission and City Council in 1999 and 2000. The RD was contemplated at that time and an LMC Amendment was adopted by City Council in 2000 as an entire rewrite of the LMC including regulation of Nightly Rentals in Commercial and Residential Zones. No public comment was received in opposition of the LMC Amendment allowing Nightly Rentals in the Fairway Meadows Subdivision within the RD District.

Conversely, per the July 6, 2000 City Council Meeting Minutes (link, page 8) the Solamere HOA did request that Nightly Rentals be prohibited in their subdivision. The Planning Commission stated that the Solamere HOA could pursue a Rezone from RD to Single Family (SF) to resolve the issue as Nightly Rentals are prohibited in the SF Zoning District. Solamere is still located within the RD Zoning District so the HOA did not pursue a Rezone.

The CC&Rs for the Fairway Meadows Subdivision are original from 1992 and currently restrict Nightly Rentals – which was before the 2000 LMC Amendment for the RD Zoning District. Section § 4.21 of the Declaration of Covenants, Conditions, and Restrictions for Fairway Meadows, Park City, Utah, reads:

> *No Transient Lodging Uses: The lots are to be used for residential housing purposes only, and shall not be rented in whole or in part for transient lodging purposes, boarding house, "bed and breakfast," or other uses for providing accommodations to travelers. No lease of any dwelling on a Lot shall be for a period of less than 30 days. No dwelling on a Lot shall be subjected to time interval ownership.*

The Fairway Meadows HOA has indicated that they sent a letter to their members on November 24, 2020, requesting a vote on the proposed LMC Amendment and the following results were reported in the submitted application:

Vote	Position
47	"support rezoning the Fairway Meadows HOA to reflect CC&Rs which prohibits nightly rentals"
5	"do not support rezoning"
0	"abstained"

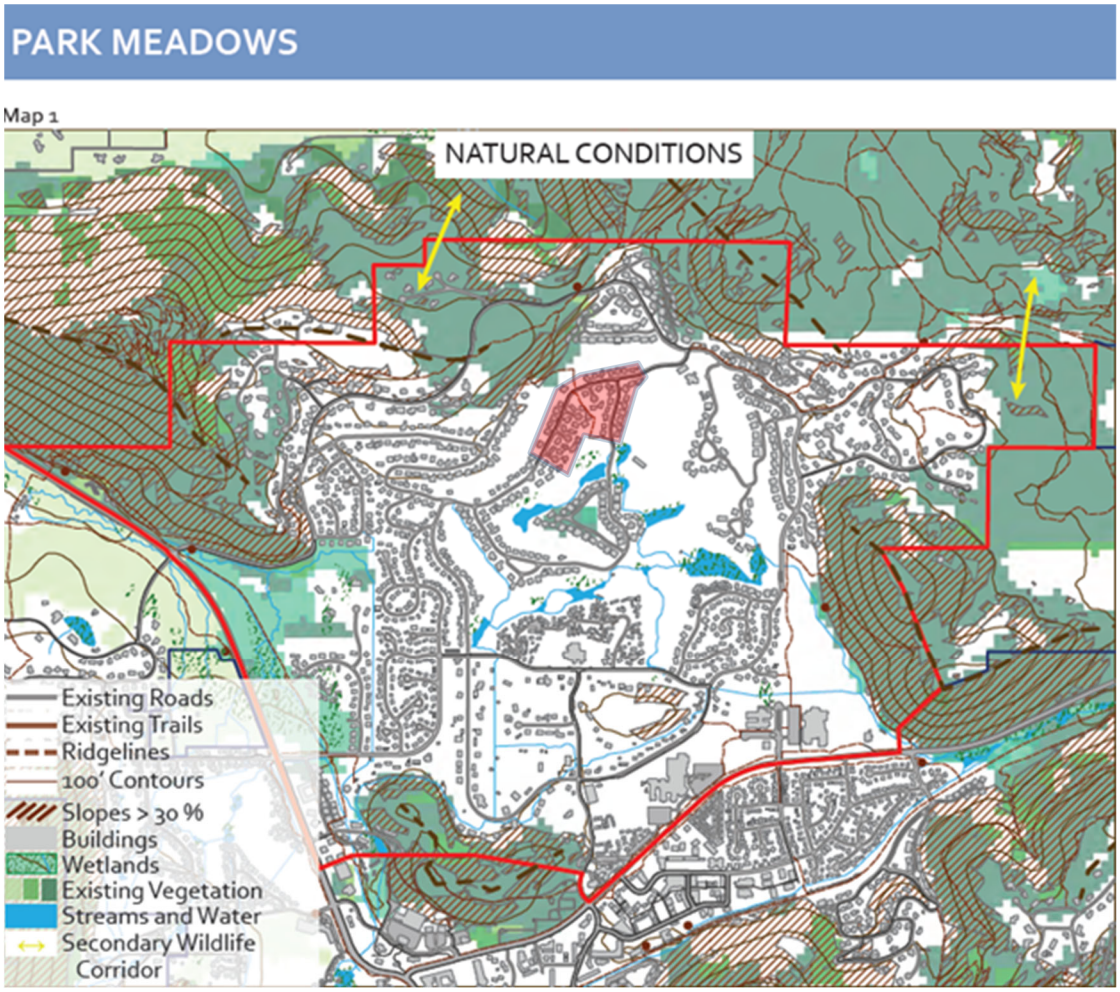
8	“did not respond”
60	**Total**

Analysis

(I) Staff recommends the Planning Commission review the proposed LMC Amendment, consider the redlines as found in the Draft Ordinance, and forward a positive recommendation to City Council.

The LMC is designed, enacted, restated, and reorganized to implement the goals and policies of the Park City General Plan. LMC § 15-1-2.

The Fairway Meadow Subdivision is located within the Park Meadows Neighborhood in the General Plan. The following map from the General Plan identifies the Park Meadows Neighborhood – the Fairway Meadows Subdivision is identified by the red shaded area.



The General Plan outlines specific strategies to address Nightly Rentals in an effort to strike a delicate balance to maintain a sense of community. The General Plan identifies

the following Objectives, Community Planning Strategies, and specific Park Meadows Detailed Strategies:

> Objective 7C: *Focus future nightly rental units to resort neighborhoods - near Park City Mountain Resort and Deer Valley.*
>
> Community Planning Strategy 7.4: *Focus nightly rental within resort neighborhoods - Deer Valley and Park City Mountain Resort areas.*
>
> Community Planning Strategy 11.4: *Limit visitor-oriented development and nightly rental to existing resort neighborhoods. Restrict nightly rental from primary residential neighborhoods.*
>
> Detailed Strategies for Park Meadows states: *To maintain Park Meadows as a local residential neighborhood, nightly rental should be prohibited and a diversity of housing opportunities should continue to be encouraged and protected. The local ambiance of this neighborhood is an essential part of its character.*

The Park Meadows area identified in the General Plan encompasses the following Zoning Districts and corresponding regulations of Nightly Rentals:

Zoning District	Nightly Rental Regulation
Estate (E)	Allowed
Residential Development (RD)	Allowed[1]
Recreation Open Space (ROS)	Prohibited
Single Family (SF)	Prohibited in the Park Meadows Neighborhood area of SF[2]

Prohibiting Nightly Rentals in the Fairway Meadows Subdivision is consistent with the General Plan and some of the neighboring Zoning requirements within the Park Meadows Neighborhood area. Nightly Rentals are prohibited in the SF Zoning District portion of the Park Meadows Neighborhood, including, but not limited to the following subdivisions: Park Meadows Subdivision Phases No. 1 and No. 2, Holiday Ranchettes, Fairway Hills Subdivision Phases 1 and 2. With that said, this will be one (1) of only three (3) subdivisions within the RD Zoning District that will prohibit Nightly Rentals.

The proposed LMC amendment also complies with the RD Zoning District because other subdivisions in the area have also restricted Nightly Rentals to protect primarily residential neighborhoods

LMC § **15-2.13-1 Purpose**
The purpose of the RD Zoning District is to:

1. allow a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities,

[1] Prohibited in April Mountain, Mellow Mountain, and Meadow Estates Phases #1A and #1B
[2] Allowed ***only*** within Prospector Village Subdivision (this is outside of Park Meadows Neighborhood)

2. encourage the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services,
3. allow commercial and recreational activities that are in harmony with residential neighborhoods,
4. minimize impacts of the automobile on architectural design,
5. promote pedestrian connections within Developments and between adjacent Areas; and
6. provide opportunities for variation in architectural design and housing types.

Per LMC § 15-2.13-2, the RD Zoning District allows Nightly Rentals in the Fairway Meadows Subdivision. However, Footnote #3 addresses the prohibition of Nightly Rentals in other subdivisions,

> *[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses and Nightly Rentals are not permitted in the April Mountain, Mellow Mountain Estates Subdivisions, and Meadows Estates Subdivision Phases #1A and #1B.*

Upon further research, Ordinance 14-35 amended LMC § 15-2.13-2 to prohibit Nightly Rentals in the April Mountain and Mellow Mountain Estates Subdivisions. According to the June 26, 2014 City Council Staff Report (link, page 184), the LMC Amendment was a Planning Department driven amendment to address the following:

> *At the time of approval and recordation of the April Mountain and Mellow Mountain Estates Subdivisions, Nightly Rental uses were prohibited from these subdivisions. There are notes on the plats stating that Nightly Rental is prohibited within these subdivisions. Nightly Rentals are an allowed use in the Residential Development (RD) zoning district where these subdivisions are located. To reduce confusion Staff recommends that a footnote be added to the "Nightly Rental" listing under Allowed Uses to codify the prohibition of Nightly Rentals within these two subdivisions. This is an administrative amendment (see Exhibit A- Attachment 2).*

In July of 2020, the City Council passed Ordinance 2020-38, *An Ordinance Amending the Land Management Code of Park City § 15-2.13-2 to Prohibit Nightly Rentals in the Meadows Estates Subdivision Phases #1A and #1B* at the request of the Meadows Estates HOA. The Fairway Meadows Subdivision is directly adjacent to the Meadows Estates Subdivision Phases #1A and #1B, and the applicant's request mirrors that of the Meadows Estates HOA last year.

In the staff report for the Meadows Estates Subdivision Phases #1A and #1B LMC Amendment, staff expressed the following concerns regarding LMC Amendments and enforcing private CC&Rs:

> *The Meadows Estates HOA has proposed the following LMC Amendment to align the LMC with their CC&Rs since the City does not enforce CC&Rs. While the proposed LMC Amendment is consistent with the General Plan and other recent discussions with Planning Commission and City Council regarding Nightly*

Rentals, staff does have some concerns about setting an expectation that HOAs can pursue LMC Amendments to enforce their respective CC&Rs. Each future LMC Amendment will be addressed on a case-by-case basis, but staff does want to bring this concern to light in advance of any future LMC Amendments for CC&R matters that the City may find challenging to enforce (examples include, but are not limited to: paint color, domestic pet requirements, general operational rules, etc.).

Staff has included these concerns again for Planning Commission discussion given the nature of the identical request from an adjacent subdivision.

Nevertheless, The Fairway Meadows HOA has reported a majority vote of its members in favor of the proposed LMC Amendment as indicated in the Executive Summary section of this staff report. As a result, staff recommends amending LMC Section CITE as follows:

Existing Footnote #3:

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses and Nightly Rentals are not permitted in the April Mountain and Mellow Mountain Estates Subdivisions.

Proposed Footnote #3:

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses and Nightly Rentals are not permitted in the April Mountain, Mellow Mountain Estates Subdivisions, ~~and~~ Meadows Estates Subdivision Phases #1A and #1B, and Fairway Meadows Subdivision.

The City has not processed or approved any Nightly Rental Business License applications in the Fairway Meadows Subdivision. Because of this, staff does not anticipate issues with Legal Non-Conforming Uses due to the proposed LMC Amendment.

Department Review

The Planning, Engineering, and Legal Departments reviewed this application.

Notice

Staff published notice on the City's website and the Utah Public Notice website on March 10, 2021. Staff also mailed notice to all property owners within the Fairway Meadows Subdivision and Affected Entities on March 5, 2021. The *Park Record* published notice on March 10, 2021. LMC § 15-1-21.

Public Input

No input was received at the time this report was published.

Alternatives

- The Planning Commission may recommend approval to City Council of the draft Ordinance;
- The Planning Commission may recommend denial to City Council of the draft Ordinance; or
- The Planning Commission may request additional information and continue the discussion to a later date.

Exhibits

Exhibit A: Draft Ordinance

Attachment 1 – Amended LMC § 15-2.13-2

Exhibit B: Fairway Meadows HOA Application Submittal

Exhibit A: Amended LMC § 15-2.13-2

Ordinance No. 21-

AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE SECTION SECTION 15-2.13-2 TO PROHIBIT NIGHTLY RENTALS IN THE FAIRWAY MEADOWS SUBDIVISION.

WHEREAS, the Homeowner's Association of the Fairway Meadows Subdivision has petitioned the City Council for approval of a request for an amendment to the Land Management Code to prohibit Nightly Rentals in the Fairway Meadows Subdivision; and

WHEREAS, on March 10, 2021, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, courtesy notice was sent to all affected property owners on March 5, 2021 and legal notice was published in the Park Record and Public Notice Website; and

WHEREAS, the Planning Commission held a public hearing on March 24, 2021, to receive input on the amended plat;

WHEREAS, the Planning Commission, on March 24, 2021, forwarded a _____ recommendation to the City Council; and,

WHEREAS, on ___, 2021, the City Council held a public hearing on the amended plat; and

WHEREAS, it is in the best interest of Park City, Utah, to approve the amendment to the Land Management Code to prohibit Nightly Rentals in the Fairway Meadows Subdivision; and

WHEREAS, Staff finds that the amendment to the Land Management Code will not cause undue harm to adjacent property owners and all requirements of the Land Management Code for any future development can be met.

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

SECTION 1. APPROVAL
15-2.13-2 Uses
Uses in the RD District are limited to the following:

1. **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]
10. Child Care, Family Group[4]
11. Accessory Building and Use
12. Conservation Activity Agriculture
13. Parking Area or Structure with four (4) or fewer spaces
14. Recreation Facility, Private
15. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[5]
16. Food Truck Location[16]

2. **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]
    14. Hotel, Major[6]
    15. Private Residence Club Project and Conversion[10]
    16. Office, General[6,9]
    17. Office, Moderate Intensive[6,9]
    18. Office, Medical[6,9]
    19. Financial Institution without drive-up window[6,9]
    20. Commercial Retail and Service, Minor[6,9]
    21. Commercial Retail and Service, personal improvement[6,9]
    22. Commercial, Resort Support[6,9]
    23. Café or Deli[6,9]
    24. Restaurant, Standard[6,9]
    25. Restaurant, Outdoor Dining[10]
    26. Outdoor Event[10]
    27. Bar[6,9]
    28. Hospital, Limited Care Facility[6,9]
    29. Parking Area or Structure with five (5) or more spaces
    30. Temporary Improvement[10]
    31. Passenger Tramway Station and Ski Base Facility[11]

32. Ski Tow, Ski Lift, Ski Run, and Ski Bridge[11]
33. Recreation Facility, Public
34. Recreation Facility, Commercial[6]
35. Entertainment Facility, Indoor[6,9]
36. Commercial Stables, Riding Academy[12]
37. Master Planned Development with moderate income housing density bonus[12]
38. Master Planned Development with residential and transient lodging Uses only[12]
39. Master Planned Development with Support Retail and Minor Service Commercial Uses[12]
40. Heliport[12]
41. Vehicle Control Gate[13]
42. Fences and walls greater than six feet (6') in height from Final Grade[10]
43. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[14]
44. Amenities Club
45. Club, Private Residence Off-Site[15]

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

[1]Nightly rental of Lockout Units requires a Conditional Use permit

[2]See LMC Chapter 15-4-7, Supplemental Regulations for Accessory Apartments

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses and Nightly Rentals are not permitted in the April Mountain, Mellow Mountain Estates Subdivisions, ~~and~~ Meadows Estates Subdivision Phases #1A and #1B, and Fairway Meadows Subdivision.

[4]See LMC Chapter 15-4-9 for Child Care Regulations

[5]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License

[6]Subject to provisions of LMC Chapter 15-6, Master Planned Development

[7]See LMC Chapter 15-4-14, Supplemental Regulations for Telecommunications Facilities

[8]See LMC Chapter 15-4-13, Supplemental Regulations for Satellite Receiving Antennas

[9]Allowed only as a secondary or support Use to the primary Development or Use and intended as a convenience for residents or occupants of adjacent or adjoining

residential Developments.

[10]Requires an administrative Conditional Use permit.

[11]As part of an approved Ski Area Master Plan. See LMC Chapter 15-4-18.

[12]Subject to provisions of LMC Chapter 15-6, Master Planned Development.

[13]See Section 15-4-19 for specific review criteria for gates.

[14]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed in an Area other than the original location set forth in the services agreement and/or Master Festival License.

[15]Only allowed within a Master Planned Development. Requires an Administrative Conditional Use permit. Is permitted only in approved existing Commercial spaces or developments that have ten (10) or more units with approved Support Commercial space. A Parking Plan shall be submitted to determine site specific parking requirements.

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

PARK CITY MUNICIPAL CORPORATION
PLANNING DEPARTMENT
445 MARSAC AVE ° PO BOX 1480
PARK CITY, UT 84060
(435) 615-5060

PARK CITY

For Office Use Only

PLANNING COMMISSION	CITY COUNCIL	APPLICATION #
APPROVED	APPROVED	DATE RECEIVED
DENIED	DENIED	ORDINANCE
PROJECT PLANNER		EXPIRATION

PROJECT INFORMATION

CHAPTER(S) AFFECTED: 15-2.13-2 Uses
C Prohibited Uses

ADDRESS / LOCATION: 2897 - 2673 American Saddler; 2726 - 2702 Estates Drive; 1-10 Pinehurst Court; 1-10 Augusta Court; 1-10 Sagebrush Court; 1-10 St. Andrews Court (See Attachment A)

APPLICANT INFORMATION

NAME: Fairway Meadows HOA

MAILING ADDRESS: P.O Box 681430, Park City, UT 84068

PHONE #: (435) 655 - 5357 FAX #: ( ) -

EMAIL: jhburrus@icloud.com

APPLICANT REPRESENTATIVE INFORMATION

NAME: James Burrus - HOA Secretary

PHONE #: (435) 655 - 5357

EMAIL: jhburrus

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.

PLEASE NOTE:

A. Qualified petitioners may, without an application fee, submit an initiative pursuant to Utah Code Section 20A-7-501 et seq. Please see this section of the State Code for the specific requirements for submitting local initiatives. Such an initiative shall be submitted to the City Council pursuant to the Utah Code.

B. Citizens can always request that the City (Planning Department, Planning Commission, City Council, or Historic Preservation Board) initiate proposed changes to the Land Management Code. There is no fee for this request. However, the City is not obligated to act on such requests. Such requests may be made verbally at the Public Input section at the beginning of each meeting or submitted ni writing to the Planning Department.

C. An applicant may submit proposed changes to the Land Management Code pursuant to the submittal requirements below.

SUBMITTAL REQUIREMENTS – All of the following items must be included in order for the Planning Department to take the application.

1. Completed and signed application form.
2. Review fees - $2,000.00 per application.
3. Proved a detailed copy of proposed Land Management Code changes for specific sections
   - Showing existing and proposed changes side-by-side

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.

ACKNOWLEDGEMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge. I understand that my application is not deemed complete until a Project Planner has reviewed the application and has notified me that it has been deemed complete.

I will keep myself informed of the deadlines for submission of material and the progress of this application. I understand that a staff report will be made available for my review three days prior to any public hearings or public meetings. This report will be on file and available at the Planning Department in the Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization with the study.

Signature of Applicant: [signature]

Name of Applicant: JAmes Burrus - Secretary Hot

PRINTED

Mailing Address: 2703 Estates Drive - Park City, UT 84060

Phone: 435-655-5357 Fax:

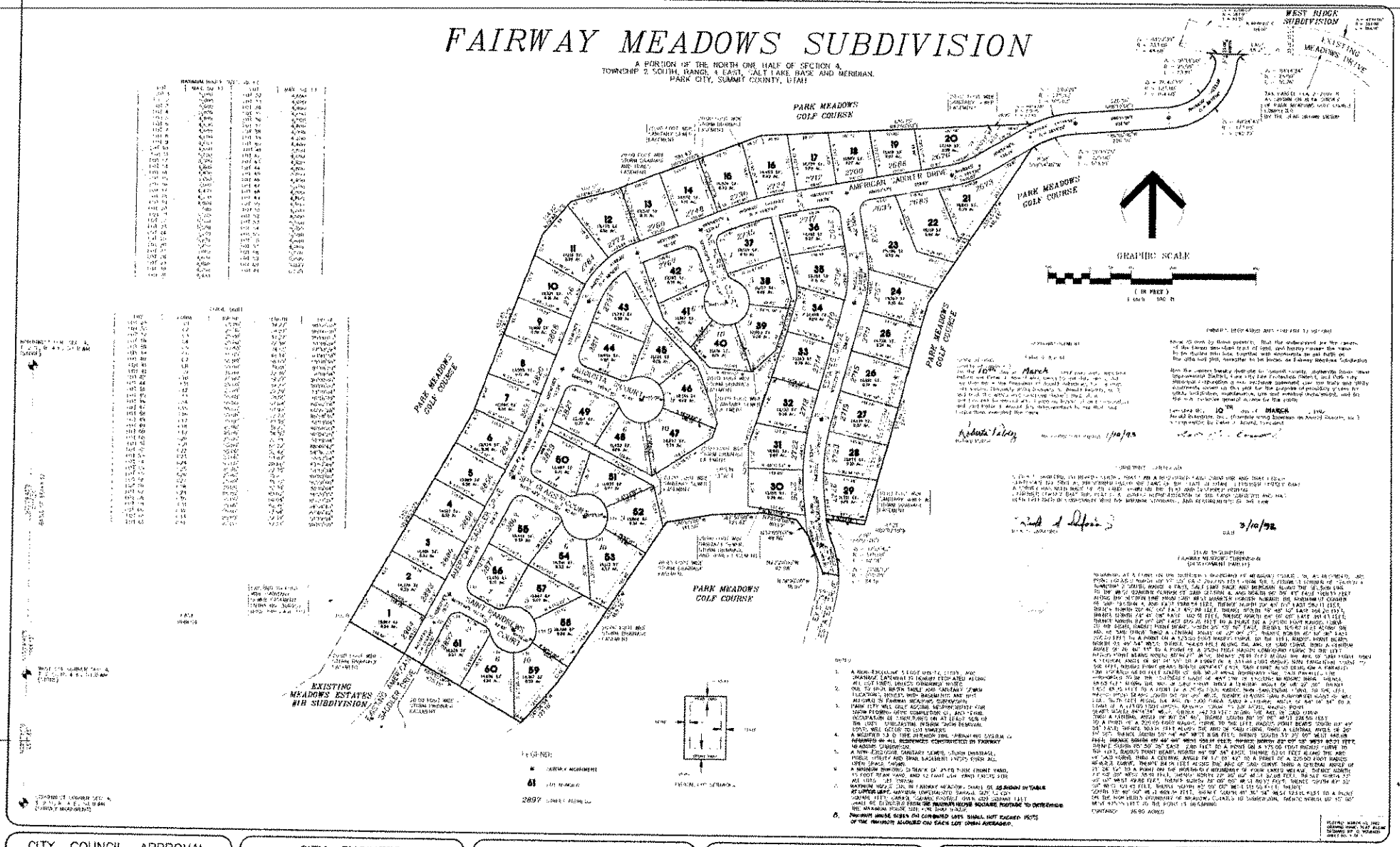
Email: jhburrus@icloud.com

Type of Application: Amend use table

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.

FAIRWAY MEADOWS SUBDIVISION

A PORTION OF THE NORTH ONE HALF OF SECTION 4,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.
PARK CITY, SUMMIT COUNTY, UTAH



CITY COUNCIL APPROVAL	CITY ENGINEER	CITY PLANNING COMMISSION	APPROVAL AS TO FORM	RECORDED
PRESENTED TO THE BOARD OF PARK CITY COUNCIL THIS 24TH DAY OF JANUARY A.D. 1992. AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED. MAYOR CITY RECORDER	APPROVED AND ACCEPTED BY THE OFFICE OF CITY ENGINEERING DEPARTMENT ON THIS 17TH DAY OF MARCH A.D. 1992. CITY ENGINEER	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS 17TH DAY OF MARCH A.D. 1992. CHAIRMAN	APPROVED AS TO FORM ON THIS 17th DAY OF March A.D. 1992. CITY ATTORNEY	No. 356214 STATE OF Utah COUNTY OF Summit RECORDED AND FILED AT THE REQUEST OF: Hizh Country Title DATE: 03-26-92 TIME: 11:18 AM FEE: $50.00 COUNTY RECORDER

JACK JOHNSON COMPANY
Land Planning Architecture Civil Engineering
1810 Prospector Ave. Suite 250 Park City, Utah 84060
3 Tallow Wood Drive, Clifton Park, New York 12065
801-645-9000 FAX 801-649-1820
518-383-5556 FAX 518-383-5559

Attachment A

Land Management Code Rezone Request Illustrated Side by Side

Current	Proposed Zoning Update
15-2.12-2	15-2.13-2
C. Prohibited Uses. Any Use not listed above as an Allowed or Conditional Use is a prohibited use	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. See LMC Chapter 15-4-7, Supplemental Regulations for Accessory Apartments 3. Nightly Rentals do not include the use of dwellings for Commercial Uses and Nighty Rentals are not permitted in the April Mountain, Mellow Mountain Estates and Meadows Estates Subdivisions Phases #1A and #1B.	1. Nightly rental of Lockout Units requires a Conditional Use Permit. 2. See LMC Chapter 15-4-7, Supplemental Regulations for Accessory Apartments 3. Nightly Rentals do not include the use of dwellings for Commercial Uses and Nighty Rentals are not permitted in the April Mountain, Mellow Mountain Estates, Meadows Estates Phases #1A and #1B **and Fairway Meadows Subdivisions.**

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

[1]Nightly rental of Lockout Units requires a Conditional Use permit

[2]See Section 15-4-7, Accessory Apartments

[3]Nightly Rentals do not include the Use of dwellings for Commercial Uses and Nightly Rentals are not permitted in the April Mountain, Mellow Mountain Estates Subdivisions, ~~and~~ Meadows Estates ~~Subdivision~~ Phases #1A and #1B, and Fairway meadows Subdivisions

[4]See Section 15-4-9 Child Care and Child Care Facilities

[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.

HISTORY
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

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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

Declaration of Covenants, Conditions
and Restrictions for
Fairway Meadows
Park City, Utah

February, 1992

RED NOTE ___ AB ___
356215
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ALAN SPRIGGS
SUMMIT COUNTY RECORDER
RECD BY Dg. 32

BOOK 653 PAGE 202 -227

DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR FAIRWAY MEADOWS SUBDIVISION PARK CITY, UTAH

THIS DECLARATION, IS MADE THIS 19TH of FEBRUARY, 1992, by Arnold Industries, Inc., a Utah corporation, referred to below as "Declarant:"

RECITALS:

A. Declarant is the owner of the following described real property located in Park City, Summit County, Utah:

See the Attached Exhibit A

B. Declarant intends to develop a residential subdivision on the property. Declarant will develop and convey all of the Lots within the Subdivision subject to a general plan of development, and subject to certain protective covenants, conditions and restrictions all as set forth in this Declaration, and which are deemed to be covenants running with the land mutually burdening and benefiting each of the Lots.

C. Declarant hereby declares that all of the Lots shall be held, sold, conveyed, encumbered, leased, used, occupied and improved subject to the protective covenants, conditions, restrictions and equitable servitude, all of which are created for the mutual benefit of the Lots. It is the intention of the Declarant in imposing these covenants, conditions and restrictions to create a generally uniform pattern of development, to protect and enhance the property values and aesthetic values of the Lots by eliminating inconsistent uses or improvements, all for the mutual protection and benefit of the owners of the Lots. The covenants, conditions and restrictions are intended to, and shall in all cases run with the title of the land, and be binding upon the successors, assigns, heirs, lien holders, and any other person holding any interest in the Lots, and shall inure to the benefit of all other Lots in the Subdivision. The covenants, conditions and restrictions shall be binding upon the Declarant as well as its successors in interest, and may be enforced by the Declarant or by any Owner.

BOOK 653 PAGE 203

4.19 Vehicles Restricted to Roadways. No motor vehicle will be operated on the Subdivision except on improved roads and driveways. No snowmobiles or motorcycles will be operated on any Lot except for ingress and egress or while loading the equipment for lawful transport on public streets. The operation of any vehicle on the Reserved Open Space is strictly prohibited, even during periods of construction, provided that the Association may use vehicles and equipment in its authorized maintenance activities on the Open Space.

4.20 kennels. No kennel or dog run may be placed closer than 50 feet to any Dwelling other than that of the Owner of the Kennel. No wire fencing shall be allowed which is unscreened from the view of adjoining lots.

4.21 No Transient Lodging Uses. The Lots are to be used for residential housing purposes only, and shall not be rented in whole or in part for transient lodging purposes, boarding house, "bed and breakfast," or other uses for providing accommodations to travelers. No lease of any dwelling on a Lot shall be for a period of less than 30 days. No dwelling on Lot shall be subjected to time interval ownership.

4.22 No Re-Subdivision. No Lot may be re-subdivided without the consent of the Architectural Committee, and no re-subdivision of any Lot may result in the construction of any additional Dwelling Units within the Subdivision.

4.23 Combination of Lots. (a) Subject to the provisions of this Declaration and the limitations set forth in this Section, any Owner may combine two or more adjoining Lots within the Subdivision.

(b) Dwelling Size, Placement. The maximum Dwelling Size for the Dwelling on the combined Lots shall not exceed 150% of the average of the maximum allowable dwelling sizes stated on the final plat for the combined Lots if developed independently. The resulting building mass should be concentrated at the center of the combined Lots, and should not be placed entirely, or predominately on one of the Lots.

(c) Combination Deemed Permanent. The combination of Lots is deemed to be permanent and the Lots may not be independently sold once construction has commenced on the Improvements for the combined Lot. The Owner of any Lots that have been combined will execute and deliver to the Committee a notice in recordable form, containing the name of the Owner and the legal description of the

Responses To Rezoning Issue
Fairway Meadows HOA
January 6, 2021

The residents of Fairway Meadows Homeowners Association were asked to express their preference as to the following question:

A. I support rezoning the Fairway Meadows HOA to reflect the CC&Rs which prohibits nightly rentals.

B. I do not support the rezoning

The owners were given 31 days to review this question and respond. Fifty-two (52) owners expressed a preference on this question. Forty-seven (47) supported the rezoning and five (5) did not support the rezoning. Eight (8) did not respond.

With the support of the majority, the HOA board unanimously voted on January 6, 2021 to request the City Council to rezone our neighborhood to prohibit nightly rentals.

Respectfully submitted,

James H. Burrus
Secretary
Fairway Meadows HOA

Owners

Printed: October 29, 2020

STREET ADDRESS	RESIDENT(S) NAME(S)
1 Augusta Court	Karen Skinner Cathy Cornell
1 Spy Glass Court	John Popple Cheryl Popple
10 Augusta Court	Ozmond Crosby Oz Deborah Crosby Debbi
10 Pine Hurst Court	Mitch Levin Swantje Levin
10 Spy Glass Court	John Iorillo Kim Iorillo
10 St. Andrews Court	Jay Mandelkorn Bonnie Mandelkorn
2 Pine Hurst Court	Lawrence Cohen Lenore Cohen
2 Augusta Court	Bill Grant Michelle Grant
2673 American Saddler Dr	David Brown Deborah Brown Debby
2676 American Saddler Dr	Renter - Mike Kaeske Renter - Joanne Kaeske
2683 American Saddler Dr	Eric Kent Eric Christine Kent Christie
2688 American Saddler Dr	Howard Grossman Ray Grossman
2700 American Saddler Dr	Charles Neal Barbara Neal
2702 Estates Drive	Joseph Higuera Joe
2703 Estates Drive	James H. Burrus Chip Sybil H. Burrus
2706 Estates Drive	Kord Strebel Kristey Strebel
2707 Estates Drive	David Holmes Nancy Holmes
2710 Estates Drive	Allen Gene Rouse Gene Jackie Van Dam
2711 Estates Drive	Richard Norton Suzanne Norton
	Daniel Cookson Dan

STREET ADDRESS	RESIDENT(S) NAME(S)
2723 Estates Drive	Jeffery Moench Jeff Carol Moench
2724 American Saddler Dr	John D'Alessandro Coreena D'Alessandro
2726 Estates Drive	Stanley Elman Stan
2727 Estates Drive	Donald Roll Don Kathy Roll
2735 American Saddler Dr	Michael Stewart Mike Lisa Meyer Lisa
2736 American Saddler Dr	Kenneth Crosby Ken Marian Crosby
2748 American Saddler Dr	William Wennerth Lindsey Wennerth
2760 American Saddler Dr	Robert Kidwell Rob Ellen Kidwell
2772 American Saddler Dr	Building Lot Blake Fisher Linda Fisher
2784 American Saddler Dr	Blake Fisher Linda Fisher
2791 American Saddler Dr	Paul Morgan Kerry Morgan
2794 American Saddler Dr	Building Lot David Thomas Dave Geraldine Thomas Geri
2808 American Saddler Dr	David Thomas Dave Geraldine Thomas Geri
2820 American Saddler Dr	James Offerdahl Jim Denise Offerdahl
2832 American Saddler Dr	Trent Davis Vikki Davis
2844 American Saddler Dr	Christine Reynolds Chris
2856 American Saddler Dr	Molly Crosswhite Jonathan Crosswhite
2863 American Saddler Dr	Philip Kirk Phil Nadine Wimmer Deanie
2868 American Saddler Dr	Eric Lekacz Patricia Lekacz

STREET ADDRESS	RESIDENT(S) NAME(S)
5 Augusta Court	Malcolm MacQuoid Mac Ann MacQuoid
5 Pine Hurst Court	Robert Werner Bob Suzanne Suzanne
5 Spy Glass Court	Royce Wilson Ed Leslie Wilson
5 St. Andrews Court	Richard Smith Rick
6 Pine Hurst Court	Shantel Strebel
6 Augusta Court	Edward Rodgers Eddie Regan Rodgers
6 Spy Glass Court	William Harris Bill Patricia Harris Pat
6 St. Andrews Court	Kit Lokey Carolyn Lokey
9 Augusta Court	James Hill Jim Catherine Hill Cathy
9 Pine Hurst Court	Lori Mendenhall
9 Spy Glass Court	David Zak Amy Zak
9 St. Andrews Court	Greg McNeil Kristin McNeil

Fairway Meadows HOA

November 24, 2020

From the HOA Board of Trustees,

Hope you are well and taking care in these strange times.

As referenced in the President's letter, there is a pending issue regarding nightly rentals. Our current Covenants, Conditions and Restrictions (CC & Rs) prohibit nightly rentals but Park City zoning maps created for the 2002 Olympics designate Fairway Meadows as a nightly rental neighborhood.

To effectively restrict nightly rentals in line with our CC&Rs without the risk of legal challenges, the Board believes it is important for the zoning map to agree with our CC&Rs. Therefore, a zoning change is needed. An adjoining HOA with the same issue rezoned their neighborhood in July 2020. The first step in this process is a poll of our members. The Planning Commission will want to see that we as a neighborhood support the rezoning. To accomplish this step, we ask that you express your opinion using the form below:

_____ I support rezoning the Fairway Meadows HOA to reflect the CC & Rs which prohibits nightly rentals of less than 30 days.

_____ I do not support the rezoning.

Printed Name _____

Signature _____

Address _____

Please return your response in the envelope provided before December 31, 2020.

If you have any questions, please feel free to call or email the HOA Board Secretary, Chip Burrus. or cell 435-655-5357

Thank you.

Re: Nightly rental poll

December 16, 2020 at 6:59 AM

From Molly Crosswhite

To Chip Burrus

Hi James!

I filled out the form and forgot to send it! It has been on my office desk for the last few weeks. I will get it off today - thanks for the reminder. I voted for no nightly rentals, FYI.

Thanks ..

Molly Doilney Crosswhite
Sales Associate

Summit Sotheby's International Realty
435-602-9244
molly@mollycrosswhite.com
summitsothebysrealty.com

> On Dec 15, 2020, at 4:50 PM, James Burrus <jhburrus@icloud.com> wrote:
>
> Hey Molly - I wanted to remind you about the nightly rental poll sent out by the board in November. You may not have gotten it. We are trying to get the city to change its zoning map to align with our CC&Rs on nightly rentals. I have attached the poll preference document for your review. If you have any questions, please reach out.
>
> If it would be easier to just send me an email stating your preference, that's fine too.
>
> Thanks,
>
> Chip
> <Fairway Meadows Nightly Rental Poll.pdf>

Re: Nightly Rental Poll

December 16, 2020 at 4:53 PM

From Christine Richardson

To Chip Burrus, Tyler Richardson

Chip,

Tyler and I mailed our ballot, but in case it hasn't made it to you we support rezoning our HOA to reflect the CC & Rs which prohibits nightly rentals of less than 30 days.

Thank you!

Christy

Sent from my iPhone

> On Dec 16, 2020, at 4:28 PM, James Burrus <jhburrus@icloud.com> wrote:
>
> Hi everyone. Hope you are doing well.
>
> I promise this is the last email on nightly rentals, but I wanted to be sure everyone who wanted to weigh in had the chance. If you've expressed your opinion and its in the mail, please disregard. If you have not made your preference know and want to, I've attached the necessary document. You can also just send me an email saying that you support rezoning our HOA to reflect the CC & Rs or you do not support the rezoning effort. That counts too.
>
> Thanks for your attention to this matter and I will update the community after the first of the year.
>
> Happy Holidays to you all.
>
> Chip
> <Fairway Meadows Nightly Rental Poll.pdf>

Planning Commission
Staff Report

PLANNING DEPARTMENT

Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Gretchen Milliken – Planning Director
John Robertson – City Engineer
Julia Collins – Senior Transportation Planner
AECOM – Transportation Consultant to the City
Date: March 24, 2021
Type of Item: Administrative Public Hearing –MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a public hearing with a focus on the applicant's proposed circulation and transportation plans, Scenario 2b (Exhibit D), in accordance with the MPD, and applicable LMC, General Plan and Transportation Master Plan criteria.

No action on the proposed *Park City Base Area Lot Redevelopment Master Plan Study* is expected until the Commission has completed its review of the entire project. The next Planning Commission public hearings for this project is scheduled for April 21, 2021. Schedule updates will be posted here as soon as they are available:

https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project

Project Description

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

Acronyms

Average Vehicle Occupancy (AVO)
Bus Rapid Transit (BRT)
Comfortable Carrying Capacity (CCC)
Condition of Approval (COA)
Conditional Use Permits (CUP)
Development Agreement (DA)
Finding of Fact (FOF)
Land Management Code (LMC)

Level of Service (LOS)
Master Planned Development (MPD)
Park City Mountain Resort (PCMR)
Recreational Open Space (ROS)
Traffic Impact Study (TIS)
Transportation Network Companies (TNCs)
Transportation Demand Mng't. Plan (TDM)
Park City Mountain (PCM)
Parking management Plan (PMP)
Recreation Commercial (RC)
Return on Community (ROC)
Trip Reduction Plan (TRP)
Utah Department of Transportation (UDOT)
VR CPC Holdings, Inc. (VRCPC)

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

Background Information

At the September 23, 2020, Planning Commission public hearing, staff reiterated that in accordance with LMC § 15-6, the General Plan for the Resort Center, and adopted Transportation Plans, the City's two critical transportation objectives for the site include:

1. **A site plan that prioritized the City's "transit first" philosophy and Modal Hierarchy**. This includes a site plan that improves the guest experience of arriving and leaving the Resort Center neighborhood through a) circulation and intersection improvements; b) the prioritization of public transit and other multimodal transportation options over general purpose traffic; and c) improved active transportation (pedestrian and bicycle) connections in keeping with the City's recently adopted Modal Hierarchy, *LMC Sections 15-6-5(G)(5) and 15-6-5(G)(8), Park City's General Plan for the Resort Center, and TDM Plan Adopted 2016.* ***This includes construction of transportation and transit infrastructure and amenities in the first phase of construction***.

2. **Adherence to a modal shift and sustainable transit goals for the site, as identified in the original approval and Park City's General Plan for the Resort Center**. More specifically, existing Resort traffic currently exceeds roadway capacity, and peak hour congestion will continue to be a problem unless the applicant and Resort promote a mode shift from general purpose vehicles to transit, and commit to a variety of concrete and measurable Transportation Demand Management (TDM) strategies and monitoring program, to reduce congestion at the base area over time. *LMC § 15-6-6(P), Park City's General Plan for the Resort Center, and TDM Plan Adopted 2016.*

Transportation and circulation were last discussed on January 20, 2021, with the Planning Commission challenging the applicant and staff to improve circulation and congestion at the base area and meet the City's "transit first" priority as the two teams collaborate to explore design alternatives at the base area.

The February 17, 2021 Staff Report recommended that transit facilities and amenities could be better integrated into the applicant's site plan, and provided an example to help

illustrate what staff means by this statement. The applicant chose to postpone this public hearing and the application was continued to March 24, 2021.

The applicant remains committed to making transportation circulation Scenario 2b (presented at the January public hearing) and their existing site plan work, and they have provided updated plans and additional analysis to support their current transportation circulation plan. At the March 24 public hearing the applicant will present updates to their preferred Scenario 2b, and staff and AECOM will provide analysis of that proposal.

The next public hearing for this project is tentatively scheduled for April 21, 2021, and the Planning Commission will discuss the architecture of Buildings C, D and E, as well as the applicant's Construction Mitigation and Phasing plans.

A summary of the MPD process and additional project background information can be found in Exhibit K and Exhibit L.

Analysis

This Staff Report is focused on two (2) topics including:

1. The applicant's proposed transportation and transit circulation plan, Scenario 2b.
2. Parking at the base area including the applicant's Transportation Demand Management (TDM) Plan, and Parking Management Plan (PMP).

Background information is included in Exhibits A and Exhibit B, and includes:

1. A summary of the relevant General Plan section for the Resort Center, as well as the relevant regulatory documents and plans/studies related to transportation and circulation at the base area (Exhibit A).
2. A summary of the 1998 DA and related Exhibits relevant to transportation, parking, circulation and construction mitigation (Exhibit A).
3. A summary of the Relevant LMC MPD Criteria and Required Findings related to transportation, parking and circulation (Exhibit A).
4. A summary of Park City's Transportation Improvement Plans, including Park and Ride Facilities, Regional Transit Facilities and Service and Ongoing Transit Investments (Exhibit B).

The City's Engineering, Transportation Planning and 3rd party Transportation Consultants contributed to this Staff Report. As a reminder, the City hired 3rd party consultant, AECOM, as certified transportation engineers, to review and evaluate transportation circulation scenarios and propose transportation solutions for this project consistent with the applicable approvals and LMC. AECOM's technical review of the applicant's Transportation Proposal is attached as Exhibit C.

1. Applicant's proposed transportation and transit circulation plan

The applicant remains committed to the Scenario 2b transportation circulation plan they presented at the January 20, 2021, public hearing. This is a significant improvement from their initial February 2020 submittal, which was based on a one-way traffic circulation loop forcing all vehicular traffic to navigate through the Resort, included two-lane roundabouts at multiple intersections which are difficult for pedestrian and bikers to navigate, and did not reduce general purpose traffic or prioritize transit to the Resort.

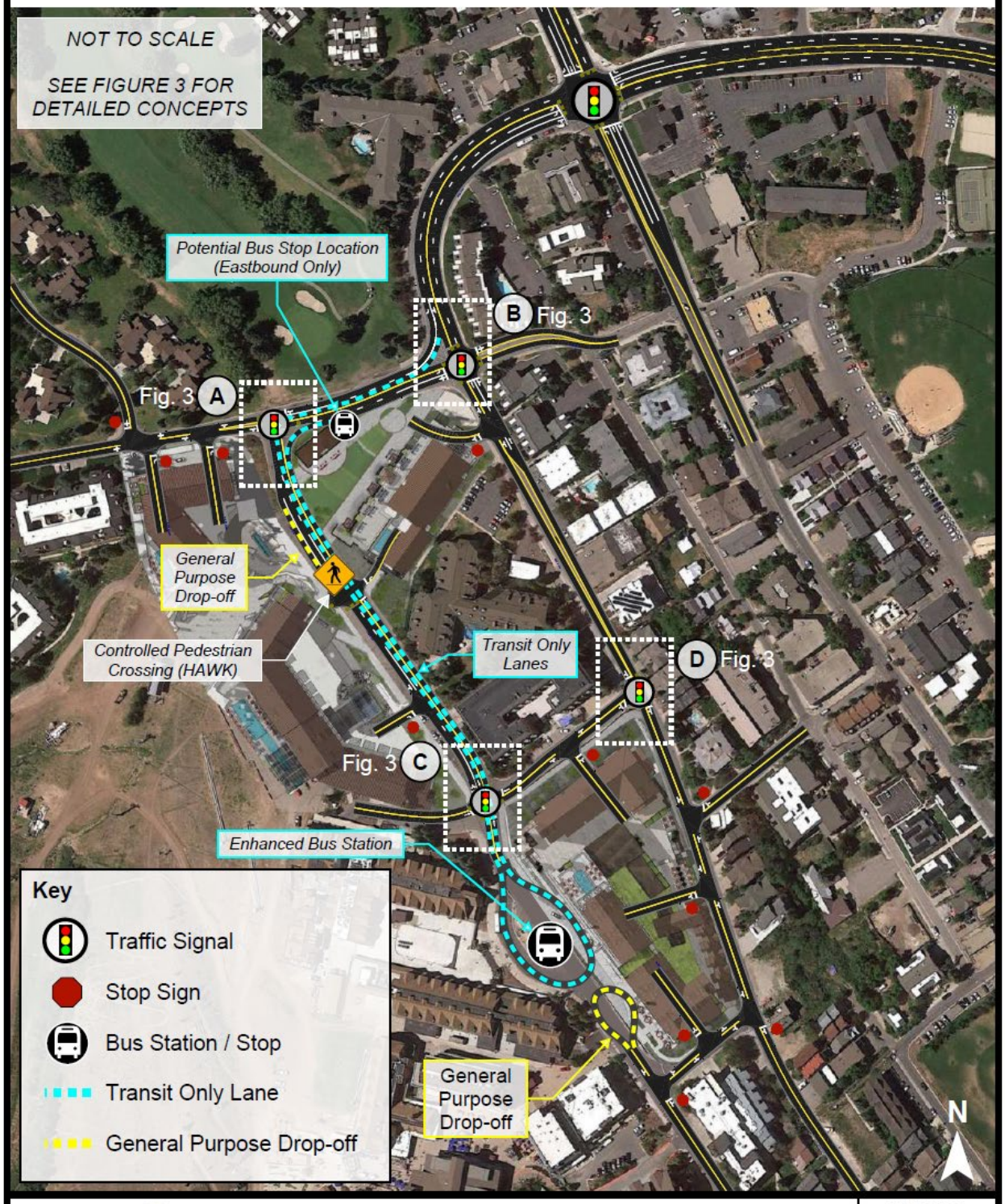
Since the January meeting the applicant has submitted the following:

1. Additional analysis from Hales Engineering (the applicant's transportation consultant) for the proposed Scenario 2b dated February 26 and February 9, 2021 (Exhibit D).
2. An updated Transit Center Site Plan, Day Skier Drop-Off and Loading Exhibits dated March 3, 2021 (Exhibit E).
3. A Draft TDM Plan (Exhibit F).

The applicant's preferred transportation alternative, Scenario 2b, includes:

- Exclusive transit lanes (bus only) south of the Silver King Drive/Empire Avenue intersection.
- Four (4) traffic signals internal to the Resort base area and one HAWK pedestrian crossing signal on Lowell Avenue between Silver King Drive and Shadow Ridge Road.
- An enhanced Bus Station and bus turn around with up to seven (7) bays is proposed for Lowell Avenue at the existing transit stop, and includes an ~1,100 square foot waiting area with rest rooms, bus shelters at each bay, two electric bus charging stations and a bus driver lounge building.

Scenario 2b **Transit and Vehicle Circulation and Control**



HALES ENGINEERING
innovative transportation solutions

02/26/2021

Figure 2

As noted in the February Staff Report, advantages of Scenario 2b include:

1. Exclusive transit lanes mean buses will not get caught in traffic.
2. Transit travel times on site (from the intersection of Empire and Silver King and back again) could be less than 3 minutes, not including dwell time and assuming no delays from drop-offs or pedestrians crossing the road (see January 5, 2021 Memo from Hales to PEG Re: Scenario 2b).
3. Although extremely tight, there may be sufficient space for a transit center with up to 7 bus bays including two electric bus charging stations.
4. This scenario keeps the transit center in the location of the existing bus stop which is of critical importance to stakeholders in the upper base area.

Concerns with Scenario 2b include:

1. The applicant's transit center is limited by their own design, and remains an add on to the site plan rather than integrated into the design from the beginning, as a "transit first" site plan would.
2. The proposed transit center is limited in terms of providing adequate space for bus turning area and pedestrian circulation. Pragmatic turning problems and circulation conflicts are likely scenarios with little to no room for future expansion.
3. The general-purpose vehicle drop-off area and shuttle drop-off area are insufficient for current and future volumes.
4. Pedestrian and bike infrastructure is inadequate for current and future volumes.
5. Connections to the upper base area and Resort from Lowell Avenue at Building C are lacking.
6. The proposed TDM lacks detail with respect to achieving the necessary 20% vehicle reduction and modified modal-split goals needed to reduce congestion at the base area.
7. The proposed intersection designs raise concerns with weaving and safety.
8. The removal of transit from Empire Avenue necessitates the loss of a well utilized bus stop.

<u>AECOM Recommendations</u>

AECOM's recommendations (Exhibit C) are grounded in creating a positive arrival experience, the safety and efficiency of ingress and egress at the Resort Center, and meeting the City's regulatory requirements related to transportation and circulation at the base area as outlined in Exhibit A.

AECOM recommends relocating the transit center to a more centrally located area of the site where it would be less constrained and better integrated into the site plan. However, understanding this would require a significant redesign of the site plan, AECOM makes a number of specific recommendations for improvements to Scenario 2b, if the applicant attempts to work towards Conditions of Approval with the Planning Commission, including:

a) Reduce the number of cars accessing the site by 20%.
b) Enhance the pedestrian experience.
c) Reconfigure drop-offs.
d) Reconfigure the transit center design.

e) Consider innovative uses for excess parking stalls.
f) Implement measures to discourage traffic on residential streets.
g) Address and mitigate traffic.
h) Develop back of house circulation plans.
i) Explore shared parking scenarios.

AECOM's parking related recommendations (e. and i.) are discussed in the Parking section of this Staff Report.

If the applicant remains committed to Scenario 2b, staff recommends a Condition of Approval that the applicant be required to add a bus stop on the northern portion of their site plan (such as on Silver King Drive as shown as a "Potential Bus Stop Location" in Scenario 2b above) in order to replace the bus stop that would be lost on Empire Avenue.

AECOM Recommendations:

a) Reduce the number of cars accessing the site by 20%
In the analysis submitted by the applicant on February 9, 2021, Hales Engineering acknowledges that there is excessive queuing and delays at the Park Avenue/SR 224/Empire Avenue intersection for both morning and evening peak hours, resulting in unacceptable levels of service and delays at this intersection today, and that queuing, and delays will be made worse under the applicant's build conditions. As the applicant is not proposing any mitigation for this intersection, Hales acknowledges that a reduction in traffic volumes of approximately 20% is necessary in order for this intersection to function efficiently and not cause back-ups and delays on SR 224.

Hales Engineering's February 26, 2021, submittal identifies a "modified mode split" to help achieve acceptable levels of service and result in a 20% reduction in peak hour vehicle trips in and out of the Resort through paid parking and transportation demand management (TDM) strategies.

Table 1: High-Level TDM Strategies and Anticipated Reductions

	High-Level TDM Strategy	Peak Hour Vehicle Trip Reduction	% Reduction
1	Increase day skier AVO from assumed 2.7 to a 3.1	116	4.3%
2	Increase transit capacity and incentives (36 buses per hour)	360	13.5%
3	Increase shuttle capacity and incentives	18	0.7%
4	Other Improvements	40 +	1.5% +
TOTAL		534 +	20% +

Increasing the day-skier average vehicle occupancy (AVO) and increasing transit trips are the two biggest factors the applicant is relying on to decrease vehicle trips to and from the Resort. The applicant is projecting the implementation of a paid parking system along with enhanced transit infrastructure will a) incentivize carpooling and b) increase transit use. Carpooling is expected to reduce vehicle trips to and from the mountain by approximately 4.3% while increased transit use is projected to reduce vehicle trips by approximately 13.5%. The applicant addresses how these strategies will be implemented in Exhibit D, as well as the TDM Plan (Exhibit F).

In addition to the above, the Hales projects that increased shuttle capacity and other improvements such as enhanced bike and pedestrian facilities, will allow the Resort to reach the 20% vehicular reduction required to improve congestion and failing intersections as required by the criteria and findings in LMC § 15-6-5 and 15-6-6.

To ensure that the projected vehicle reduction targets are met AECOM recommends on page 5 of their review that the City develop a target time frame for this benchmark to be achieved, include specific key performance indicators that are reviewed with the City on an annual basis, and require additional mitigation such as carpooling incentives or increased parking fees until the targets are met.

b) Improve the pedestrian experience
The applicant's site plan includes two separated pedestrian plazas, 12-foot wide multi-use trails for pedestrian and cyclists, and 5-foot sidewalks adjacent to existing roads.

Scenario 2b **Pedestrian and Bike Paths**

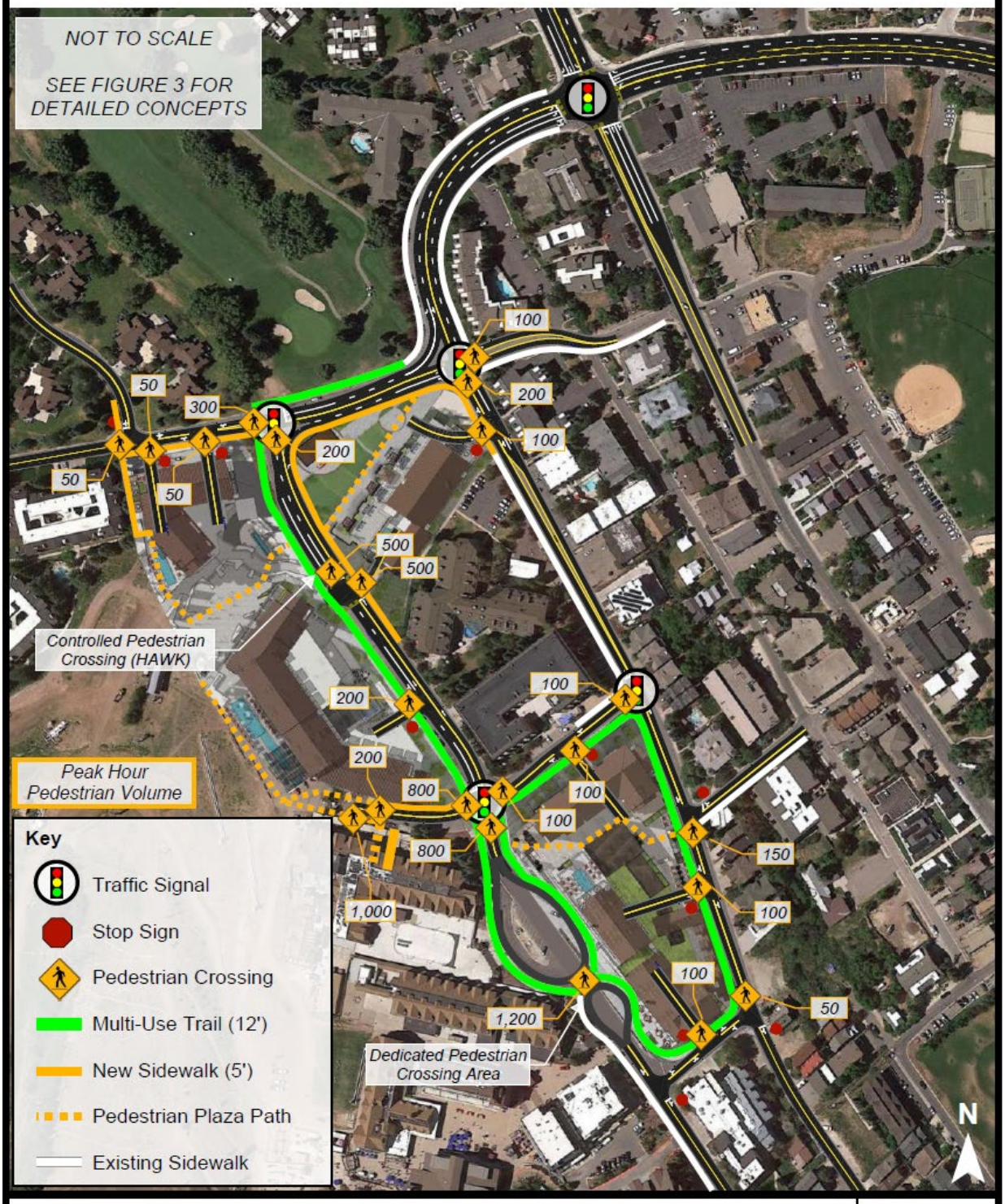


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Figure 4

Staff remains concerned that Scenario 2b still lacks overall adequate pedestrian, bike, and trail connectivity for the anticipated volumes the site will experience during normal and peak conditions. AECOM makes the following recommendations to prioritize pedestrians and accommodate bikes:

1. Increase the 12-foot wide multi-use trail path to 15 feet in order to better accommodate the anticipated volumes of pedestrians and cyclists and to accommodate ski equipment and pets.
2. Provide at least two (2) feet of separation between sidewalks and multi-use trail paths and roadways in accordance with (LMC § 15-6-5 (G)5 which states that pedestrian and bicycle circulation shall be separated from vehicle circulation).
3. Expand the crosswalks be at least as wide as the approaching trail or sidewalk.
4. Increase the five-foot (5') sidewalks to eight feet (8') where possible, in keeping with the City's draft PCMC Street Typologies and to allow for ADA access and larger volumes of pedestrians with ski equipment.
5. Align and expand the crosswalk on Lowell Avenue near Building D with the two pedestrian plazas and move the vehicle drop-off area and loading dock for Building C to prioritize pedestrian mobility.
6. Find an alternative location for the loading dock for Building C not on Lowell Avenue.
7. Develop more substantial biking and mountain biking accommodations and infrastructure including the development of a bike master plan that connects bikers to the Resort's trail system without dismounting or navigating stairs.
8. Consider connections through Building C both to the mountain and upper base area for the general public.
9. Widen the sidewalk on at least one side of both 14th and 15th Streets from Empire to Park Avenue to eight feet (8') in width with rolled or no curbing in order to facilitate pedestrian and bike access to the Resort trails.

c) Reconfigure drop-offs

Scenario 2b has been designed with two primary pick-up/drop-off locations. The northern area is located on the west side of Lowell Avenue, just south of the intersection with Silver King Drive, between proposed Buildings C and E. This area would serve as the main general purpose day skier pick-up and drop-off area and can accommodate approximately eight (8) passenger vehicles.

Staff has concerns with the limited number of vehicles that can fit in this area and notes that the existing passenger drop off area at the Resort can accommodate at least two times the proposed number of vehicles in three pick-up and drop-off lanes at the existing bus stop. The proposed drop-off area is very close to the intersection with Silver King Drive, and staff is concerned that vehicles will back-up traffic in the intersection if more cars want to queue than there is room for. Staff also notes that the proposed loading dock currently limits the length of this proposed drop off area and recommends the applicant consider the use of Shadow Ridge Road Extension as an alternative loading area for this reason.

The second primary pick-up/drop-off location is dedicated to shuttles, and is located just south of the proposed transit center on Lowell Avenue at Manor Way. Staff is concerned that this area is also constrained, and AECOM recommends the applicant consider a widened and more rounded curb line to provide for better flow of shuttle vehicles and to allow sufficient space for shuttles to pull out and pass each other.

AECOM notes that the site plan should provide additional space for increasing drop-off demands in the future (and as a result of the implementation of paid parking), such as along Shadow Ridge Road or within the parking structure. Staff notes that AECOM recommends separating drop off movements into three distinct categories, and providing each with their own area:

1) Shuttles (south of the proposed transit center as currently proposed).
2) Personal vehicle drop-offs (Lowell Avenue near the pedestrian plazas).
3) TNC (Uber/Lyft) (parking structure).

Staff recommends a Condition of Approval that all designated drop off areas be staffed with attendants to help unload skis and facilitate circulation during peak am and pm hours. This could be managed by Resort Operations staff, as done at Deer Valley Resort.

d) Reconfigure the transit center design

The applicant provided updated plans for a more robust transit center at the existing bus stop location.

The proposed plan removes general purpose traffic from Lowell Avenue in front of the existing bus stop and creates up to seven (7) bus bays in a counter-clockwise U-turn fashion. Each bus bay appears to accommodate the City's 43-foot electric buses and has a sheltered waiting area. Bike parking and two electric bus charging stations are included in the plan, as well as limited area for snow storage, a small bus driver break/lounge building and a public waiting area building with restrooms. In addition, the applicant will make the area between the proposed transit center and the ice rink ADA accessible, which is a significant improvement over existing conditions.

Staff and AECOM remain concerned that the proposed area allocated to bus turn-around is extremely tight, and pedestrian movement through the bus area is very constrained. It is not clear if busses can make the required maneuvers in and out of each bus bay, the applicant's plan shows bus shelters within the area where passengers will queue and board the bus and there is limited room for pedestrian circulation around the bus shelters, ADA ramp, and bike rack. If the City were to purchase articulated buses for high demand routes (such as the future Quinn's Junction

Park and Ride lot) only one bus bay appears to accommodate these longer buses, which may not be adequate. AECOM recommends a sidewalk width of at least eight feet (8') clear of shelters, retaining walls, benches, ADA ramps, bike ramps etc., to allow people to circulate the bus waiting area efficiently.

If the applicant remains committed to scenario 2b staff recommends the applicant explore expanded transit area to the west with adjacent owners, or shift the first-floor footprint of Building B east, in order to expand the pedestrian and bus maneuvering area, accommodate improvements to the shuttle drop-off area and better meet future transit and pedestrian needs.

f) Implement measures to discourage traffic on residential streets
Park City's General Plan for the Resort Center, identifies decreasing resort impacts on surrounding residential communities and discouraging resort through traffic on Three Kings Drive as area plan objectives, and a raised median is now proposed on Silver King Drive in front of Parcel E, in order to restrict traffic from exiting the resort via Three Kings Drive.

However, no mitigation is proposed at the other end of Thaynes Canyon and SR 224 to discourage traffic from accessing the Resort from that direction. Staff recommends the applicant propose an off-site guest arrival signage plan which aggressively builds upon existing SR 224 notices which includes acquisition and utilization of at least three Variable Message Signs to a) discourage neighborhood traffic on Thaynes Canyon Drive, b) to direct vehicles to free parking at the High School on weekends and holidays, and c) to direct guests to the correct destinations once they turn onto Empire Avenue from SR 224. The applicant can coordinate with City staff, the Resort and UDOT on messaging of these signs.

g) Address and mitigate traffic
LMC § 16-6-6 requires the applicant address and mitigate traffic. As noted earlier, excessive traffic volume and congestion are problems for the Resort neighborhood, and AECOM agrees that a 20% traffic volume reduction over current modal splits is required through TDM measures such as additional transit, shuttles and micro-transit. Additionally, a robust plan with consequences must be designed to review traffic volumes each year and ensure that TDM strategies are reducing traffic to an acceptable level.

The Planning Department recommends the continuation of the 1997 Condition of Approval #14, which reads "if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues." The intent is that off-site parking solutions include a coordinated and cooperative effort between ski area opertations, new project management/ownership and the City, the Park City School District, Summit County and UDOT to provide creative solutions for peak day and special event parking. While such plans will need to remain flexible, annual plans

should be codified in a written management plan which may be assessed and modified upon underperformance or change in conditions.

The applicant is proposing four (4) traffic signals and one HAWK signal within the base area. The CityEngineer has requested warrants for these signals, but these have not been submitted to date. Given the fact that the City does not maintain any traffic signals at this time, it is necessary that the applicant prepare the warrants and justify the placement of the signals before they put their construction schedule together so the City can understand the timing of when they will be required and what operation and maintenance will be required. The City will need time to prepare and put in place any agreements with outside vendors and determine the necessary funding to provide the required maintenance. In addition, transit signal preemption software and hardware will be required to allow for prioritizing the buses throughout the site. Staff recommends a Condition of Approval that the applicant cover the traffic signal operating and maintenance expenses over the life of the project.

AECOM raises three additional concerns with the applicant's transportation circulation plan on page 10 of their Review. These include:

1. Concern with the free right turns at both of the Silver King Drive intersections as free right turns can be unsafe for pedestrians and cyclists.
2. The awkward merging of westbound traffic on Silver King Drive with right-turning traffic on southbound Empire Avenue to westbound Silver King Drive.
3. The configuration of the "Bus Only" lanes, with further analysis recommended.

h) Develop back of house circulation plans

The applicant is proposing to move the loading dock from Parcel E to Parcel C and integrate it into the hotel building. Details on how trucks will make this maneuver are shown in the Drop Off Exhibit (Exhibit E). As noted earlier, this loading area interrupts the pedestrian crossing from the plaza areas and limits the amount of vehicle drop off. Staff recommends the applicant seek to locate the loading dock elsewhere on site, such as Shadow Ridge Extension, in order to improve the pedestrian and drop off experience.

AECOM recommends the applicant develop a back of house circulation plan to illustrate how they will overlay with the proposed vehicular circulation plan and limit conflicts with pedestrians and bikes.

2. Parking at the base area

To date, Park City Mountain has partnered with the City and others to implement short term measures to supplement the long-term parking solutions anticipated by the new Base Area MPD. Despite this collaboration, the existing parking configuration and management is inadequate as demonstrated by failing intersections and the Resort parking lots reaching capacity almost every day during ski season, which results in neighborhood congestion. In addition, busses get stuck in traffic and cannot service the resort adequately because of ski traffic congestion.

Related to parking, the applicant submitted the following:

1. A Resort Parking Study by Hales Engineering dated February 11, 2021 (Exhibit G).
2. A Draft TDM dated February 10, 2021 (Exhibit F).
3. A Draft Parking Management Plan (PMP), dated February 10, 2021 (Exhibit H).
4. Existing and Proposed Parking Condition Analysis from SE Group dated September 23, 2020 (Exhibit I).

Commercial and Residential Parking

The Park City LMC § 15-3-6, specifies parking rates for various land use types. Hales Engineering (Exhibit G) notes that the LMC parking required for the proposed land uses is 2,223 parking stalls including the 1,200 day skier parking stalls. The applicant is proposing 1,721 parking stalls. Of these, 1,200 spaces are dedicated to day skiers. The remainder 521 parking spaces are reserved for residential (hotel and condo) and resort commercial patronage. Utilizing mixed-use parking reductions, Hales estimates the peak shared parking demand would be 1,583 stalls, less than the 1,721 parking stalls proposed, as Hales is assuming the day skier stalls are fully occupied.

Based on the applicant's calculations of required parking the applicants are looking for a 502 parking stall exception for the residential and commercial parking requirements. The Planning Department notes that this is in addition to the 600 stalls required in the 1997 MPD approval, for a total parking stall exception of 1,102 stalls. Having day skier parking available in the evenings and overnight available for other uses will help mitigate parking demand at different times on the overall site. However, a specific management plan which precludes exclusive use by one user/ownership group over general overlapping use will be key.

AECOM strongly recommends the applicant explore shared parking agreements with existing and proposed hotels and businesses to provide adequate parking at peak times. Valet parking will be required at the Hotel Building C.

According to Hales Engineering, the proposed parking exceptions are conservatively in line with what is experienced at the Canyons side of the Resort, where the applicant reports a 95% capture ratio for the commercial uses from day skiers already parked on site. This appears to make sense as most of the patrons at the Canyon's commercial

uses, restaurants and meeting spaces are typically there to ski or are already accommodated in condo or hotel parking.

The parking analysis assumes one stall per affordable housing unit, one stall per hotel room, and one stall per condominium. AECOM performed a sensitivity analysis which demonstrates that although Building C is over parked for a few hours in the afternoon (which can be accommodated with valet parking), there is excess parking within the entire site overall including during peak hours. AECOM estimates the site is close to 90% parked, which is functionally considered at capacity. Staff believes a 90% parking occupancy rate is efficient and optimal for the site given its unique location and characteristics, as long as the hotel employs valet attendants and shared parking agreements are in place between all uses including day skier parking. Because Building B will be constructed and occupied first, AECOM recommends that the City require an updated parking analysis based on actual parking demand for the uses in Building B.

The applicant is proposing to actively manage parking with real time, dynamic parking signs that guide patrons to open parking spaces within Parcels B and E, creating a more efficient search for parking availability. The Planning Department recommends that the applicant's signage be tied in with signage on I-80, US-40, the Ecker Hill Parking Lot, the future Quinn's Junction Parking Lot, and SR 224 and 248, and include the ability to message real time surrounding traffic conditions, as well as message the pricing and availability of parking at the Resort before skiers even leave their residences.

The applicant's parking analysis notes that the proposed new buildings will be served by a shuttle service provided to move patrons around Park City, if scheduled in advance. This is not noted in the applicant's most recent TDM and should be added if still under consideration or clarified if it has been removed from the program.

The City also recommends the applicant and Resort consider proactive parking strategies that prioritize the City's transportation goals, in order to further reduce congestion at the Resort. The applicant and Resort are familiar with off-site parking strategies as the Resort has been renting 450 parking stalls at Park City High School on weekends and holidays for many years. The rate structure for paid parking can also be used to decrease peak hour trips.

AECOM and staff are no longer recommending a reduction in day skier parking at the Resort, but recommend managing parking to approximately 800 passenger vehicles in order the achieve the modified modal split and vehicle reduction goals. This can be done through pricing and the excess spaces can be used during peak periods for additional drop-off and other uses. As noted above, AECOM recommends that the City require an updated parking analysis based on actual parking demand for the uses in Building B, and that the applicant's PMP, TDM and actual parking and traffic be reviewed with the City on an annual basis to ensure benchmark goals are being met over time.

Parking Management Plan

The applicant submitted a high-level Draft PMP (Exhibit H), and states that they are willing to agree to a Condition of Approval providing they submit a more detailed PMP prior to occupancy of Building B. Staff recommends this be submitted with the CUP application for Building B and that it be reviewed on an annual basis with the City.

Historically the Resort and the City have shared parking and parking mitigation (police details, barricades, additional transit, residential mitigation, transit/transp. flow etc.) for 10-12 yearly events, totaling approximately 40 days. The Draft PMP does not address how parking will be shared with the community on special event days except to say that parking for special events will be on an as-available basis and will be paid parking at the posted rate during the time of the event. Staff recommends further consideration of this issue at the April 21, 2021 public hearing as the City would like additional time to discuss this issue with the applicant.

The Draft PMP discusses summertime parking and anticipated vehicles being able to offload bicycles at the drop off area between Parcels C and E prior to entering the garage. Tall vehicle parking is anticipated to be accommodated on Parcel E. The central loading dock has been moved from Building E to Building C as noted earlier, which the City has concerns with.

Transportation Demand Management Plan

The applicant submitted a high-level Draft TDM Plan (Exhibit F), and states that they are willing to agree to a Condition of Approval that they submit a more detailed TDM prior to occupancy of Building B. Staff recommends this be submitted with the CUP application for Building B and that it be reviewed on an annual basis with the City. The Draft TDM includes:

- A contracted transit manager.
- Paid parking.
- Integration of available parking with third-party apps and other electronic wayfinding.
- A coordination and communication plan with City staff to identify and communicate where people are to be directed to park when parking is limited.
- Ski lockers to mitigate carrying equipment on buses.
- Increased City bus transit to the Resort.
- Marketing efforts for park and ride facilities and bus rapid transit.

The TDM Plan provides limited information on how day skiers will be incentivized to carpool or take transit. A platform to help people find rides and provide incentives and rewards for people who do opt to carpool or take transit may help the applicant reach their 20% target for reduction in vehicle access. Additionally, knowing the parking rate and number of available parking spaces remaining before people leave for the Resort is an additional key piece of information to changing behavior patterns that may help the applicant reach their target vehicle trip reduction goals. These strategies and more can be added to the applicants TDM plan at the CUP process.

As noted earlier, AECOM recommends that the City and applicant develop a target time frame for achieving the vehicle reduction and modal split goals, include specific key performance indicators for each travel market, and monitor and reviewed these metrics with the City on an annual basis, and require additional mitigation such as carpooling incentives or increased parking fees until the target goals are met.

The applicant notes that approximately 200 Resort employees park on Lot E during non-peak ski days, and notes that as development progresses the Resort will establish new employee parking procedures that shifts employee parking to alternative locations, and that these locations may include the new Quinn's Junction Park and Ride and Richardson Flats lots.

The applicant is expecting that all employees will park off-site and arrive at the Resort through various means including PC-SLC Connect bus passes, carpooling, UTA van/shuttle groups, Park City Transit and Resort operated shuttles. The Planning Department recommends the applicant develop a detailed parking plan specific to employees that includes Resort employees, employees of existing businesses, and employees for the proposed project. Staff recommends a Condition of Approval at Building B's CUP application that the applicant submit additional information identifying sufficient off site employee parking and sufficient shuttle capacity so that existing employees are retained, and the City is assured that surrounding neighborhood streets and residents will not be negatively impacted. The questions for Planning Commission will center on what degree of specificity is required now to justify the requested parking reduction and what parameters may be addressed at subsequent CUP conditions of approval. In addition, clarity and memorization of the Resort's employee parking efforts remains vital.

Day Skier Parking

The TDM discusses increasing the AVO to a goal of 2.3 -2.7, with peak days seeing an increase to 3.1 through the implementation of paid parking, coupled with dynamic parking management and broadcast technology. The applicant uses data from SE Group (Exhibit I) to show that by increasing the AVO the Resort will move from a deficit of 347 parking stalls to a surplus of 126 stalls on a typical day. This analysis appears to show that the resort is expected to have sufficient parking on most days under a paid parking model.

The City is supportive of paid parking as one way to decrease the number of passenger vehicles headed to and from the resort, if coupled with a robust transit system and TDM monitoring program. With plans being finalized for the Quinn's Junction Park and Ride, shoulder running bus lanes, bus only lanes at the Resort, and a new transit station, conditions appear to be favorable for a significant mode shift to public transportation. However, the City's bus service has historically been supplemented by the Resort on peak days and the applicant and Resort will be expected to continue to work with Park City Municipal on transportation from satellite lots. Staff recommends this be added as a Condition of Approval of the MPD, particularly with respect to employee parking.

2020 Park City Mountain Base Area Parking Analysis
Existing Conditions

		Notes
Total CCC for Park City side of PCM	**12,570**	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,325	950 from Town Lift and 375 from Silver Star
- Guests within walking distance	4,310	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes
- Transit/Drop-off	2,449	1800 from transit/398 from hotel shuttles/251 from drop-off/ride-share
Total skiers remaining (require parking)	**4,486**	
Average Vehicle Occupancy	2.3	2.3 season average, 2.7 many days, 1.9 AVO on average days, 3.1 AVO on peak days
Total Parking Spaces Required	**1,950**	
- Total Existing Parking Spaces	1,603	1,212 surface (depending on snow), 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	**(347)**	

Notes:
Town lift numbers are from actual scan data, and represents a decrease from 1996.
Additional skiers from Silverstar are from morning lift counts.
Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accomdations number. Assumed 4 guests per unit and 60% occupancy/skier rate.
2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.
Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged amoung days counted
Drop-off/Rideshare is an assumed number - no actual counts have been done.

2020 Park City Mountain Base Area Parking Analysis
Upgrade Plan

		Notes
Total CCC for Park City side of PCM	**13,440**	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,881	1,478 (upgrade to detach) from Town Lift and 403 from Silver Star
- Guests within walking distance	5,020	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes, 710 new
- Transit/Drop-off	2,588	1800 from transit/398 from hotel shuttles/267 from drop-off/ride-share, plus assumed 5% increase (40 cars)
Total skiers remaining (require parking)	**3,951**	
Average Vehicle Occupancy	2.7	2.7 season average goal, 1.9 AVO on average days, 3.1 AVO on peak days (paid parking tool to increase AVO)
Total Parking Spaces Required	**1,463**	
- Total Proposed Parking Spaces	1,589	1,200 surface, 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	**126**	

Notes:
Town lift numbers are from actual scan data, and represents a decrease from 1996.
Additional skiers from Silverstar are from morning lift counts.
Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accomdations number. Assumed 4 guests per unit and 60% occupancy/skier rate.
2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.
Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged amoung days counted
Drop-off/Rideshare is an assumed number - no actual counts have been done.

AECOM and staff agree that the applicant's analysis appears to show that the institution of paid parking at the base area shows that the resort is expected to have sufficient parking on most days and therefore does not require the 600 stalls required in the 1997 MPD approval, as the Resort no longer anticipates reaching the CCC projected in the 1998 Mountain Upgrade Plan. However, staff's preliminary determination in this regard is dependent upon more rigorous management and implementation plans as noted above.

AECOM recommends managing parking to approximately 800 passenger vehicles in order the achieve the modified mode split and vehicle reduction goals. ***Staff also recommend the applicant consider expanding the parking facility at Richardson Flats to accommodate construction and employee parking, which can also be used to meet peak day overflow parking demand as necessary. The applicant and Resort can provide shuttle capacity from this lot to the Resort as required.***

Notice

On May 13, 2020, notice of the May 27, 2020, Work Session was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and in the Park Record on May 13, 2020. A second mailing was sent to property owners within 300 feet of the base area on January 6, 2021.

Notice for this public hearing was published on the Utah Public Notice Website and Park Record on March 10, 2021.

Public Input

Public comments received since the last Staff Report are attached (Exhibit J). Public input received after the publication of this Staff Report will be forwarded to the Planning Commission and attached to subsequent Staff Reports.

Public comments will be taken at the public hearing but should be focuses on the applicant's proposed circulation, transportation and parking plans.

Additional background information on the MPD process can be found in Exhibit K of this Staff Report.

Exhibits

Exhibit A – Background Information Related to Transportation
Exhibit B – Summary of Park City's Transportation Improvement Plans
Exhibit C - AECOM's Review of the Applicant's Transportation Analysis
Exhibit D – Hales Engineering's Transportation Analysis dated 2/26/21 and 2/9/21
Exhibit E – Transit Center Site Plan, Day Skier Drop-Off, and Loading Exhibits dated 3/3/21
Exhibit F – Applicant's Draft TDM dated 2/10/21
Exhibit G – Applicant's Parking Study dated 2/11/21
Exhibit H – SE Group's Day Skier Parking Analysis Dated 9/23/20
Exhibit I – Applicant's Draft PMP dated 2/10/21
Exhibit J – Public Comments
Exhibit K – Summary of MPD Process
Exhibit L – Additional Project Information

Exhibit A: Background information related to transportation and circulation at the base area.

1. Relevant Regulatory Documents and Plans/Studies

Specific to the Resort Center area, the City's General Plan includes the seven (7) following objectives:

1. Increasing opportunities for public transit (including consideration of dedicated transit lanes);
2. Circulation modifications to improve the user experience of arriving and leaving the Resort Center;
3. Implementing alternative parking locations with public transportation connections;
4. The development of transportation demand management strategies to decrease vehicle traffic;
5. Improving multimodal connections between the Resort and Main Street, Deer Valley and the Bonanza Park areas;
6. Decreasing resort impacts on surrounding residential communities; and
7. Discouraging resort through traffic on Three Kings Drive.

More recently, the City's Vision 2020 Think Tank Report identifies traffic and transportation as the biggest challenge facing Park City in the next 5-10 years, and finding innovative transportation solutions to traffic congestion, the biggest opportunity for Park City over the next decade, reaffirming that multi-modal travel remains a Critical Priority for the City Council and Community. In October 2020, the City Council, as part of an initiative to update the City's Transportation Master Plan with the findings of Vision 2020, adopted a modal hierarchy that prioritizes bikes and pedestrians and a "transit first" philosophy.

The City's updated goals mark a shift away from an auto centered approach to transportation, and a pivot towards developing strategies that give people more sustainable options for travel. This new approach includes planning for innovative transportation solutions, expanding transit and providing increased multimodal options for travel around Park City. The redevelopment of the base area is a generational opportunity for the City to implement this updated philosophy, ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions.

At the same meeting in October 2020, the Council embraced the goal of making Park City a "car optional" community, and taking bold action to reinvent transit using the best service models and technology available today. The Transportation Planning Department is working on completing a Short Range Transit Plan that will focus on improved transit service for areas within city boundaries, and will also address dedicated transit service along gateway corridors and effective integration with Summit County's nascent regional transit district.

2. 1998 Development Agreement

The 1998 Development Agreement includes the following Exhibits relevant to Transportation, Parking and Circulation:

- Exhibit E - June 25, 1997 Conditions of Planning Commission Approval
- Exhibit G - Bus Drop Off Easement Agreement
- Exhibit H – Master Phasing and Construction Management Plan
- Exhibits J & K - Traffic and Parking Mitigation Plan
- Exhibit L - Mountain Upgrade Plan re Parking Capacity

1997 Planning Commission Approval

The 1997 Planning Commission Approval includes the following notable Findings of Fact, related to transportation, parking and circulation:

- FOF #6. The applicant prepared two traffic and parking studies…. A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increased traffic demand.
- FOF #9. ….Specific design guidelines…and site planning were required in order to:
    - …provide for significant pedestrian circulation;
    - improve the efficiency of the road and transit system;
    - provide attractive and functional landscaping and streetscape;
    - minimize the impact of construction on the neighborhood and surrounding open space areas;
    - maximize public access and utility of open space….
- FOF #13. Total skier parking…. These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking…. Parking for the Resorts Accessory Uses and or Support Commercial to the Resort is included in the 600 additional parking stalls that will be built for the Resort uses….

Relevant Conditions of Approval include:

- COA #3. …Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.
- COA #5. …[The bus drop off area] is being required to be improved as part of this Large Scale Master Plan.
- COA #8. A Master Owners Association will be formed…. The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and all other public amenities that are part of this Master Plan. The Master Association shall coordinate recycling, snow removal and maintenance with the existing associations in the resort center project.
- COA #9. The developer shall upgrade utilities as deemed necessary by the City Engineer….
- COA #13. …Prior to any construction commencing on this project, or Planning Commission final action on any CUP… the traffic mitigation plan…shall be

finalized, to the satisfaction of the City Engineer, Public Works Director, and Police Chief, which shall address, but not be limited to:

- Traffic control during peak hours of peak ski season.
- Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave, and Deer Valley Drive and Bonanza.

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

- COA #14. Prior to any construction commencing on this project, or Planning Commission final action on any CUP, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:
  - A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement. The applicant is expected to be responsible for parking enforcement costs beyond that which would normally be provided by Park City.
  - A parking operations plan including specifics of the pay for parking system.
  - A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians.
  - Contingency plans for satellite, large vehicle and overflow parking.
  - A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solutions include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

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

Bus Drop Off Easement

The current bus drop off area is located on land owned by the Resort Center Condominiums Owners Association, with whom the City has an exclusive Easement Agreement, for use as a bus transit station. The Agreement requires the City to maintain the easement area. The Agreement also notes that this area is considered the "Main Bus Drop Off" for the Resort, and specifies that at least 70% of City buses that service the Resort, must stop at this location. However, the City is not obligated to keep the bus stop in this location, and this requirement only applies as long as the bus stop is located in the current location.

The existing bus drop off area lacks any passenger and amenities (sheltered waiting area, benches, bathrooms, bike racks, ski racks, etc.), adequate bus pullout area, or compliant ADA and pedestrian accessibility. Many general purpose automobiles and taxis use the area as a drop off, mixing with the buses and causing delays. Additionally,

buses are often stuck in traffic and unable to circulate the base area efficiently. The Planning Department recommends that at a minimum, the applicant's project rectify these issues. As noted above in COA #5, the applicant was required to improve the bus drop off area as part of the 1998 approval.

The City's Engineering Department has engaged a third party consultant to help determine if the current location of the bus stop is in the best spot to prioritize transit use to the Resort and improve circulation and on-time transit performance through the Resort. Improvements should include a 6-8 bus bay design, proper passenger shelter and amenities, and potentially providing end of line bus staging and driver facilities. Building a better facility that includes all of these amenities into the larger project will integrate transit into the Park City base area, making the transit experience more attractive to visitors, day skiers and employees, improving operational efficiency system wide, and advancing Park City's transportation goals for prioritized transit.

Traffic and Parking Management Plan

The 1998 Traffic and Parking Management Plan forms the basis for maintaining existing or improved traffic conditions throughout the construction of the project as well as after completion of the project.

As noted above in COA #13 & #14, the traffic and parking mitigation plan was expected to be reviewed and modified with each phase of development to evaluate transit and parking needs. This condition, as well as the DA, also notes that if the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City has the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues.

The Planning Department recommends the applicant *and Vail Resorts Park City Mountain* develop a Traffic and Parking Management Operations Plan outlining how traffic will be managed at the base area, particularly during peak ski season and events. This plan should detail:

- Who will manage and direct traffic during the ski season, and how transit will be prioritized.
- How traffic managers/parking attendants will be trained/certified.
- Which garages will be prioritized for parking first.
- How the garages will operate (access, how skiers will pay for parking, etc.).
- How parking will be accessed by unit owners.
- How parking will be shared if unit owners/hotel guests are not utilizing their units.
- How parking will be shared with the community on special event days including but not limited to July 4th, Artsfest, Sundance, Halloween, Running with Ed, Miners Day, Park Silly, Farmers Market, Resort events (concerts and ski events), etc.
- How parking will operate in the summer for bikers and hikers.
- How and where bicyclists will be able to load/unload their bikes and park.
- Vehicle clearance and where taller vehicles and buses will be able to park.

- A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement.

Phasing and Construction Management
The 1998 Master Phasing and Construction Management Plan also notes that more detailed construction mitigation plans were required for each parcel at the time of the CUP process. The applicant has submitted a Construction Phasing and Mitigation Plan that will be addressed at the April 2021 meeting.

Although the applicant's Construction Phasing and Mitigation Plan addresses parking during construction, the plan should be updated, and more detail is needed to address:

- Routing of construction traffic so that adjacent residential streets are not impacted.
- Parking of Construction vehicles and employees.
- Maintenance of pedestrian ways, trails and transit during construction.
- Details and phasing for street, sidewalk and intersection improvements including landscaping and the transit center.
- Neighborhood mitigation strategies.
- Proposed methods for monitoring compliance with the Construction Phasing and Mitigation Plan.

If the Planning Commission chooses to approve this project, it is anticipated that the final Traffic and Parking Management Plan and Construction Phasing and Mitigation Plan will also be reviewed and modified as necessary, with each phase of development, during the CUP process for each building/parcel.

Mountain Upgrade Plan
The 1998 Mountain Upgrade Plan outlines the intended development of ski related facilities for the Resort, and requires that the Resort has adequate parking and mitigation for any expansion of lift capacity. Appendix A is the Park City Ski Area Parking and Capacity Analysis. The applicant updated this analysis in the Transportation Improvements section of their application. Page 88 concludes that the current (2019) CCC of the Resort is 12,570, and that skier supply (including existing parking spaces, lodging at the base area, use of town lift and transit) is 11,733, meaning that the resort can comfortably handle its peak occupancy under the existing parking conditions of 1200 stalls. This conclusion is arrived at by utilizing paid parking to increase the Average Vehicle Occupancy (AVO) rate, and this is the basis of the applicant's argument for eliminating the additional 600 parking stalls proposed for the Resort in 1998.

The Planning Department notes that the updated analysis does not appear to include the 450 stalls the Resort regularly uses at the High School on holidays and weekends.

Transportation Demand Management Plan
The applicant also submitted a Transportation Demand Management Plan which is being reviewed by staff and should be presented at the February meeting (*TDM Plan Adopted 2016).*

3. LMC MPD Criteria
LMC § 15-6-5(E)(1) addresses the number of Off Street Parking Requirements for MPDs, and parking will be discussed at the February 17, 2021, meeting.

Under current conditions, parking demand appears to regularly exceed supply, and traffic congestion is a common occurrence at the Resort and on surrounding streets. Therefore to meet the objectives of the General Plan, the LMC's required findings and the City's "transit first" philosophy, the applicant must facilitate and actively promote other modes of transportation over private automobile use.

In addition to advancing multi-modal transportation options, staff recommends the applicant and Vail Resorts Park City Mountain consider off-site parking or other mitigation, which may include partnerships with the City, third parties or a payment in-lieu contribution for use or expansion of parking at Richardson Flats or another location in the Quinn's Junction area which would further contribute to keeping traffic outside of Park City and more robust transit infrastructure at the base area.

LMC § 15-6-5(G), Site Planning reads:

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; and
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.

LMC § 15-6-6, Required Findings and Conclusions of Law, includes the following findings the Commission must make in order to approve an MPD, as related to transportation and circulation:

J. promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;
P. addresses and mitigates traffic.

It is the applicant's responsibility to demonstrate how their project conforms to the above plans, resolutions, objectives, Critical Priorities, and Land Management Code during the MPD review process.

Park City Municipal Transportation Improvement Plans

The recently completed Park City Vision 2020 identified **Transportation Innovation** as one of four main priorities. Transportation remains among our biggest ongoing challenges. In October 2020, the City Council updated its Transportation Master Plan to formalize a long-term commitment to "transit-first."

In the next two years, Park City will construct several important transportation capital projects that demonstrate the commitment to transit-first. Most will be completed in partnership with UDOT, Summit County, private developers, and the City's Public Utilities Department:

- Quinn's Junction Park and Ride Phase I;
- SR-248 westbound (inbound) shoulder running express bus lane (electric-busses);
- Richardson Flat Rd/SR248 Traffic Signal with express bus signal prioritization; and
- Park Avenue transit stations and sidewalk improvements.

A project list was drafted to demonstrate commitment over the next 5-10 years (Exhibit B). In addition, below are specific project highlights that will advance transportation goals and opportunities for PCMR.

Park and Ride Facilities

Park and ride facilities allow visitors from east/west to access free parking and transit. The current Park and Rides include: Ecker Hill, Kamas, Kimball Junction, Jeremy Ranch and Richardson Flat (Exhibit C).

- The City is building 400+ stalls at Quinn's Junction, which will be operational in time for construction at the PCMR base. Additionally, a traffic signal will be installed in fall of 2021 at SR248 and Richardson Flat Rd, this will improve the access for the Richardson Flat Park and Ride.
- Summit County is also planning a new Park and Ride in the Jeremy Ranch area.
- In total these regional park and ride facilities include 1,700+ stalls, if not more when all is said and done.

Regional Transit Facilities and Service

This regional park and ride strategy is paired with a significant investment in bus rapid transit. Initially, this consists of a westbound shoulder bus lane on SR-248 constructed summer of 2021, and continued utilization of shoulder lanes on SR-224.

At the same time, the City and County collaborated on a federal grant to formally bring bus rapid transit priority lanes to SR224. Vail sits on the technical advisory committee, and this project will total well over $100M in capital investment when all is said and done. The City envisions an express line that runs to Old Town, PCMR, and DV.

SR224/Empire Avenue/Deer Valley Drive Intersection

Park City and UDOT are evaluating design improvements to the intersection of Empire/SR224/Park Ave and Deer Valley Drive, which is a bottleneck before the base area. Our goals and plans reflect and prioritize the transit first commitment.

Additional and Ongoing Public Sector Transit Investments

- Ten new Electric Bus Purchases – exceeds $14million investment to our Transit fleet in 2022.
- Bus Shelter Enhancement program – over $5m to upgrade and enhance our bus shelters.
- Enhanced wayfinding and utilization of VMS signs and media to proactively communicate with visitors

- New “app” to promote transit ridership and transit options and predictability
- Regional Transit System – Summit County is taking the lead and reimaging county transit to better service origin and high visitation destinations. Vail resorts must be active as they plan and organize.
- Park City Transit – Park City will continue a citywide free transit system that works for hand in glove with the regional system. The Citywide system plan to provide additional support for express routes to park and rides, special events, holidays and peak periods with enhanced transit service levels to maintain our commitment to transit first.

Upcoming Capital Transportation Projects

This is an overview of funded capital transportation projects to be implemented by Spring 2022.

Legend

- Spring 2021 Construction
- Summer 2021 Construction
- Fall 2021 Construction
- Spring 2022 Construction
- Regional Roadway

S.R. 224

S.R. 248

U.S. 40

Deer Valley Drive

1. Quinn's Park & Ride Phase 1

Construct a park and ride at Quinn's Junction off of Old Hy 40/Frontage Road

4. SR248 Corridor Improvements

Construct westbound shoulder running-transit lane, pedestrian improvements, and pavement rehabilitation

10. Richardson Flat/ Rail Trail Crosswalk signal

Add a pedestrian safety signal at Rail Trail crossing to alert roadway users of pedestrian crossing

5. Richardson Flat Traffic Signal

Installation of traffic signal at Richardson Flat/SR248

9. Olympic Park Pathway

Improve the pathway through Olympic Park

2. Park Ave Bus Stops and Sidewalk Improvements

Upgrade the two transit shelters and connecting sidewalks on Fresh Market/ Park Ave/SR248

8. Lot F/Lot G Rail Trail Improvements

Connections to Rail Trail from Prospector lots F/G

6. Park Ave Rehabilitation

Utility and roadway improvements

7. Rossi Hill Improvements

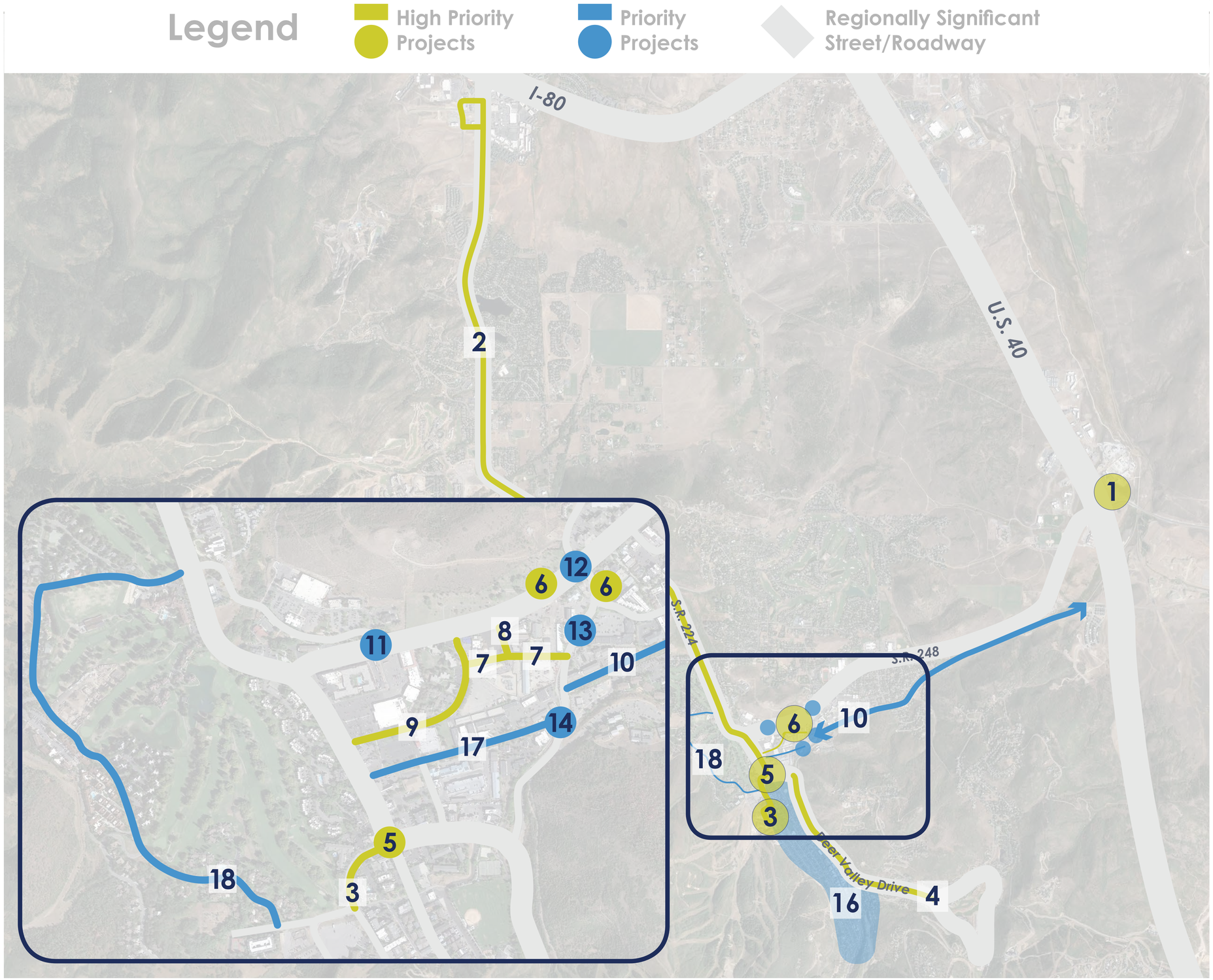
Utility, pedestrian stairs, and roadway improvements

3. Deer Valley Dr Phase I: Restripe

Reduce travel lanes for traffic calming. Add bike improvements between Marsac Roundabout and Bonanza Dr

Planned Regional Transportation Projects

This is an overview of planned regional transportation projects. Other planning efforts, such as the Short Range Transit Plan, ATP, and Long Range Transportation studies might add projects to this list.



Capital Projects List

1. Quinn's Junction Park & Ride Phase II
Project Details: Build a transit station, end of line transit facilities, electric bus charger, and an ebike station. Provide intersection improvements, signage, and VMS boards.

2. SR 224 Bus Rapid Transit (BRT)
Project Details: Add side-runnning BRT transit lanes, transit intersection improvements, and signage. Project includes potential roadway widening to accommodate transit lanes.

3. Empire Avenue and Multimodal connections
Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the base area redevelopment.

4. Deer Valley Drive Complete Streets
Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the resort area redevelopment

5. Empire/Park/SR224 Intersection and Street Improvements
Project Details: Update intersection with transit priority and pedestrian safety improvements.

6. Arts & Culture Transit Stops
Project Details: Construct regional transit stops on Westbound SR248 and Northbound Bonanza. Add transit facilities/amenities, bus pullouts, sidewalk and pathway improvements.

7. Munchkin Complete Street Connection and Improvements
Project Details: Extend road through to Homestake. Add a 15' pathway on the south side, and a 5' sidewalk on north side; shared bike lane markings and a high visibility crossing at Munchkin/Bonanza Dr; utility relocations, roadway connections, and landscaping.

8. Woodbine Complete Streets Improvements
Project Details: Reconstruct Woodbine with a 5' sidewalk, shared bike lane markings, signs, drainage, utilities and an improved Woodbine/SR248 crossing.

9. Homestake Complete Streets Improvements
Project Details: Add a 12' pathway on south side of Homestake and shared bike lane markings and improve SR224 pedestrian crossings. Project may also include utility relocation, roadway connections, pathways/sidewalks, bike markings, protected pedestrian crossings, and landscaping.

10. Rail Trail Widening
Project Details: Resurface and widen the rail trail to 14'. Improve drainage, erosion control, and add bridges.

11. Snow Creek Crossing (Tunnel under SR248)
Project Details: Road will be extended through to Homestake. Inclusion of a 15' pathway on south side; 5' sidewalk on north side; shared bike lane markings, high visibility crossing at Munchkin/Bonanza Dr, Utility relocation, roadway connections and landscaping.

12. SR248/ Bonanza Wells Fargo Tunnel
Project Details: Tunnel under SR248/Kearns in front of Wells Fargo

13. Bonanza/Prospector Tunnel or Bridge
Project Details: Crossing Bonanza connecting Arts and Culture to Prospector Square and Rail Trail.

14. Iron Horse Intersection/Rail Trail tunnel
Project Details: Tunnel improvement from Arts and Culture district to existing tunnel on Bonanza Drive

***15. Mobility as a Service Improvements/Curbside Improvements**
Project Details: Drop-off and pick-up zones, modifications to curb space, include methods such as car and bike sharing, taxis and car rentals/leases, and provides consumer travel options.

16. Old Town Complete Street Improvements
Project Details: Numerous active transportation improvements and traffic calming features for the Old Town core. May include byway opportunities, lighting, wayfinding, pedestrian crossings, improved bike/pedestrian facilities.

17. Iron Horse Complete Street Improvements
Project Details: Enhanced sidewalks and improved pathways, connections to Rail Trail, intersection improvement to Bonana Dr.

18. Three Kings Complete Street Improvements
Project Details: Transit improvements, pathway connections, bike markings, and traffic calming measures on Three Kings Drive to Thaynes Canyon Drive.

*Other Projects

State of Good Repair and Operational Projects

A. Electric Vehicle Charging Infrastructure
Upgraded electric chargers; DC fast charger/trickle charger.

B. Electric Bus Fleet Replacement
Convert entire transit fleet to electric vehicles.

C. Bus Shelter Maintenance
Improved design, sidewalk connections, transit shelters, lighting, signage, etc.

D. Rail Trail Maintenance
Maintain the rail trail pavement, improve drainage, weed control, etc

E. SR248 Express Bus NEPA
Plan and design to connect Quinns and Park City with transit priority

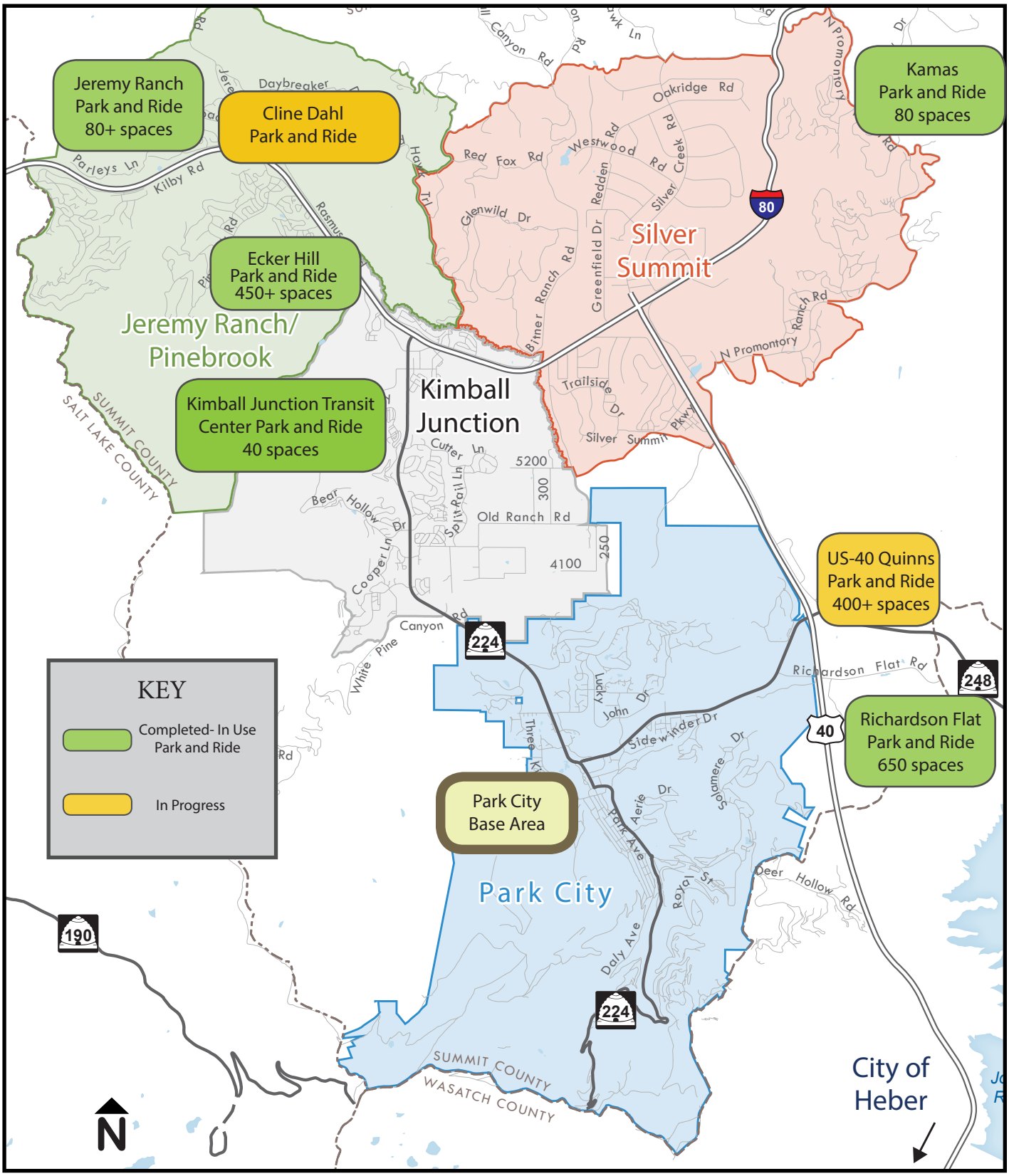
F. On-Demand Micro Transit
On-Demand transit service with flexible routing, scheduling, vehicles, etc.

G. Electric Autonomous Vehicle
Electric autonomous vehicle that operates as a circulator service.

H. Variable Message Boards
Continue to expand real time traveler information.

***Not pictured on map**

Park City and Summit County Regional Park and Ride Map



Date: March 19, 2021

To: John Robertson, PE – City Engineer

From: Kordel Braley, PE, PTOE
Laynee Jones, PE

cc: Alexandra Anath, Park City
Julia Collins, Park City
Gretchen Milliken, Park City

Re: Transit/Multimodal Review of PCM Development Transportation Proposal
AECOM Project 6064001

Attachments: Attachment A. Comments on Applicant's Exhibits
Attachment B. AECOM Review Team
Attachment C: AECOM Previous Review Memo Dated February 12, 2021

Memo

INTRODUCTION

AECOM reviewed the applicant's plans on behalf of Park City in February 2021 and summarized the findings in a memo dated February 12, 2021 (Attachment C). The applicant revised their plans based on those recommendations and submitted revised plans to the City in March 2021. The City then provided AECOM a suite of documents comprising the most up to date plans on March 8, 2021 (see Table 1). This memo documents AECOM's findings and recommendations based on the applicant's latest submittal.

Table 1. List of Materials Reviewed

Document	Document Date	Notes
Travel Demand Management (TDM) Plan	February 2, 2021	Considered/addressed in February 12 review
Parking Management Plan (PMP)	February 10, 2021	Considered/addressed in February 12 review
Civil Grading Plans	February 3, 2021	New since February 12 review (not reviewed)
Cover Letter dated February 4, 2021	February 4, 2021	States that a pedestrian bridge over Lowell is not preferred and accompanying elevation view of a pedestrian bridge
Scenario 2b Year 2040 Evaluation Memo, Hales Engineering	February 9, 2021	Considered/addressed in February 12 review
Traffic Phasing Diagram	February 11, 2021	New since February 12 review *(to be reviewed at a later date)*

Document	Document Date	Notes
Park City Mountain Resort Parking Study, Hales Engineering	February 11, 2021	New since February 12 review
Bus Stop Turn Exhibit	February 12, 2021	New since February 12 review; shows turning radius analysis
Park City Mountain Resort - Additional Traffic Information, Hales Engineering	February 26, 2021	New since February 12 review
PCMR Parking Calculations	February 26, 2021	New since February 12 review
Bus Stop and Drop Off Exhibits	March 1, 2021	New since February 12 review; exhibit includes detailed site plans
Day Skier Drop Off Site Plan	March 2, 2021	New since February 12 review
Transit Center Site Plan and Renderings	March 4, 2021	New since February 12 review
Transit Center Station Plan View		New since February 12 review; shows 1,100 sf building with restrooms and lockers

RECOMMENDATIONS

AECOM's recommendations are aimed at improving the guest experience, making a more attractive, world-class development, and easing operational issues for the City. Transportation recommendations are grounded in a positive pedestrian experience, safety, egress/ingress, and meeting the city's relevant regulatory documents related to transportation and circulation at the base area.

1) Relocate Bus Stop Closer to Pedestrian Plaza

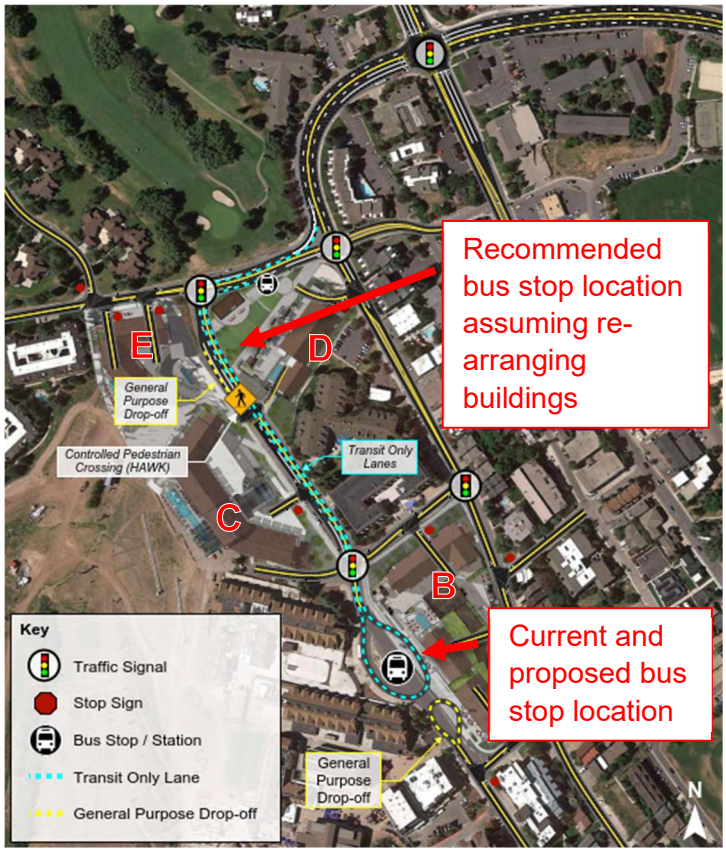
AECOM recommends evaluating a more centrally located bus stop/state-of-the-art mobility hub on parcel C or D integrated into Building C or D (requiring redesign of one or both buildings) to allow for current and future transit growth, promote ridership, enhance users' experience, and respond better to changing demographics and technology trends. A joint workshop between the City and the applicant could facilitate a redesigned site that meets developer and City goals.

Although Scenario 2b includes exclusive lanes for buses and space for seven bus bays, the circulation and amenities for the transit rider are not ideal. The space for the bus drop-off is 0.2 miles from the slopes and a similar distance from the activated pedestrian plaza between Buildings C and E. The bus drop-off area has limited space, is not activated or programmed, has limited amenities, and is not programmed for future mobility trends (for example, bike share, electric charging). The current bus stop location is disorienting for transit riders to navigate through the existing development to the slopes. The design appears to add transit on to an existing development rather than integrating it into the design.

If integrated into Building C or D, the hub would be closer to the pedestrian plaza (including the activated businesses on either side), skier services, amenities, and ski beach. Lockers/restrooms could be integrated into either Building C or D or in a separate building. This would offer the opportunity to separate drop-offs from transit operations and accommodate an anticipated growth in

drop-offs from microtransit, ride-hailing, shuttles, and eventually automated vehicles. This would also offer the opportunity to more distinctly separate transit operations from automobile traffic. As shown in Figure 1, if the mobility hub were located on parcel D, a second bus stop could be located in the current location, providing transit riders access to both the new pedestrian plaza and the current development.

Figure 1. Recommended Bus Stop Re-location



2) Or Improve Scenario 2b

The following recommendations should be considered if the City chooses to keep the bus stop in its current configuration as proposed in Scenario 2b.

Summary of Recommendations for Scenario 2b

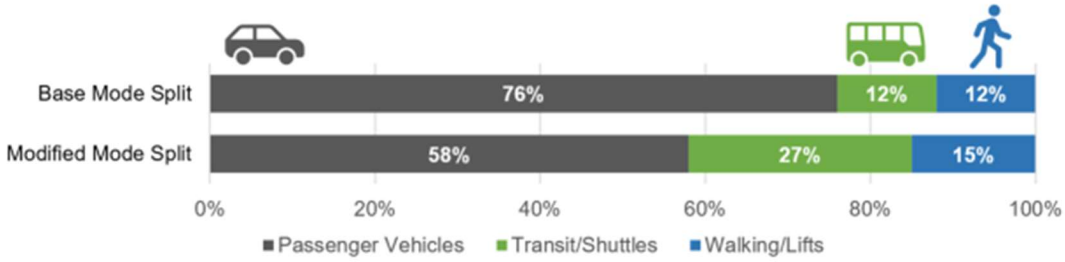
a) Reduce Number of Cars Accessing Site by 20% through More Substantial TDM Plan
b) Improve Pedestrian Experience
c) Reconfigure Drop-Offs
d) Reconfigure Bus Stop / Transit Station Design
e) Consider Innovative Uses for Excess Parking Stalls
f) Implement Measures to Discourage Traffic on Residential Roads
g) Address and Mitigate Traffic
h) Develop More Substantial Back-of-House Circulation Plan
i) Explore Shared Parking Scenarios with Current and Proposed Hotels and Businesses

a) Reduce Number of Cars Accessing Site by 20% through More Substantial TDM Plan

AECOM recommends a joint effort between the applicant, Vail Resorts, the City, hotels, employers, and other public agencies to agree on a more substantial TDM plan. The goal of the TDM plan would be to achieve the modified mode split (see Figure 2), as described in the February 26, 2021, Hales Engineering memo. The modified mode split would result in a 20% reduction in the number of vehicles accessing the site over current conditions, which is necessary to achieve an acceptable level of service on roads surrounding the base area (in particular Empire Ave).

The applicant's current TDM plan dated February 2, 2021 is high-level in nature and includes a suggestion that the approval of their concept be contingent on a more detailed TDM plan being developed and approved before the first building's Certificate of Occupancy.

Figure 2. Mode Split Scenarios



Source: Hales Engineering, Park City Mountain Resort – Additional Traffic Information, February 26, 2021.

Summary of Applicant's Current TDM Plan

The current TDM plan includes the following key proposals:

- A contracted transit manager (it is unclear who would employ the transit manager).
- Paid parking (no analysis was provided on the proposed rate structure or transit ridership elasticities of changing parking costs).
- Integration of available parking with third-party apps or other electronic wayfinding.

- Coordination and communications plan developed in conjunction with City staff to identify where people are directed to when parking is limited.
- Ski lockers to mitigate the inconvenience of day skiers carrying equipment on the buses.
- Accommodating 35+ buses per hour (up from 24 to 26 per hour).
- Marketing efforts including highlighting the existing and proposed park-and-ride facilities as well as proposed bus rapid transit (BRT).
- Limited detail on how to eliminate current PCM employee parking or address employees of the future development.
- Limited details on the required number of shuttles/buses to accommodate all employees parking off-site.

Recommendations for TDM Plan

1. Per the City's adopted 2016 TDM plan, clarify that the plan is a collaboration between the applicant, Vail resorts, hotels, employers, and other public agencies with ***agreed-upon measures by each partner.*** A variety of TDM strategies will be used and typical strategies will be adapted to fit resort settings.

Five Key Travel Markets
- Full-time residents
- Part-time residents
- Commuters
- Visitors/tourists
- Employees

2. ***Develop and agree on key performance metrics (KPIs) with a focus on key travel markets. Monitor these on an ongoing basis and adapt TDM measures meet the KPIs (for example, an average vehicle occupancy rate of 3.1 on peak days).***

3. Determine ***rate structure for paid parking*** to ensure the plan's success. Varying levels of parking rates will deliver very different results. For example, charging $1 per day for parking would have a very different impact than charging $15 per day. Parking rates could also be structured to charge people more on peak days which could help decrease peak hour trips.

4. Include information on how day skiers will be incentivized to carpool ***to increase the average vehicle occupancy to 3.1*** as shown in the applicant's proposed parking plan. Under the employee section of the TDM plan, the plan mentions using the RideOn platform to encourage employees to carpool. It may be beneficial to offer a similar platform to day skiers as well to help people find people to carpool with and provide incentives and rewards for people who do opt to carpool. Another way to incentivize carpooling could be to offer a discounted rate on parking for high-occupancy vehicles or vehicles with more people could get priority for parking spaces that are closer to the resort.

5. Partner with hotels, employers, and the city to ***provide shuttles and micro-transit services to increase the vehicle occupancy rates for drop offs***.

6. To encourage day skiers to use transit, the TDM plan discussed installing lockers at the new base area and adding other amenities to transit stops. Other amenities could include ***warming centers, shelters, seating areas and real-time arrival information*** at bus stops to maximize rider comfort.

7. Consider ***encouraging people to go to and from the ski resort at different times of day***. The ski resort could offer a half-day pass option that could encourage people to leave near mid-day. This could reduce the amount of traffic toward the end of the day when the ski resort closes by dispersing the amount of people coming and going throughout the day instead of all at once. Another strategy could be placing dynamic signage at the ski resort that tells people when there is heavy traffic and encourages them to do another run or go to the ski lodge for a while to avoid sitting in traffic.

8. For employee TDM strategies, ***requiring employees to pay for parking at the base area*** and providing parking off-site where shuttles will pick them up is an effective strategy to minimize traffic near the base area. With this strategy, it is important to optimize employee experience by minimizing additional travel time to and from the base area and providing amenities that enhance comfort while they are waiting for the shuttle. It will be important to work with the businesses in the base area to make the TDM strategies as convenient for employees as possible to retain employees.

9. ***Offering showers and lockers for employees*** could make biking a viable option for employees. If possible, it would be ideal if the showers are available for all employees who work in the base or who want to bike to work (not just hotel employees). The multi-use paths and planned crossing within the development will also help make biking a viable option within the development. Working with Park City to connect these new facilities to the rest of the local and regional network will be a critical component to making biking a comfortable option for employees who live outside of the main development area. It would be helpful to do a study to learn more about where employees live to better determine if biking would be a realistic option.

10. For lodging, the current TDM plan states that residents would be informed about parking prices and available transportation options when they arrive at the resort. It would be better if people got this information when they made their reservation before they arrive at the resort.

11. For residents, AECOM recommends making parking an additional cost to rent. The property manager or developer could also include electric bicycles as an amenity to residents to encourage them to bike rather than own a car.

b) Improve Pedestrian Experience

The applicant's plan includes a wide pedestrian plaza—between Buildings C and E with activated businesses on either side—which is anticipated to be a new activity center. The plaza will promote pedestrian activity in all seasons. The most recent documents provided by the applicant include improvements to the pedestrian experience over the original proposal - for example, the 12-foot-wide multi-use trail for pedestrians and cyclists shown in the February 9, 2021 Hales Engineering memo. The plan also shows 5-foot sidewalks adjacent to existing roads.

AECOM recommends the following features and considerations to prioritize pedestrians and accommodate mountain bikers (see also Attachment A). These recommendations are in accordance with Park City Municipal Code 15-6-6, which states that the use of non-vehicular forms of transportation should be supported through design and by providing trail connections.

1. To accommodate anticipated volumes of pedestrians, to allow for pedestrians and cyclists to pass each other either in the same or opposite direction, and to accommodate ski equipment, AECOM recommends either a 12-foot wide multi-use path with 2' of clear zone on either side as stated in the previous memo, or a minimum 15-foot-wide path with no clear zone. For summer use, 15 feet would allow for 4 users side by side.

2. Provide at least 2 feet of separation between pedestrian and cycling facilities and roadways. Park City Municipal Code 15-6-5 Master Planned Development Requirements Section G (Site Planning) states that pedestrian and bicycle circulations shall be separated from vehicular circulation.

3. Expand the major crosswalks on Lowell Avenue to 24 feet wide and consider raised crosswalks like the examples shown below, pending approval of City Engineer and considering snow removal and maintenance issues. Other crosswalks should be at least as wide as the approaching trail or sidewalk.

Figure 3. Examples of Raised Crosswalks

4. The draft PCMC Street Typologies shows a 6-foot minimum sidewalk, with 8 feet preferred (behind curb placement). AECOM recommends 8-foot sidewalks where possible to accommodate anticipated volumes of pedestrians, to allow for pedestrians to pass each other either in the same or opposite direction, and to accommodate ski equipment.

5. Consider making the main direction of pedestrian travel in the pedestrian promenade next to Building D to allow pedestrians more space and more separation from Silver King and Lowell Avenue.

6. The crosswalk on Lowell Avenue near Building D is adjacent to the loading dock for Building C (Hotel), and the space immediately in front of the plaza is reserved for vehicle drop-offs. AECOM recommends the crosswalk be moved more directly in front of the plaza, with vehicle drop offs being given less priority.

7. Consider an alternative location for the loading dock for Building C as it requires valuable frontage space on Lowell Avenue and conflicts with pedestrian movements.

8. Incorporate more substantial biking and mountain biking accommodations. There is a significant amount of biking activity in Park City and at this site. Consider accommodations for mountain bikers to ride from the parking structure all the way to the trail without dismounting or navigating stairs.

9. Building C creates a wide barrier for pedestrians and cyclists to access trails from the town or east side of Lowell Avenue. Consider a pass through for pedestrians and possibly cyclists.

10. Pedestrian movement from Building B around the bus stop is circuitous; however, pedestrians moving directly through the bus stop is also not ideal. Opening the bus stop area to pedestrian cut through traffic would impact bus operations (i.e., slow down bus service). Consider solutions to this issue when reconfiguring the bus stop area as suggested below.

c) Reconfigure Drop-offs

AECOM agrees with the general drop-off plan in the February 26, 2021 Hales Engineering memo, with the following clarifications and improvements:

1. Separate drop-off movements into 3 categories:
    a. Shuttles and microtransit (on the south section of Lowell by Building B)
    b. Personal drop-offs (on the north section of Lowell by Building C and pedestrian plaza)
    c. TNC (Uber/Lyft) drop-offs in an area further away (parking structure) to give priority to vehicles with higher occupancy rates. In addition, TNCs drop off locations are easier to control and manage.
2. Provide additional space for increasing drop-off demands in the future (in parking structure as suggested in above)
3. Reconfigure the shuttle drop-off area on the south to allow space for shuttles to park and to pass. As currently shown, shuttle vehicles cannot exit the loading zone if they are behind another shuttle. One solution is to use the main floor of Building B for sidewalk/shuttle drop off with cantilevered floors above.
4. Reconfigure the personal vehicle drop off area on the north to give the priority space in front of the pedestrian plaza to a wider crosswalk.

d) Reconfigure Bus Stop / Transit Station Design

AECOM recommends reconfiguring the bus stop as discussed below and as shown on the drawings in Attachment A.

1. The site may not be able to accommodate the number of bus bays shown on the applicant's plans if the city desires to dock busses within 6" of the curb. Additional space underneath Building B may be available.

2. The applicant's drawings show bus shelters within the area the passengers will queue and board the bus (typically 6 by 8 feet).

3. The site plan shows stairs on each side of the loading/alighting zone for one of the bus bays on the east side which is a challenge for ADA accessibility.

4. If some of the bus bays are also use for electric charging, as shown on the applicant's drawings, additional space is needed for power transformers, power cabinets, and charging arm infrastructure. This additional infrastructure would reduce the snow storage area, which is already inadequate. AECOM recommends considering alternate locations for charging in coordination with the City.

5. Only one bus bay appears to accommodate future articulated buses which may not be adequate.

6. Bike parking and bus shelters are shown blocking the pedestrian/bicycle circulation path.

7. AECOM recommends a sidewalk width of at least 8' feet clear of shelters, benches, stairs, ramps, etc. around the bus stop area to allow people to walk past/through the bus waiting area.

e) Consider Innovative Uses for Excess Parking Stalls

AECOM recommends constructing the full 1,200 underground parking stalls for day skier parking, but managing parking to around 800 in accordance with the modified mode split goal above. The excess space can be used for peak parking, TNC drop-off, electric vehicle charging, or other uses as described below.

f) Implement Measures to Discourage Traffic on Residential Roads

The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents. Although these congestion problems exist under current conditions, the City's General Plan, Resort Center Area Plan Principle 6, is to decrease destination resort impacts on surrounding residential communities. Table 1 of the February 3, 2021 Hales Engineering memo shows that with a 20% global reduction in anticipated traffic volumes (assuming current mode split), most intersections will operate at an acceptable LOS. This criteria will not be met unless the development plan includes concrete measures to reduce vehicular access to the site. It should be noted that protecting residential neighborhoods is specified in Park City Municipal Code 15-6-6.

Cut-through traffic on Three Kings Drive by drivers avoiding congestion on SR-224 and Empire Avenue is an additional concern that should be addressed. The applicant is proposing a median on Silver King Drive near Building E, which will help prevent northbound (exiting) traffic from using Three Kings Drive. Additionally, we recommend variable message signs (VMS) be constructed by the applicant at strategic locations to guide guests to the appropriate locations on-site. Preliminary locations include:

- On SR-224 near Thaynes Canyon Drive directing guests to continue south on SR-224
- At SR-224/SR-248 suggesting guests head east to the high school to take the free transit system (instead of paying for parking at the base).
- On Empire Avenue approaching Silver King Drive directing guests to the correct destinations such as the parking garage, drop-off areas, or hotel parking.

The applicant and Vail should coordinate with City staff on operations and messaging of the VMS signs.

g) Address and Mitigate Traffic

Park City Municipal Code 15-6-6 specifies that design address and mitigate traffic. The current circulation plan is an improvement over the original submission and clearly improves transit priority. However, some deficiencies in traffic operations still exist:

- Table 1 of the February 3, 2021 Hales Engineering memo indicates that many intersections will operate at an unacceptable LOS unless there is a 20% reduction in the total number of vehicles accessing the site (20% reduction over current modal splits). The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents. Assumptions regarding traffic reductions are discussed later in other sections of this report. A plan needs to be in place to review traffic volumes each year and ensure that the TDM strategies are reducing traffic to an acceptable level.
- The applicant's TIS shows that the intersection of SR 224/Deer Valley Drive/Park Avenue/Empire Avenue operates at LOS D under current conditions and is projected to operate at LOS F under the build conditions. The applicant is not offering mitigation to improve this intersection. The updated traffic memo from February 3, 2021 shows poor LOS at this intersection in 2040 with project traffic added, but does not provide the no-build LOS, so there is no basis for comparison.
- The applicant is proposing circulation modifications in the form of four traffic signals and one HAWK signal. These should not be installed until Utah Manual on Uniform Traffic Control Devices (MUTCD) signal warrants have been met.

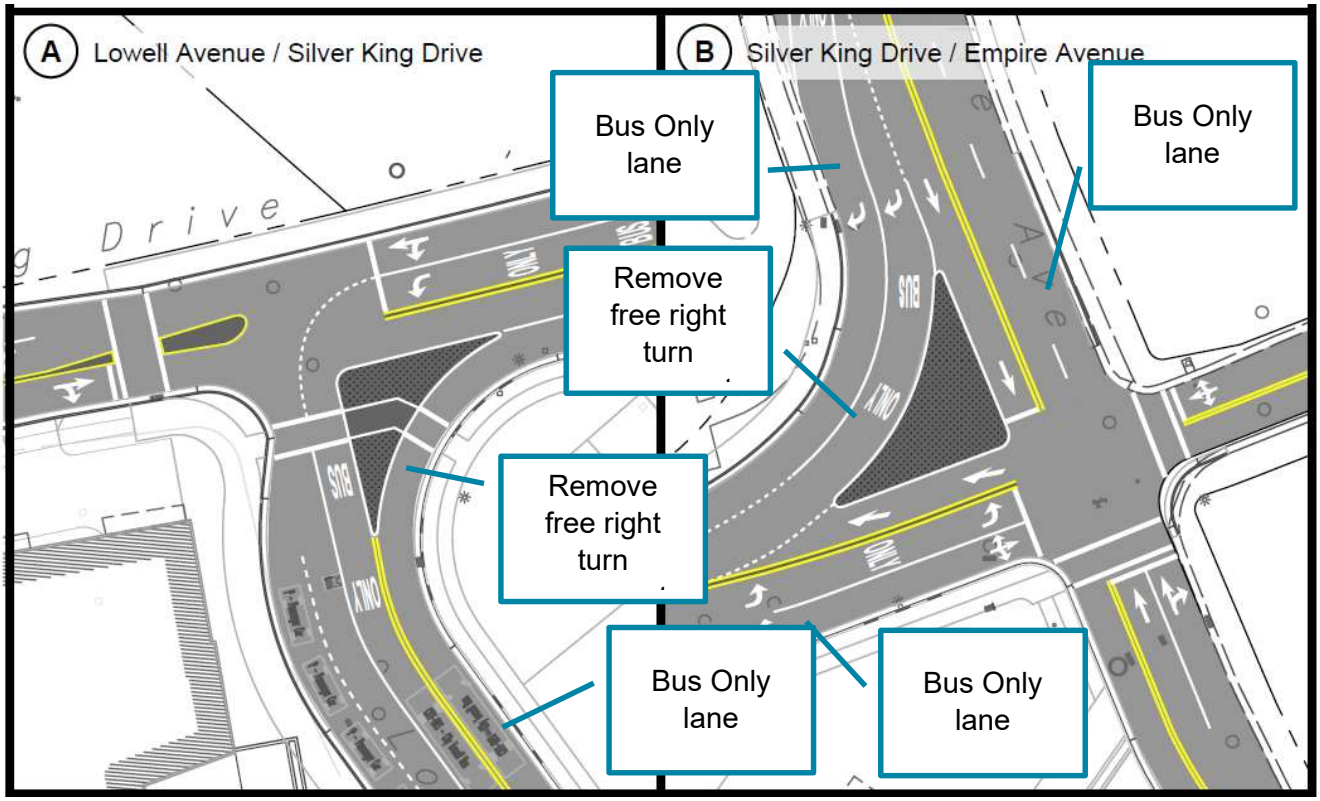
AECOM agrees with the City's initial assessment not to add capacity to address these traffic issues, as it would not be in accordance with City goals. Therefore, a 20% reduction would have to be achieved through TDM measures such as additional transit, shuttles, and microtransit.

AECOM recommends a joint effort between the developer, Vail Resorts, and the City to develop a plan to include a significant increase in shuttles and microtransit; improved pedestrian, bicycle, and transit connections, aesthetics, and comfort; smart communications; and other TDM policies.

The applicant has provided conceptual drawings for on-site circulation showing key intersections at Lowell Avenue/Silver King Drive, Silver King Drive/Empire Avenue, Shadow Ridge Road/Lowell Avenue, Shadow Ridge Road/Empire Avenue. Both of the Silver King Drive intersections are problematic in that they show "free right turns" (right turns that have an exclusive receiving lane which means vehicles are not required to stop other than for pedestrians). While free right turns are an efficient way to move traffic, they are less safe and more uncomfortable for pedestrians and bicyclists. AECOM recommends these free right turns be removed, the turning radii significantly reduced, and the right turning movements be moved closer to and controlled by the respective traffic signals (see Figure 4). This will also help eliminate the awkward merging of westbound traffic on Silver King Drive with right-turning traffic on southbound Empire Avenue to westbound Silver King Drive.

Additionally, the northbound lane on Lowell Avenue and the outer eastbound lane on Silver King Drive should be labeled as "Bus Only" lanes, as shown on Figure 4. At Silver King Drive and Empire Avenue, the outer eastbound lane should be a queue jump lane for buses and the inner lane should accommodate vehicle movements in each direction. The north leg of Empire Avenue/Silver King Drive intersection should include an exclusive bus lane in each direction. The traffic analysis does not appear to take into account these bus lanes, so further analysis is recommended.

Figure 4. Recommendations for Revisions to Proposed Circulation



H) Develop More Substantial Back-of-House Circulation Plan
The applicant has not provided a plan for back-of-house services and how they would overlay with the guest experience including vehicular circulation, loading docks, deliveries, waste, snow removal, and service/maintenance. Park City Municipal Code 15-6-5 Master Planned Development Requirements G (Site Planning) states, "the site plan must include adequate areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. 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." As noted in the exhibits in Attachment A, ingress and egress loading areas conflict with pedestrian safety and need to be addressed.

h) Explore Shared Parking Scenarios with Current and Proposed Hotels and Businesses
AECOM recommends that the applicant explore shared parking agreements with current and planned hotels and businesses, to provide adequate parking at peak times.

AECOM has completed a detailed review of the parking analysis performed by the applicant. Based on the applicant's analysis, the proposed supply of 1,721 stalls (1,200 day skier and 521 other stalls) exceeds the demand by at least 138 stalls and as much as 278 stalls during the course of a day.

Although AECOM disagrees with some of the assumptions made for the analysis, we agree that sufficient parking is being provided with the following caveats:

1. Shared parking agreements will be required between all land uses including the Day Skier parking.

2. Residential and commercial guests should be prohibited from parking in adjacent neighborhoods should parking for these uses run out. The applicant should provide a plan for how this will be accomplished. One option could be holding a certain amount of Day Skier parking in reserve for overnight guests if needed, or in anticipation of large events or busy weekends.
3. Based on the applicant's own analysis, Building C is anticipated to be under parked by nearly 40 stalls during the late evening hours, and over parked by less than 10 stalls at several other hours of the day. Since there is no Day Skier parking under Building C, the applicant should demonstrate how they will manage a shortage of parking. For example, will valet parking be provided which uses extra stalls at other locations, or will hotel/commercial guests be directed to other locations?

Several assumptions that warrant further discussion include the following:

1. The parking analysis shows the Day Skier lot 100% full (reserved) the entire day. Shared-use parking plans rely on sharing most parking to gain efficiencies from varying time of day demands. Having Day Skier parking available in the evenings and overnight for other uses helps the overall site.
2. No discussion is provided regarding other parking at adjacent uses. Should it be assumed that no shared parking will occur between the proposed uses and the existing uses?
3. The parking analysis assumes one stall per affordable housing unit, one stall per hotel room, and stall per condo. We are in agreement with the rates for the affordable housing units and the hotel rooms based on data from ITE for affordable housing and applicant-provided hotel data from Canyons. However, the rate for the condos has not been justified. Based on data from ITE, mid-rise multi-family dwelling units have an average rate of 1.31. A lower rate could be justified based on the unique nature of the location, and the presence of frequent transit, however, this should be better justified.
4. A 15% reduction has been assumed for all condos, affordable housing, and hotel rooms. These are labeled as "Internal Capture/Unoccupied." We presume these reductions are to account for typical vacancies. However, there is no documentation justifying this assumption. Furthermore, the Canyon parking data is based on occupied units but also does not document what the typical occupancy is. We assume that the hotels were at or near 100% full when the data collection was completed. Therefore, is seams reasonable to assume that the proposed hotels, condos, and affordable housing will likewise be 100% occupied on peak days. A significant internal capture rate for meeting space and commercial space (80%) was already assumed.
5. The demand curve for resort hotel parking assumed for the parking analysis only assumes the parking is at 84% of peak parking demand during the overnight hours. However, it's unclear whether the data collected at the Canyons exhibited a similar pattern and whether the peak parking demand was observed in the evenings or during the overnight hours. This needs to be verified. If the data from Canyons is reporting peak demand as the overnight hours, it should not be reduced by 16% in the analysis for this project.

AECOM used the applicant's parking analysis spreadsheet and adjusted some of the assumptions to perform a sensitivity test. The following assumptions were adjusted:

1. Day Skier parking was assumed to have a more realistic demand curve (0% overnight building starting at 6 AM to 100% by mid-morning and reducing in the afternoon to 0% in the evening).
2. Base trip generation for condos weas changed to 1.3 vehicles per unit to match ITE data.
3. The internal capture/unoccupied percentage was lowered to 0% for condos, affordable housing, and hotel rooms.

4. Overnight hotel parking demand was increased to 100%.

This sensitivity test demonstrates that Building C is under parked for most of the day (at times as much as 70 stalls under parked), and even when its technically over parked (for a few hours in the afternoon), it is less than 10% over parked which means it will functionally operate at capacity. As stated previously, the applicant should provide a plan for how extra parking demand from Building C will be accommodated at other buildings without impacting nearby neighborhoods.

However, for the entire site, even with the adjusted assumptions, there is still excess parking anticipated with peak parking demand occurring midday and only approximately 140 stalls over parked. This is close to 90% parked which will functionally operate at capacity.

Therefore, AECOM strongly recommends that shared parking agreements be in place between all uses, especially the Day Skier parking. If additional parking is required for special events, or if demand is higher than expected based on this analysis, the Day Skier parking should be used as a relief valve and less parking be provided for skiers.

Because Building B will be constructed and operational first, the City should require an updated parking analysis based on actual parking demand for the uses in Building B.

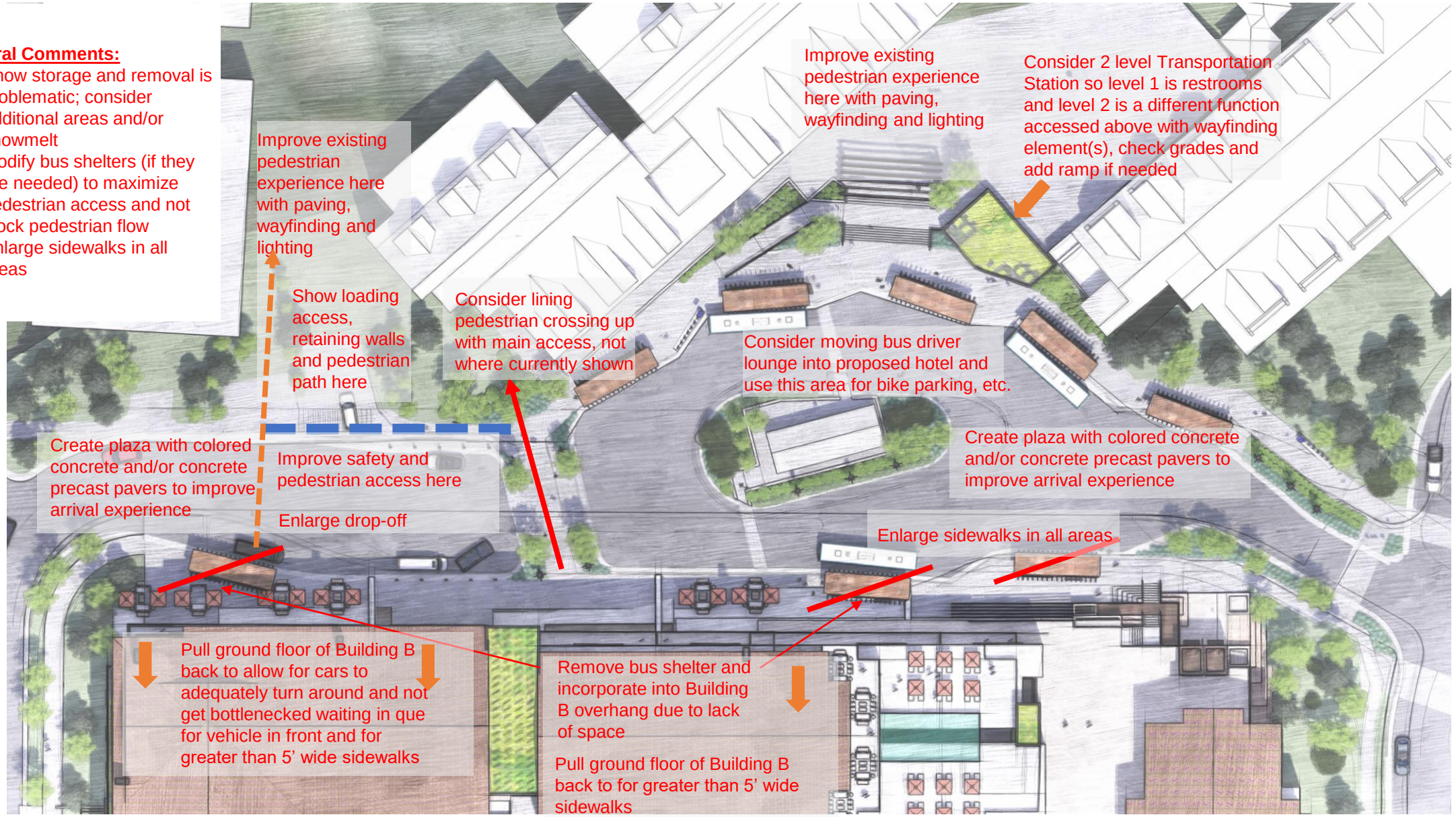
ATTACHMENT A. COMMENTS ON APPLICANT'S EXHIBITS

AECOM Comments, 3/16/21

Exhibit A1: Bus Stop and Shuttle Drop-off

General Comments:

1. Snow storage and removal is problematic; consider additional areas and/or snowmelt
2. Modify bus shelters (if they are needed) to maximize pedestrian access and not block pedestrian flow
3. Enlarge sidewalks in all areas

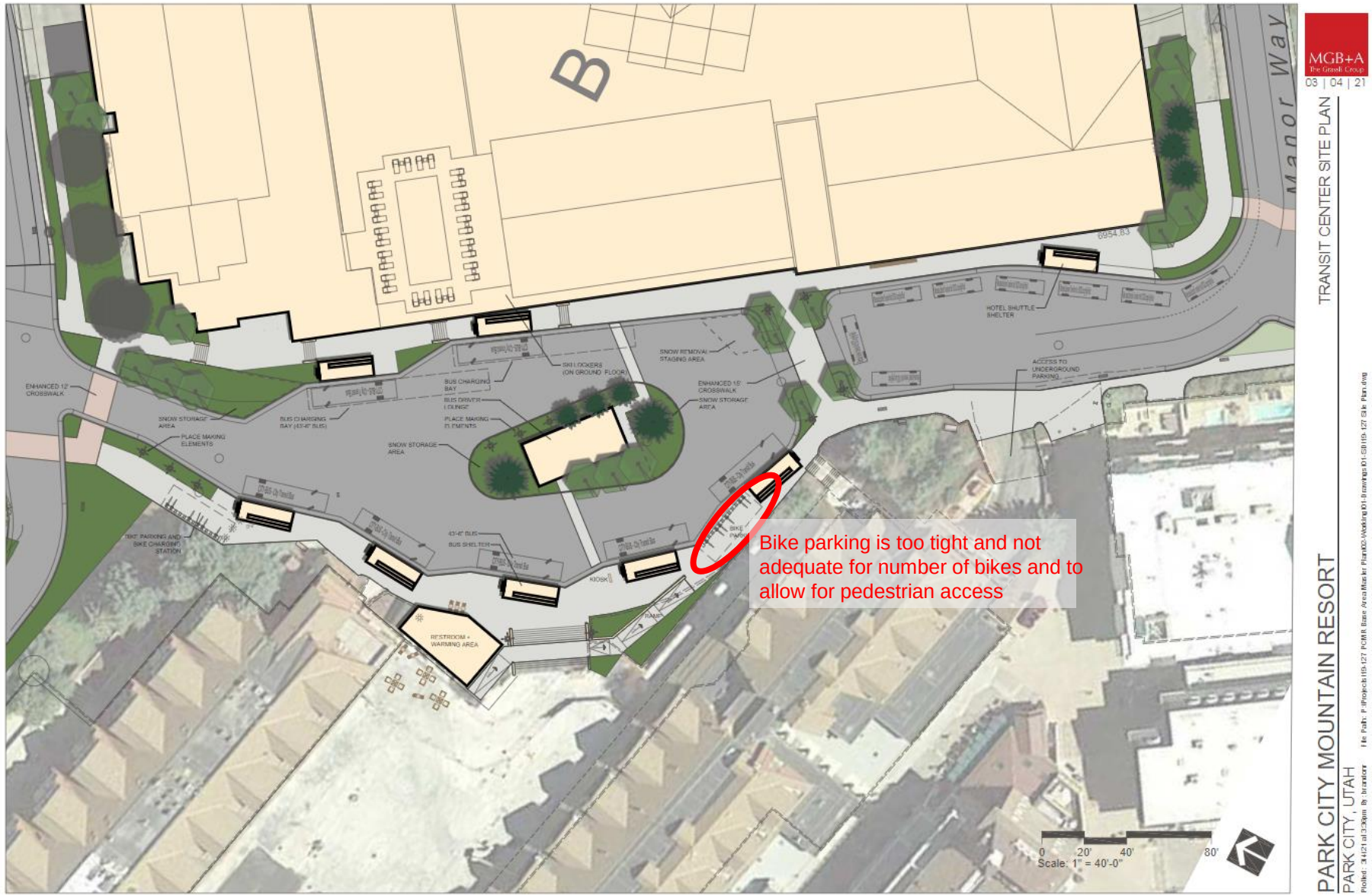


AECOM Comments, 3/16/21

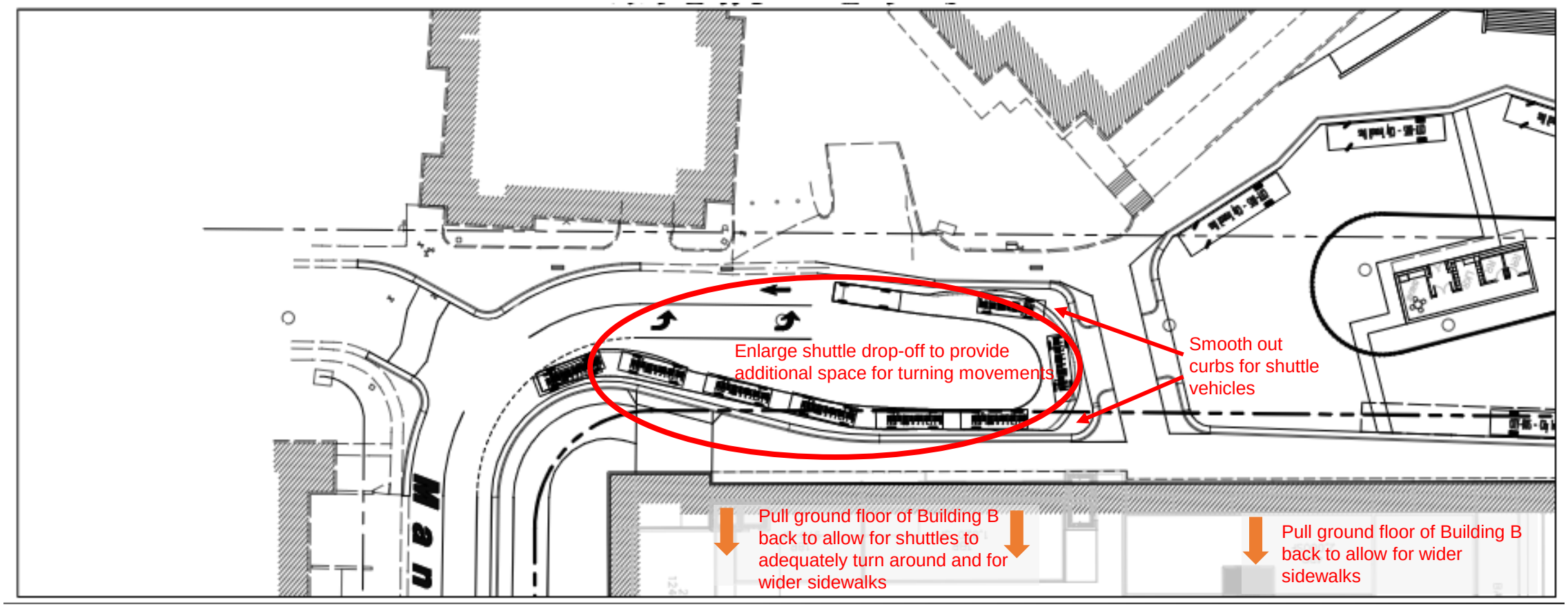
Exhibit A2: Bus Stop and Shuttle Drop-Off

General Comments:

1. Snow storage and removal is problematic; consider additional areas and/or snowmelt
2. Label where all garage access, loading/drop-off areas and back-of-house areas are located to identify pedestrian conflicts; revise and mitigate pedestrian conflicts
3. Address mountain biking access from parking to trails

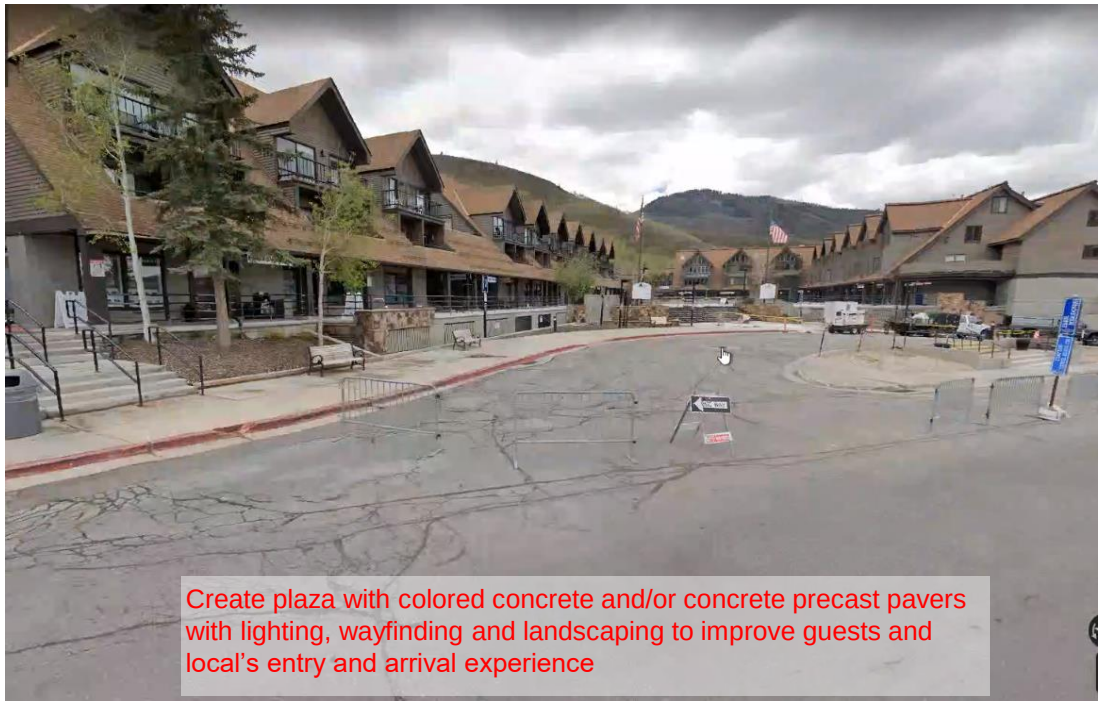


AECOM Comments, 3/16/21
Exhibit A3: Shuttle Drop-off



AECOM Comments, 3/16/21

Exhibit A4: Bus Stop and Shuttle Drop-off: Pedestrian Safety and Plaza Entry and Arrival Experience



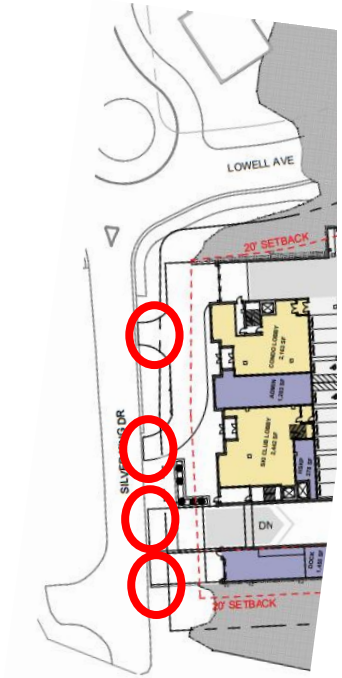
AECOM Comments, 3/16/21

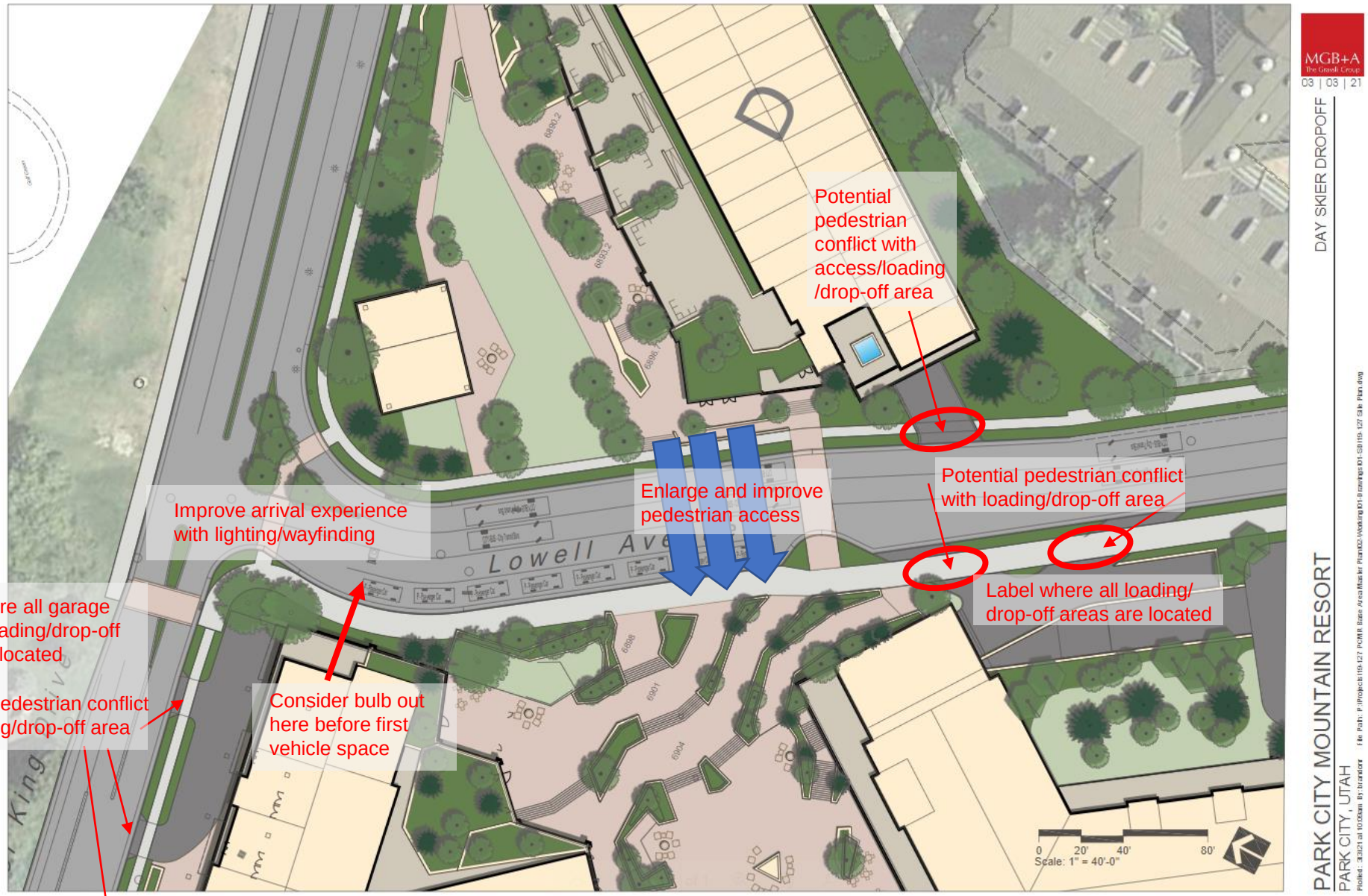
Exhibit B1: Pedestrian Plaza Area

General Comments:

1. Label where all garage access, loading/drop-off areas and back-of-house areas are located to identify pedestrian conflicts; revise and mitigate pedestrian conflicts

2. Four pedestrian conflict areas are identified and need mitigation along Silver King Drive (see below)





MGB+A
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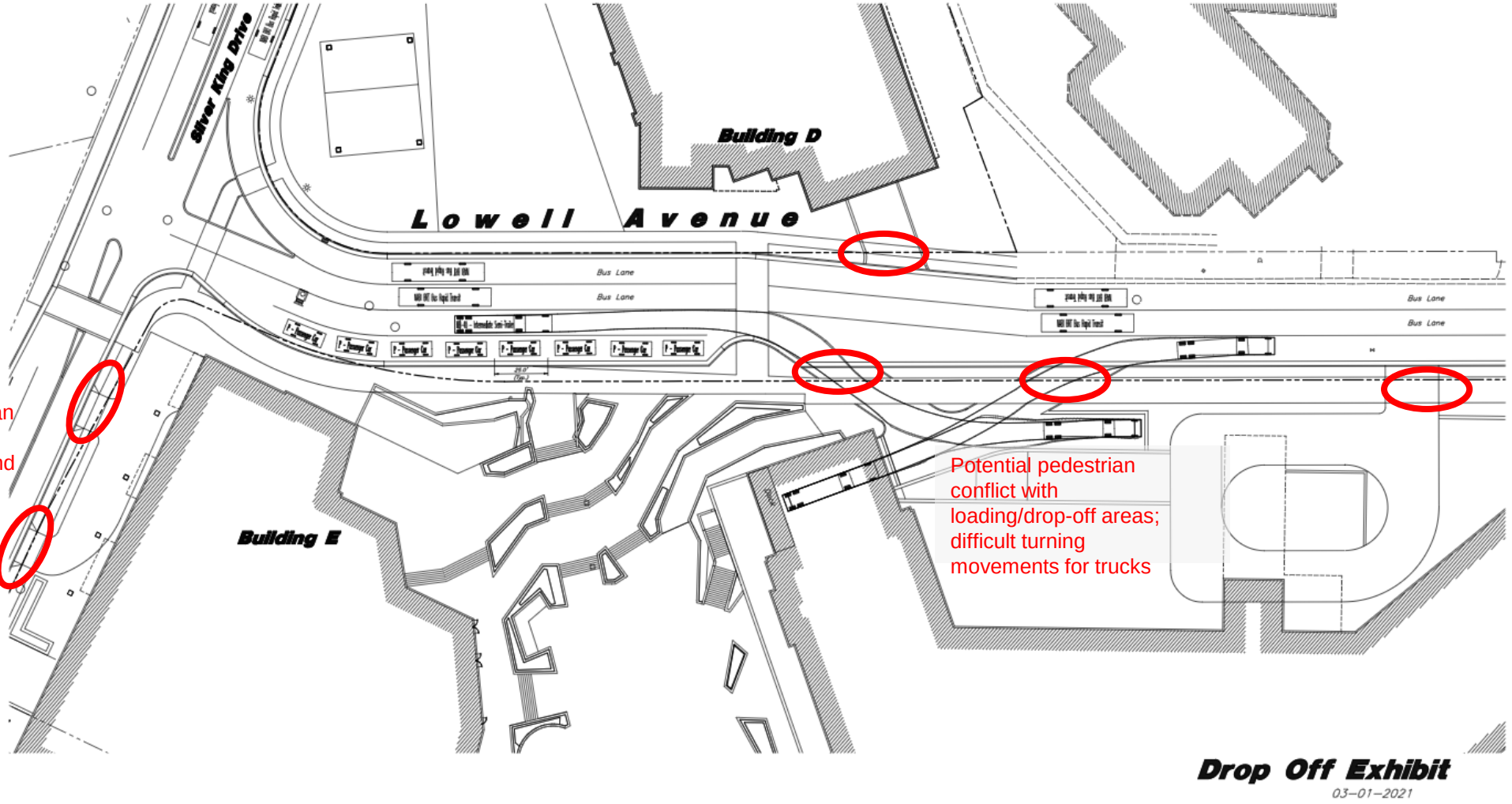
DAY SKIER DROPOFF

PARK CITY MOUNTAIN RESORT
PARK CITY, UTAH

AECOM Comments, 3/16/21
Exhibit B2: Pedestrian Plaza Area



Potential pedestrian conflict with loading/drop-off and access areas

Potential pedestrian conflict with loading/drop-off areas; difficult turning movements for trucks

ATTACHMENT B. AECOM REVIEW TEAM

Kordel Braley, PE, PTOE, is a leader in transportation planning and traffic engineering in Utah and supports AECOM's transportation group out of their Utah office. For over a decade, he has been an integral part of all facets of transportation engineering and planning studies across all modes of transportation, including traffic operations analysis, active transportation, transit, transportation master planning, and safety analysis. Kordel specializes in bridging the gap between transportation planning and design for all modes of transportation. In this way, Kordel provides valuable support to the planning and final design applications to achieve broadly acceptable and sustainable transportation solutions for unique transportation challenges.

Laynee Jones, PE, is a planner and an engineer with over 25 years of experience in managing transportation, environmental, and National Environmental Policy Act projects and a focus on public and active transportation. She has managed a range of transit projects from system planning to BRT and high-speed rail. She understands how multimodal transportation systems work together and has an eye for future trends. She is skilled in building trust, resolving conflicts and cutting red tape. Prior to joining AECOM, Laynee served as Program Director for Mountain Accord, an organization that collaborated to create a sustainable transportation and preservation plan for the Central Wasatch. Laynee understands Park City based on her experience leading transportation projects for the City and recreating in the area.

Jarl Jacobson, PE, is a locally and nationally experienced transit/BRT design engineer who has designed BRT systems in seven states. He has been designing transit systems as integral parts of complete multimodal projects for 13 years. Jarl has detailed experience in the application of BRT tools from exclusive BRT running ways, queue jumps, transitions from exclusive to shared lanes, business access and transit (BAT) lanes, and station design approach geometrics. He has also designed nearly 10 Utah Department of Transportation (UDOT) projects in the past five years, showing he knows what it takes to integrate transit with UDOT and local design standards

Dayna Wasley is experienced in planning and implementing multimodal infrastructure projects. She helps her clients take projects from high-level concepts to implementable policies and plans by assisting with the visioning process, conducting necessary technical analyses, coordinating public and stakeholder outreach, and securing funding for project implementation. She developed the award-winning transportation demand management plan for Snowbowl in Flagstaff, Arizona which has greatly reduced travel times to and from the resort on peak days. Dayna has also been recognized by Women in Transportation Seminar, Arizona Big Media, American Planning Association – Arizona Chapter, and the Association for Commuter Transportation for her exemplary work in transportation planning.

Deanna Weber, RLA, LEED AP, ENV SP, has over 25 years of mountain resort planning, design, and stakeholder engagement experience. She has worked on master planning, urban design and transportation projects in Telluride Mountain Village, Northstar-at-Tahoe, Heavenly Village, Banff, Canada, Aspen and Snowmass Village and other mountain resorts in North America. Deanna is passionate about consensus building, effective stakeholder engagement, sustainability and flawless implementation to enhance the public realm and the guest experience. She brings a unique perspective from developing design solutions, construction drawings and construction administration for mountain resort environments. Deanna has also led comprehensive master planning projects from concept to entitlement and design to construction including transit centers/facilities at Heavenly Village and Northstar-at-Tahoe.

Date: February 12, 2021

To: John Robertson, PE – City Engineer

From: Kordel Braley, PE, PTOE
Laynee Jones, PE

cc: Alexandra Anath – Park City
Julia Collins – Park City
Gretchen Milliken – Park City

Re: Transit/Multimodal Review of PCM Development Transportation Proposal
AECOM Project 6064001

Memo

On behalf of Park City, AECOM has reviewed the following plans for the Park City Mountain (PCM) development:

- Applicant's traffic study: Park City Mountain Resort – Scenario 2b Year 2040 Evaluation, Hales Engineering, February 3, 2021
- Supporting files including concepts for a transit station building, Lowell bridge, and civil drawings
- Applicant's Transportation Demand Management (TDM) Plan dated February 2, 2021

This memo documents AECOM's findings and recommendations.

Previous AECOM Recommendations

AECOM reviewed the applicant's initial plans and traffic impact study and provided analysis in a memo dated September 17, 2020. Key recommendations from this review included:

1. *Conduct people-based analysis to quantify the number of people circulating on site and by each mode (for summer and winter, and for existing and future desired conditions).*
2. *Calculate travel demand management reduction to achieve LOS goal at key intersections and use this reduction in vehicles to set a goal for transit and other non-vehicular mode split. Size the bus, drop-off, and pedestrian infrastructure for the desired mode split (for summer and winter).*
3. *Design site with more substantial bus infrastructure.*

AECOM subsequently reviewed revised plans from the applicant, including Scenario 2b. Recommendations are in the Park City staff report (Staff Report) dated January 20, 2021. Key findings included:

- Based on the applicant's people-based analysis of current conditions:
    - Approximately 75% of people in the AM peak arrive via personal vehicle,
    - Approximately 13% arrive via walking or ski lift, and

  - Approximately 12% arrive via bus/shuttle.

- The new development offers a generational opportunity to shift the modes toward fewer personal vehicles (page 8 of the Staff Report) and reduce congestion surrounding the resort base.

- Everyone arriving at the site, other than those taking the Town/Silverstar lifts or staying at slope-side hotels, becomes a pedestrian once on the site. Under current conditions, more than 2,700 people cross Lowell Avenue as pedestrians in the peak hour to access the ski area from parking lots and town (page 8 of the Staff Report).

Recommendations included:

1. *Develop future design conditions to reduce personal vehicular access consistent with the city 'transit first' goals such as dedicated transit lanes* (page 8 of the Staff Report).
2. *Add employee trips to the people-based analysis including resort and proposed development employees and the respective arrival modes* (page 8 of the Staff Report).
3. *Revise plans (including Scenario 2b) to accommodate anticipated/desired future conditions (rather than designing according to current mode splits). Future conditions include increased bus and shuttle service and increases in ride-hailing, drop-offs, and micro-transit* (page 12 of the Staff Report).
4. *Increase bus and shuttle service to decrease the overall number of vehicles circulating on site and to meet desired LOS conditions. Approximately 1,200 vehicles are expected in the northbound direction in the peak hour on Empire, and the capacity is estimated at 800 vehicles per hour* (page 14 of the Staff Report).
5. *Include signals with the ability to prioritize transit and manage traffic on site, noting that there are additional considerations such as operational and maintenance costs. Signals provide the opportunity to be programmed differently depending on the season. Signal warrants will need to be conducted by the applicant* (page 15 of the Staff Report).

Summary of New Recommendations for Applicant's Scenario 2b (February 2021)

1. AECOM recommends evaluating a more centrally located bus stop/state-of-the-art mobility hub on parcel C or D integrated into Building C or D (requiring redesign of one or both buildings) to allow for current and future transit growth, promote ridership, enhance users' experience, and respond better to changing demographics and technology trends. A joint workshop between the City and the applicant could facilitate a redesigned site that meets developer and City goals.
2. AECOM recommends a joint effort between the developer, Vail Resorts, and the City to develop a plan to achieve a 20% reduction in the number of vehicles accessing the site as described in the February 3, 2021 Hales Engineering memo. This would include moving some day skier parking off-site (approximately 400 stalls pending further study); a significant increase in bus transit, shuttles, and microtransit; improved pedestrian, bicycle, and transit connections; smart communications; and other TDM policies.

3. AECOM recommends the site design be revised to accommodate significant modal shifts to substantial pedestrian, transit, and drop-off activity. The design should have the flexibility to adapt to peak conditions, seasonal variations, or future emerging technologies and trends. Specifically, the design should be more pedestrian, bicycle, and mountain-bike friendly.

Park City Municipal Code 15-6-6 Findings

Per Park City Municipal Code 15-6-6 Required Findings And Conclusions Of Law, the planning commission must find (in addition to other findings) that the development:

- Protects residential neighborhoods,
- Promotes the use of non-vehicular forms of transportation through design and by providing trail connections, and
- Addresses and mitigates traffic.

Review of Scenario 2B Year 2040 Evaluation by Goal

The following reviews the most recent plan submitted on February 2, 2021 (Scenario 2b Year 2040 Evaluation by Hales Engineering) according to each goal.

a) Protects residential neighborhoods

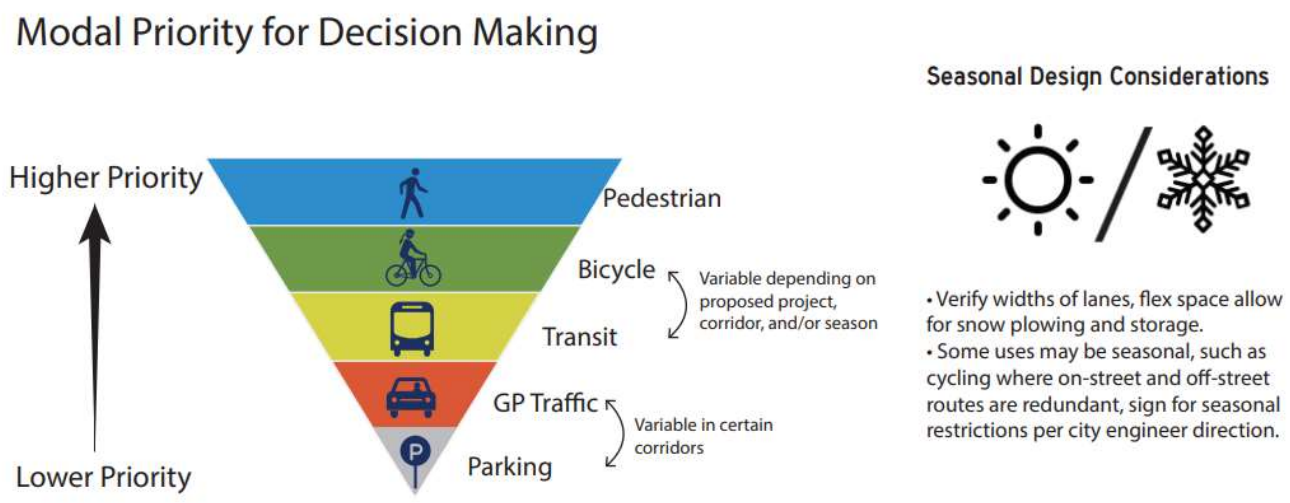
The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents. Although these congestion problems exist under current conditions, the City's General Plan, Resort Center Area Plan Principle 6, is to decrease destination resort impacts on surrounding residential communities. Table 1 of the February 3, 2021 Hales Engineering memo shows that with a 20% global reduction in anticipated traffic volumes (assuming current mode split), most intersections will operate at an acceptable LOS. This criteria will not be met unless the development plan includes concrete measures to reduce vehicular access to the site.

In addition, the plan did not include specific measures to discourage resort traffic on Three Kings Drive.

b) Promotes the use of non-vehicular forms of transportation through design and by providing trail connections

This section addresses **pedestrian and bicycle modes**. Transit is discussed in a separate section below.

As a reference, the Park City modal hierarchy included in the draft PCMC Street Typologies (included below) shows the pedestrian as the highest priority, with cyclists and transit next, and general purpose traffic and parking last.



Scenario 2b includes a wide pedestrian plaza between Buildings C and E with activated businesses on either side which is anticipated to be a new activity center. The plaza will promote pedestrian activity in all seasons. The latest Scenario 2b plan shown on Figure 2 of the February 3, 2021 Hales Engineering memo shows a 12-foot wide multi-use trail for pedestrians and cyclists and 5-foot sidewalks adjacent to existing roads.

Concerns or deficiencies with the proposed design are listed below:

1. According to this plan, pedestrian and cycling facilities are adjacent to traffic. Park City Municipal Code 15-6-5 Master Planned Development Requirements Section G (Site Planning) states that pedestrian and bicycle circulations shall be separated from vehicular circulation. It is unclear from the concept presented how much separation can be accomplished with the available space.

2. The multi-use paths and sidewalks are shown on the plan in concept only, and it is not clear if there is adequate space to accommodate the proposed widths. A multi-use path that is 12 feet wide is generally desirable with 2 feet of clear zone on either side. Additional engineering drawings are necessary to understand if that can be achieved within the proposed footprint. A capacity analysis of the paths that accounts for both summer and winter use should be provided.

3. The estimated number of pedestrians and cyclists using the facilities should be compared to the size of the facility. A 5-foot wide sidewalk may not be adequate. The draft PCMC Street Typologies shows a 6-foot minimum, with 8 feet preferred (behind curb placement).

4. Pedestrians must take a circuitous route to access the pedestrian plaza and its associated businesses, the ski slope, and trails from the main direction of travel (the town or east side of Lowell Avenue). The crosswalk across Lowell Avenue is adjacent to the loading dock for Building C (Hotel), and the space immediately in front of the plaza is reserved for vehicle drop-offs.

5. The pedestrian connection continuing on 14th Street through Building B is an improvement over the original proposal. However, Buildings C, D, and E are not designed at a human-scale with aesthetic, comfort, and convenience of the pedestrian as the priority. The massing of buildings, in particular Building C, create physical and visual barriers.

6. There is a significant amount of biking activity in Park City and the plan does not show parking areas, electric bike share stations, or other amenities for cyclists. Bike paths that allow mountain bikes to reach the base without dismounting through the development would also be ideal. The paths should also be evaluated to determine if they can accommodate both pedestrian and bicycle activity, particularly in the summer.

7. The site plan does not identify clear connections to mountain bike trails on the slope side of Building C. Pedestrians may use the pedestrian plaza; however, mountain bikers will have to navigate stairs. Building C creates a wide barrier for pedestrians and cyclists to access trails from the town or east side of Lowell Avenue. This area sees a significant amount of mountain bike activity. People currently park in the surface parking lots on Lowell to access the trails and also ride from town and neighboring residences. With the removal of the surface parking lots which currently serve as staging areas for bikers, there should be a plan specific to mountain bike staging and access to trails.

c) Addresses and mitigates traffic

The current circulation plan is an improvement over the original submission and clearly improves transit priority. However, some deficiencies in traffic operations still exist.

- Table 1 of the February 3, 2021 Hales Engineering memo indicates that many intersections will operate at an unacceptable LOS unless there is a 20% reduction in the total number of vehicles accessing the site (20% reduction over current modal splits). The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents.
- The applicant's TIS shows that the intersection of SR 224/Deer Valley Drive/Park Avenue/Empire Avenue operates at LOS D under current conditions and is projected to operate at LOS F under the build conditions. The applicant is not offering mitigation to improve this intersection. The updated traffic memo from February 3, 2021, shows poor LOS at this intersection in 2040 with project traffic added, but does not provide the no-build LOS, so there is no basis for comparison.
- The applicant is proposing circulation modifications in the form of four traffic signals and one HAWK signal; however, no signal warrants have been submitted to date.
- No detailed analysis is provided for the vehicular loading zones on Lowell Avenue to verify that this area won't block through traffic on Lowell Avenue.

AECOM agrees with the City's initial assessment not to add capacity to address these traffic issues, as it would not be in accordance with City goals. Therefore, a 20% reduction would have to be achieved through TDM measures such as additional transit, shuttles, and microtransit. AECOM reviewed the applicant's TDM plan (as discussed below); however, the plan does not outline how a 20% reduction in vehicular traffic could be achieved.

AECOM recommends a joint effort between the developer, Vail Resorts, and the City to develop a plan to include moving some day skier parking off-site; a significant increase in shuttles and microtransit; improved pedestrian, bicycle, and transit connections, aesthetics, and comfort; smart communications; and other TDM policies.

The applicant has not demonstrated that the design of Scenario 2b can accommodate significant modal shifts to substantial pedestrian, transit, and drop-off activity. There is also not sufficient flexibility built into the concepts to adapt to peak conditions, seasonal variations, or future emerging technologies and trends.

Transit Evaluation

As stated above, the Park City modal hierarchy included in the draft PCMC Street Typologies shows the pedestrian as the highest priority, with cyclists and transit next, and general purpose traffic and parking last.

Bus Stop Location

Although Scenario 2b includes exclusive lanes for buses and space for seven bus bays, the circulation and amenities for the transit rider are not ideal. The space for the bus drop-off is 0.2 miles from the slopes and a similar distance from the activated pedestrian plaza between Buildings C and E. The bus drop-off area has limited space, is not activated or programmed, has limited amenities, and is not programmed for future mobility trends (for example, bike share, electric charging). The current bus stop location is disorienting for transit riders to navigate through the existing development to the slopes. The design appears to add transit on to an existing development rather than integrating it into the design.

AECOM recommends evaluating a more centrally located bus stop/state-of-the-art mobility hub integrated into Building C or D (requiring redesign of one or both of these buildings). The hub would be closer to the pedestrian plaza (including the activated businesses on either side), skier services, amenities, and ski beach. Lockers/restrooms could be integrated into either Building C or D or in a separate building. This would offer the opportunity to separate drop-offs from transit operations and accommodate an anticipated growth in drop-offs from microtransit, ride-hailing, shuttles, and eventually automated vehicles. This would also offer the opportunity to more distinctly separate transit operations from automobile traffic. If the mobility hub were located on parcel D, a second bus stop could be located in the current location, providing transit riders access to both the new pedestrian plaza and the current development.

Transit Station Design

In reviewing the applicant's conceptual layout for the transit station, the following issues were identified:

- The concept plan does not demonstrate that buses can enter and exit all seven bays without conflicts with other parked buses. For example, a bus parking at the first bus stop (when entering the station area) probably cannot get the rear doors close enough to the curb and a bus parked here will probably block a bus entering the second bus bay.
- The applicant should provide detailed dimensions of the buses used in the Autoturn analysis.

- Buses laying over should be able to reenter the station without leaving the station area.
- As a potential end-of-line station, the applicant should demonstrate how electrical charging infrastructure could be accommodated.
- Flexibility should be incorporated to ensure that longer articulated buses can be accommodated as these types of buses could be used by Park City in the future.
- The applicant should demonstrate how snow removal is accommodated in the transit area.
- The plans include a small building with restrooms, lockers, and a seating area. End-of-line services are needed for bus operators, but it is not clear if this building is for drivers or transit riders. Transit riders also need amenities.

Applicant's TDM Plan Dated February 2, 2021

The City adopted a TDM plan in 2016 that recommends:

- Collaboration between public agencies and employers.
- A program with a variety of TDM strategies.
- Adaptation of typical strategies to fit resort settings.
- Ongoing monitoring of conditions and success over time.

The City's TDM plan provides suggested strategies and performance metrics for each travel market. The City's TDM plan recommends focusing on the following five travel markets:

- Full-time residents
- Part-time residents
- Commuters
- Visitors/tourists
- Employees

The applicant's TDM plan is high-level in nature and includes a suggestion that the approval of their concept be contingent on a more detailed TDM plan being developed and approved before the first building's Certificate of Occupancy. The TDM plan includes the following key proposals:

- A contracted transit manager (it is unclear who would employ the transit manager).
- Paid parking (no analysis was provided on the proposed rate structure or transit ridership elasticities of changing parking costs).
- Integration of available parking with third-party apps or other electronic wayfinding.
- Coordination and communications plan developed in conjunction with City staff to identify where people are directed to when parking is limited.
- Ski lockers to mitigate the inconvenience of day skiers carrying equipment on the buses.
- Accommodating 35+ buses per hour (up from 24 to 26 per hour) by providing eight bus bays.
- Marketing efforts including highlighting the existing and proposed park-and-ride facilities as well as proposed BRT.
- Limited detail on how to eliminate current PCM employee parking or address employees of the future development.
- Limited details on the required number of shuttles/buses to accommodate all employees parking off-site.

In summary, more detail is recommended to demonstrate how the applicant's TDM plan could reduce vehicle access to the site by the 20% required to achieve an acceptable LOS.

Parking Recommendation

For comparison purposes, AECOM outlined two parking scenarios.

Parking Scenario A

Congestion at the resort base is caused mainly by vehicles accessing skier parking and vehicular drop-offs. If the on-site parking were reduced from 1,200 to 800 stalls (with the balance provided off-site), the number of cars circulating in the AM and PM peak would be substantially reduced. The capacity of the surrounding roads would approach an acceptable LOS, as described in Table 1 of the February 3, 2021 Hales Engineering memo. The capacity of Empire and Silver King (which surrounding neighbors must use) is about 800 vehicles per hour.

Under this scenario, the following mitigation would be required:

1. Off-site parking is available and increasing (for example at Richardson Flats and the future Quinn's Junction P&R).
2. Frequent bus and shuttle service is offered from the off-site parking lots to the resort.
3. Parking conditions were communicated at I-80 and US 40 to direct people to park and take the bus when the parking is approaching full.
4. No parking on neighborhood roads around the site is enforced.

Without these conditions, skiers will continue to the resort and circulate without available parking, creating further congestion and parking problems in the neighborhood.

Parking Scenario B

Another approach is to build the 1,200 underground parking stalls and price them to reduce the number of cars accessing the site to around 800. Under this scenario, there would be 400 empty stalls in the parking garage under ideal conditions. The extra parking stalls could be available for contingency and/or the space could be used for electric charging, bus maintenance or storage, or shuttle staging.

Note that the transportation trends are increasing curbside drop-off activity, including ride-hailing and microtransit, and eventually automated vehicles. If these trends continue, the demand for parking (especially underground) may decrease in the future.

AECOM recommends pursuing **Parking Scenario A** with further study by the applicant to understand parking demand on opening day and in the future under various pricing strategies; specific time periods for parking demand; opportunities for shared parking with residential, commercial, and hotel uses; opportunities for innovative uses of underground parking; and specific plans for parking mitigation as outlined above.

This recommendation is consistent with Park City Municipal Code 15-6-5 Master Planned Development Requirements E (Off-Street Parking), which states the Planning Commission

may permit an applicant to pay an in-lieu parking fee in consideration for required on-site parking. The code states that off-street parking requirements can be adjusted with:

1. 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.
2. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
3. 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 City's General Plan (Resort Center) also encourages off-site parking:

- *Implement alternative parking location with state-of-the-art public transportation connection.*
- *Consider reducing parking requirement combined with investment in alternative public transportation.*
- *Develop cooperative, trip reduction strategies through shared management plan of multiple public and private entities.*
- *Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking.*

Back-of-House Circulation

The applicant has not provided a plan for back-of-house services and how they would overlay with the guest experience including vehicular circulation, loading docks, deliveries, waste, snow removal, and service/maintenance. Park City Municipal Code 15-6-5 Master Planned Development Requirements G (Site Planning) states, "the site plan must include adequate areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. 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."

MEMORANDUM

Date: February 26, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort – Additional Traffic Information

UT19-1481

This memorandum provides additional information related to the proposed Scenario 2b for the Park City Mountain Resort area, as requested by Park City staff.

Modified Mode Split

As discussed previously, Hales Engineering has identified a modified mode split that needs to be reached in the Park City Mountain Resort area and nearby City traffic movements to achieve acceptable levels of service. The mode split of the base and modified scenarios are summarized in Figure 1, shown in percentages of people that use passenger vehicles, transit/shuttles, and walking/lifts to travel to and from the Park City Mountain Resort base area. It is anticipated that the modified mode split would result in a 20% reduction in peak hour vehicle trips in and out of the site.

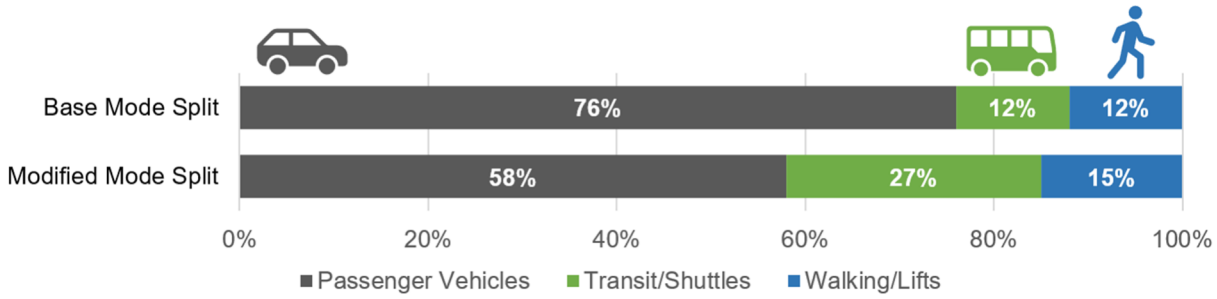


Figure 1: Mode Split Scenarios

Park City staff requested additional information as to how this modified mode split will be achieved. Hales Engineering has summarized the transportation demand management (TDM) strategies from PEG's draft TDM plan and how these strategies can be applied to reach certain reductions in vehicle traffic. Hales Engineering has classified all strategies in four primary high-level TDM strategies / categories. The strategies and anticipated reductions are provided in Table 1. The sub-strategies for each high-level strategy are listed as follows:

Table 1: High-Level TDM Strategies and Anticipated Reductions

	High-Level TDM Strategy	Peak Hour Vehicle Trip Reduction	% Reduction
1	Increase day skier AVO from assumed 2.7 to a 3.1	116	4.3%
2	Increase transit capacity and incentives (36 buses per hour)	360	13.5%
3	Increase shuttle capacity and incentives	18	0.7%
4	Other Improvements	40 +	1.5% +
TOTAL		534 +	20% +

1: Increase day skier AVO from assumed 2.7 to 3.1 on peak day

Calculation: For 2,430 day skiers coming/going in peak hour, calculated difference in vehicles for 2.7 AVO (assumed for traffic analyses) versus 3.1 AVO.

- Designate a Transit / Parking Manager
- Coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs
- Implement paid parking system that incentivizes carpooling
    - The parking and trips on site can be monitored and parking rates adjusted as needed to ensure an increase in AVO
- Install a dynamic parking monitoring program that broadcasts available stalls number on variable message signs
    - Signs should be placed in advance of the PCM base area to alert drivers not to drive into the site to search for parking, in addition to alerting people via an app or via text messaging or emails
- Coordinate app with City and Resort that provides real-time parking information for guests

2: Increase transit capacity (50% increase) and incentives

Calculation: Assumed increase from 48 bus trips to 72 future bus trips in peak hour (50% increase). Also assumed average occupancy increase from 8 to 16, knowing that bus routes can be added that terminate at PCM, resulting in more people in buses. Removed passenger vehicle trips and added in bus trips.

- Designate a Transit / Parking Manager
- Increase transit capacity and frequency, from 24 buses per hour to 36 buses per hour
- Coordinate with Park City Municipal on public transportation from satellite lots and operation of the transit center at the base area
- Coordinate with Park City Municipal on potential enhancements to existing bus routes
- Implement paid parking system that incentivizes transit usage, beyond the benefit of increasing the AVO
- Coordinate app with City and Resort that provides alternative transit information for guests

- Continue to use variable message signing to direct drivers away from the resort when parking is full
- Install dedicated bus lanes on Silver King Drive and Lowell Avenue
- Install day skier lockers at the new base area to promote transit usage
- Upgrade the existing bus station at the base area with seven (7) bus bays, shelters, bike facilities, facilities for bus drivers, bus charging stations
- Consider potential bus stop on eastbound Silver King Drive
- Communicate transit information to all employees and guests, including new options such as the Quinn's Junction park and ride and proposed bus lanes
- Encourage existing PCM base employers to incentivize employee transit usage (PC-SLC Connect, UTA Vanpool, and RideOn for those living outside Park City; and Park City Transit for those living in Park City)
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas, shuttle availability and schedules, carpooling using RideOn, and regional transit options
- Extend PC-SLC Connect bus pass program to all employees at the new base area

3: Increase shuttle capacity (10% increase) and incentives

Calculation: Increase from assumed 60 shuttle trips to 66 future shuttle trips in peak hour. Also assumed average occupancy increase from 8. Removed passenger vehicle trips and added in shuttle trips.

- Designate a Transit / Parking Manager
- Implement paid parking system that incentivizes shuttle usage, beyond the benefit of increasing the AVO
- Establish new parking procedures that shift employee parking to alternate locations
- Create and/or fund enhanced private shuttle program to/from satellite lots
- Provide employee breakroom at new hotel with bathrooms and showers
- Provide employee bike storage facilities
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas and shuttle availability / schedules
- Expand employee usage of the UTA van/shuttle program for new base area employees that live in Salt Lake City and Heber

4: Other Improvements

- Enhance pedestrian facilities on site with multi-use path and sidewalks throughout
- Enhance pedestrian connections to external points of access, including enhanced connections to Old Town
- Provide bike racks on site for guests and secured bike parking for residents
- Provide a Summit Bike Share station on site
- Provide annual report of the TDM plan and progress, and make necessary adjustments to reduce traffic volumes to acceptable level
- Incentivize carpooling with the RideOn Park City Platform for the new base area employees

Pick-up / Drop-off Area

Scenario 2b has been designed with two primary pick-up / drop-off locations. The north pick-up / drop-off is located on the west side of Lowell Avenue, just south of Silver King Drive. This area will be used primarily for day skier pick-up / drop-off. It is anticipated that approximately eight passenger vehicles can fit in this area as currently planned.

The south pick-up / drop-off is a proposed loop on Lowell Avenue, just north of Manor Way, and just south of the proposed transit station. It is anticipated that this location will be used primarily for shuttle and condo resident pick-up / drop-off. It is anticipated that approximately eight shuttle vehicles can fit within this loop.

The traffic analysis included the north pick-up / drop-off in the VISSIM model, and it was modeled as a "parking" area for accurate dwell time simulation. Average dwell times of 2 minutes and 3.5 minutes were assumed for the morning and evening peak hours, respectively (knowing the morning drop-off takes less time than evening pick-up). It was observed in the modeling that the pick-up / drop-off area rarely filled up during the peak hours. In the VISSIM model, when the area was full, vehicles continued on in the system without entering the loading area. Because of this, Hales Engineering completed calculations to estimate better if the loading area sizes are sufficient.

The average required pick-up / drop-off space needed can be estimated by multiplying the hourly vehicle volume by the average dwell time and then dividing by 60 minutes to get to a number of vehicles at the pick-up/ drop-off area on average. A summary of this calculation for the north and south pick-up / drop-off areas is shown in Table 2 for both morning and evening peak hours. As shown, it is anticipated that average required space requirements of 8 vehicles and 6 vehicles are needed at the north and south pick-up / drop-off areas, respectively.

Table 2: Average Required Pick-up / Drop-off Space

Location	Time Period	Demand (veh. / hr)	Dwell Time (minutes)	Vehicles	Average Required Space
North	AM	225	2	7.5	8
	PM	125	3.5	7.3	
South	AM	85	2	5.0	6
	PM	160	3.5	5.3	

Based on this analysis, the two pick-up / drop-off locations have sufficient space for the average demand anticipated during peak hours. However, there may be times when immediate demand exceeds the average demand with surges in traffic, resulting in overflow of the pick-up / drop-off areas. Hales Engineering recommends the following to mitigate this condition:

- Assign at least one staff member for each pick-up / drop-off to direct traffic
- Locate space in a parking garage for temporary pick-up / drop-off overflow space
    - Direct traffic to this location with signing and with staff members
- Consider finding other locations for pick-up / drop-off, such as on Shadow Ridge Road

Site Circulation

Hales Engineering updated the Scenario 2b concepts to match other drawings developed by the project team and also created detailed concepts for key intersections and locations. All concepts are provided in Figures 2 through 5.

Scenario 2b **Transit and Vehicle Circulation and Control**

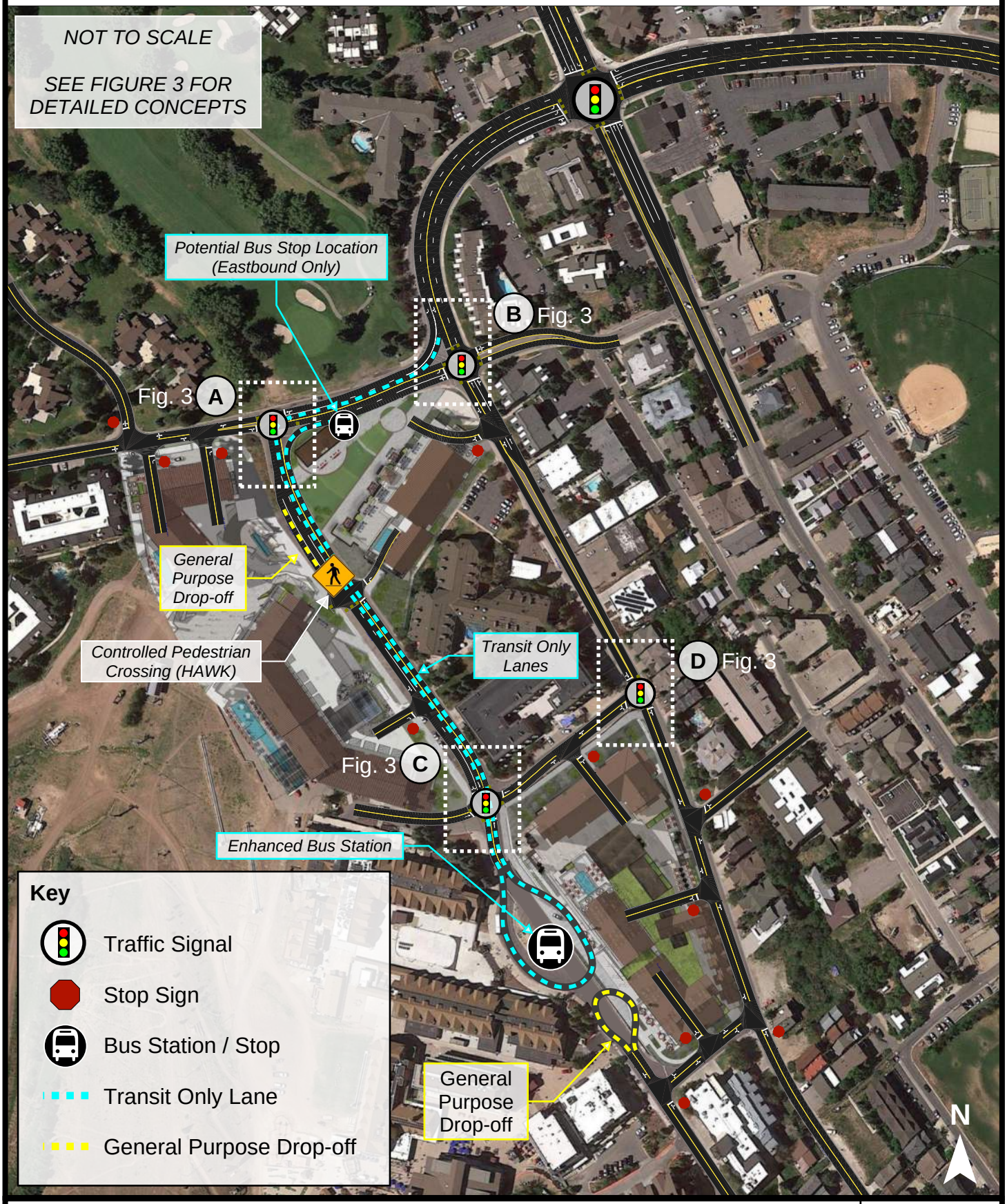


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Figure 2

Scenario 2b **Circulation Concept Details**

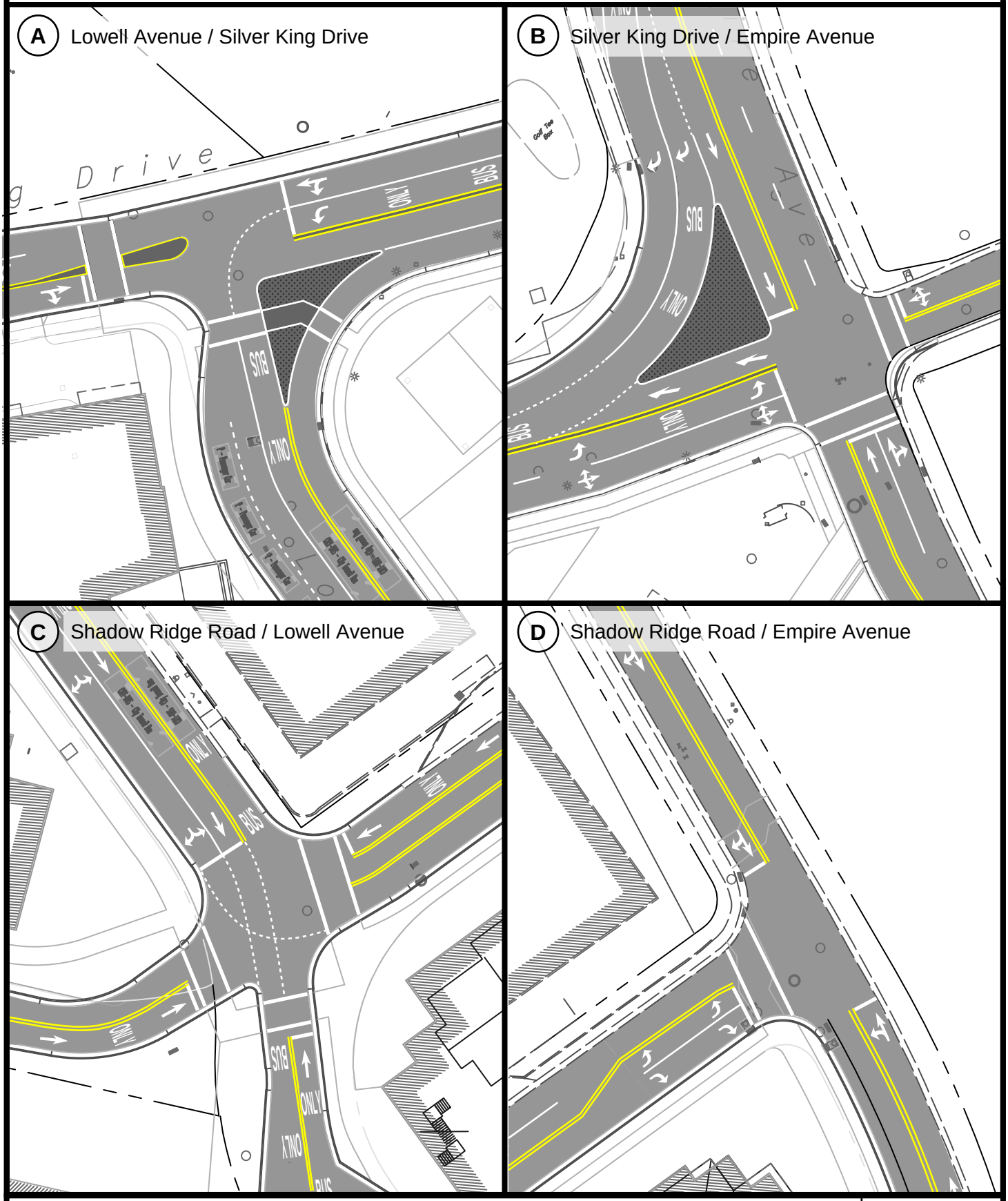

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Figure 3

Scenario 2b **Pedestrian and Bike Paths**

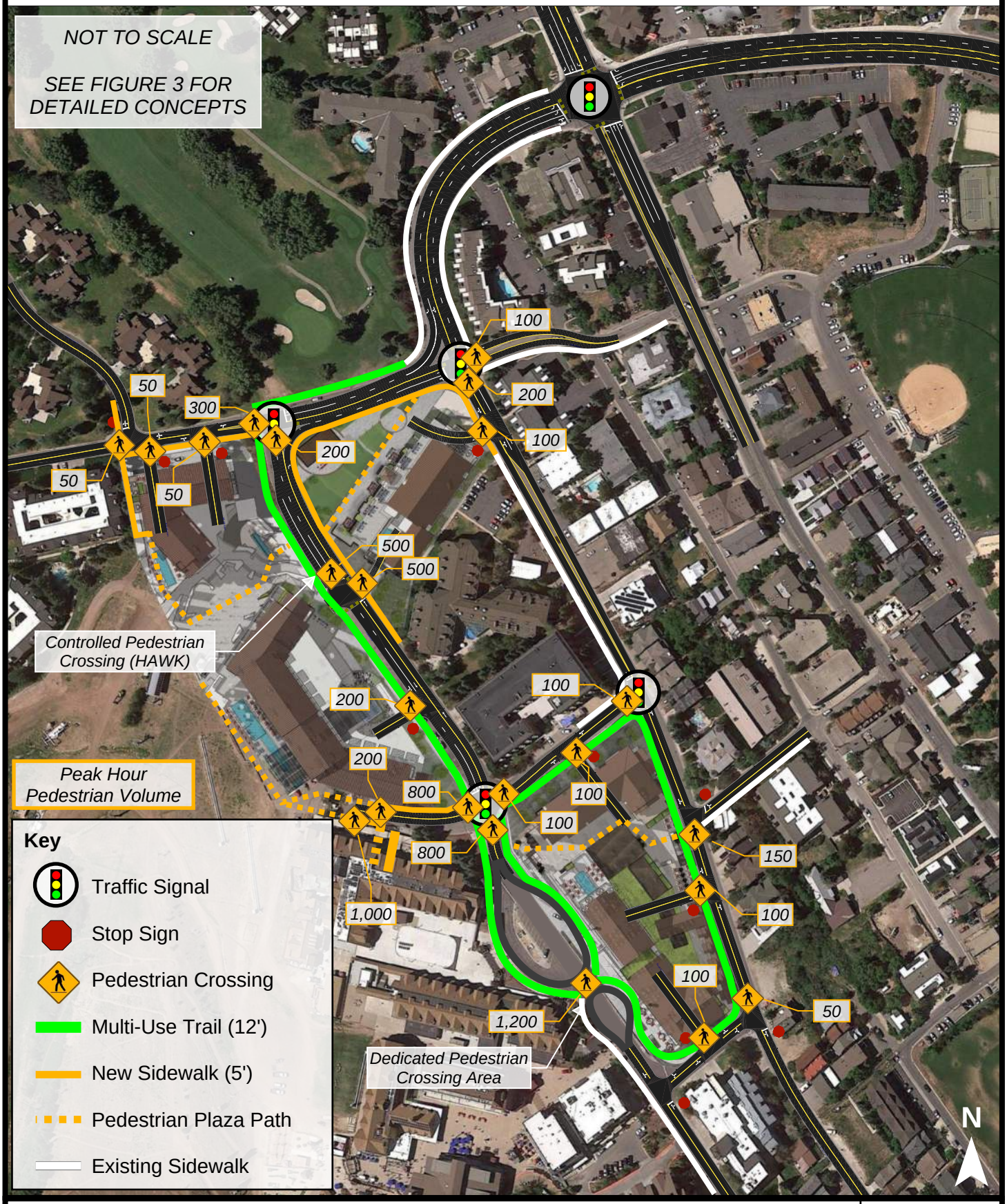

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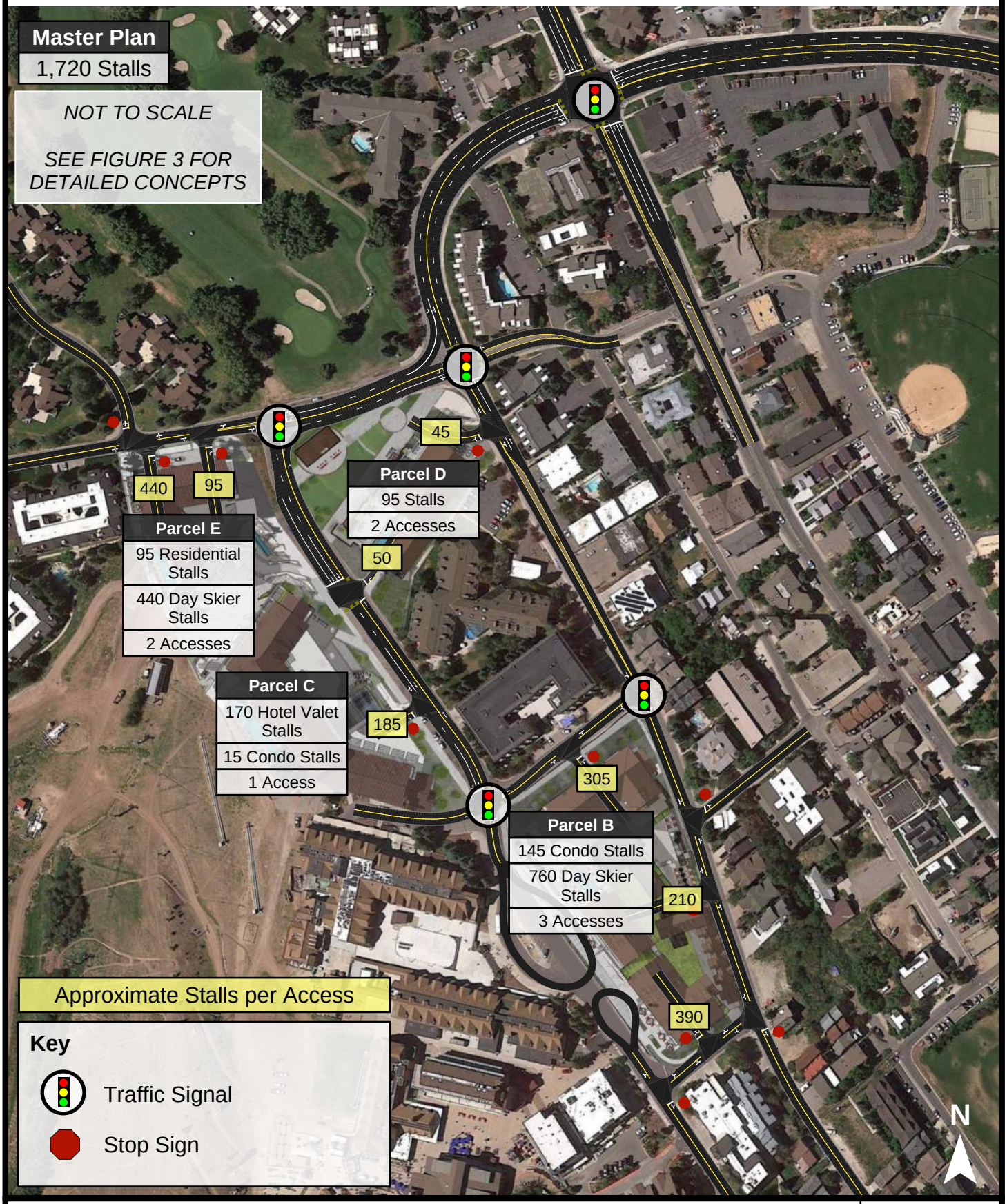
Figure 4



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02/26/2021

Figure 5

MEMORANDUM

Date: February 9, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort – Scenario 2b Year 2040 Evaluation

UT19-1481

Introduction

This memorandum discusses the evaluation of Scenario 2b for the Park City Mountain Resort area. Scenario 2b includes exclusive transit lanes, with a transit route on Silver King and Lowell. The bus station would be located at the current location, on the south side of Lowell by parcel B. A concept of this scenario is shown in Figure 2.

Traffic Analysis

Background Traffic Volumes

Most of the traffic counts used for the intersections were collected in February 2017 and were increased by approximately 14%, as discussed in the previous PCMR TIS, to bring the volumes up to a peak ski season level. Other counts were collected by Park City or Hales Engineering in other times of year and adjusted accordingly to match peak February conditions.

Future background traffic growth was determined based on the Summit County / Wasatch County travel demand model (TDM) results for winter conditions. The growth internal to the PCMR base area estimated by the TDM was almost identical (within ~20 peak hour vehicles) to that estimated previously with a 1% growth rate per year, so the previous volume growth that was used was implemented for this analysis. Hales Engineering used the people-based analysis to estimate volume elements such as pedestrian volumes and pick-ups and drop-offs, etc.

Project Traffic

New PCMR project traffic was added on top of the background traffic to get future (2040) plus project conditions. The trip generation was updated to represent the latest land uses for the proposed development. Trip generation and occupied percentages for condos and hotel units came from local trip data collected at the Canyons Resort area in 2018. Detailed trip data from the Canyons can be found with Summit County. Trends in the Canyons area indicated high internal capture percentages of 95% for retail space. To be conservative, 80% internal capture

was assumed for retail for the Park City development. Detailed trip generation calculations are provided in Appendix A.

Mode Split

Hales Engineering evaluated the transportation system of the resort area under two mode split conditions: a base scenario and a modified scenario. The base scenario represents the current mode split of today's operations without increased percentage of transit, shuttle, walking, and other alternative modes of transportation. The modified scenario was created to identify the change in mode split required to achieve a 20% reduction in overall vehicle volumes in the study area. As discussed later, this reduction was identified as a needed reduction in traffic to make the intersections work at an acceptable level of service. This reduction would need to be a global goal for PCMR and the City to work towards for both existing and proposed traffic.

The mode split of the base and modified scenarios are summarized in Figure 1, shown in percentages of people that use passenger vehicles, transit/shuttles, and walking/lifts to travel to and from the Park City Mountain Resort base area.

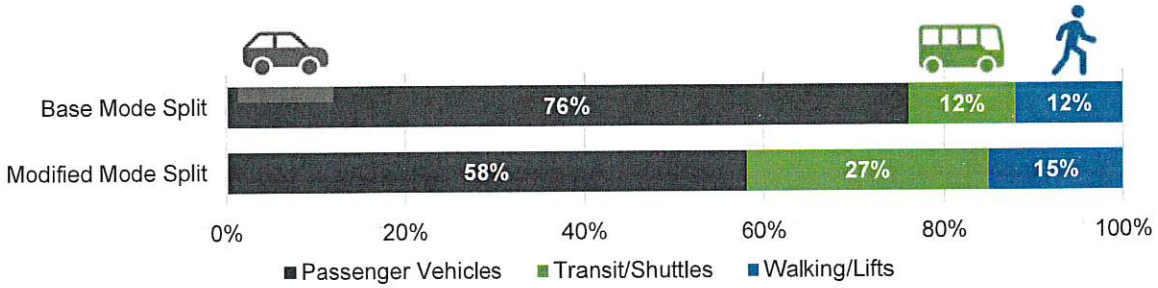

Figure 1: Mode Split Scenarios

Assumptions

The following assumptions were made for Scenario 2b:

- Four (4) traffic signals internal to the PCMR base area at Empire Avenue / Silver King Drive, Lowell Avenue / Silver King Drive, Shadow Ridge Road/ Empire Avenue, and Shadow Ridge Drive / Lowell Avenue
- A HAWK pedestrian crossing on Lowell Avenue between parcels C and D.
- Silver King Drive / Empire Avenue lane configuration:
  - EB: Left-turn lane and shared left-through-right lane
  - WB: Shared left-through-right lane
  - NB: Thru lane and shared through-right lane (no left turn)
  - SB: Right-turn lane (general purpose) and shared through-right lane (right for transit, and through for general purpose)
  - Split-side phasing on the EB and WB approaches due to the lane configuration
- Transit lanes can be exclusive starting and ending at the Silver King / Empire intersection. In other words, transit flow must be mixed with general purpose traffic north of Silver King.

VISSIM Model

Hales Engineering completed a VISSIM traffic simulation model to analyze the proposed Scenario 2b for transit and general-purpose vehicle operations. Included within the model were parameters for the transit-only lanes, bus stops, drop-off areas, traffic signals, etc.

The initial model runs of the base mode split scenario for both morning and evening peak hours resulted in excessive queueing and delays at the Park Ave. / S.R. 224 / Empire Ave. intersection. Based on Park City and UDOT's desires to not make any lane change and capacity improvements to this intersection, the resulting option is to reduce vehicle volume in the area with mode shifts (transit, shuttles, walking, biking). Because of this, Hales Engineering completed a sensitivity analysis to determine how much traffic would need to be reduced globally in a modified mode split for the Park Ave. / S.R. 224 / Empire Ave. intersection to work at an acceptable LOS. It was found that a reduction of approximately 20% would be needed. The results of the VISSIM model for the base and modified mode split scenarios are provided in the following sections.

Transit Travel Time

Hales Engineering calculated the bus travel times for the site using the time it would take to travel the entire bus loop plus the delay buses would experience along the route. The travel times did not include any dwell time at the bus station or stop. It is anticipated that buses will have a loop travel time of approximately 3 minutes 8 seconds, and 3 minutes 4 seconds from and to the Silver King Drive / Empire Avenue intersection for morning and evening peak hours, respectively. This was assuming the modified mode split scenario.

Level of Service

The level of service results for the base and modified mode split scenarios are shown in Table 1. As shown, poor levels of service are anticipated at several intersections in the base mode split scenario, including excessive delays and queueing on S.R. 224 at the Park Avenue / Deer Valley Drive intersection.

Though the City and UDOT have decided not to make major improvements to the Park Avenue / Deer Valley Drive intersection, one improvement that could be considered is striping a channelized lane on the southbound right-turn movement of the Park Avenue / Deer Valley Drive intersection on the existing pavement. This would help alleviate some delays in the morning peak hour especially. However, assuming this improvement may not be possible, Hales Engineering also ran the modified mode split scenario to show how the intersections would work. As shown in Table 1, it is anticipated that all study intersections except the East B Access / Empire Avenue intersection would operate at an acceptable LOS with the modified mode split.

Table 1: Level of Service

	Intersection	Future (2040) Plus Project - Scenario 2b			
		Base Mode Split		Modified Mode Split	
		AM	PM	AM	PM
1	S.R. 224 / S.R. 248	F	C	C	C
2	Homestake Ave / Park Ave	f	f	c	c
3	Iron Horse / Park Ave	f	f	b	c
4	Park Ave / Deer Valley Dr	E	F	D	D
5	Silver King Dr / Empire Ave	B	D	B	B
6	Lowell Ave / Silver King Dr	B	B	B	B
7	Three Kings Dr / Silver King Dr	a	c	a	c
8	Shadow Ridge Rd / Empire Ave	B	C	B	B
9	Shadow Ridge Rd / Lowell Ave	C	E	C	C
10	14th St / Empire Ave	c	c	b	c
11	Manor Way / Empire Ave	a	c	a	b
12	Manor Way / Lowell Ave	b	f	a	b
13	NE E Access / Silver King Dr	b	d	b	c
14	East D Access / Empire Ave[3]	f	f	d	d
15	West D Access / Lowell Ave	c	d	b	b
16	C Access / Lowell Ave	e	f	c	b
17	North B Access / Shadow Ridge Rd	b	f	a	b
18	East B Access / Empire Ave	e	f	c	f
19	South B Access / Manor Way	b	f	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), PP = Plus Project (with project traffic)
3. Intersection results not recorded due to proximity to Silver King Drive. LOS results were estimated.

Source: Hales Engineering, February 2021

Evaluation

Hales Engineering evaluated Scenario 2b based on criteria and questions provided by Park City staff, summarized as follows:

General Pros & Cons

Pros:

- Transit is given priority on-site
- Transit station stays at current location with seven (7) bus bays
- Additional transit stop location on Silver King Drive
- Safe pedestrian crossing locations
- Minimal impacts to Silver King Drive
- Empire Avenue keeps two-way flow
- Two general purpose drop-off locations

Cons:

- Permanent changes to Lowell for drop-off loops
- Four traffic signals and a HAWK pedestrian signal for Park City to operate
- Potential congestion on Empire Avenue during peak hours

Do the intersections work? Impacts of traffic signals?

With the base mode split scenario, poor levels of service are anticipated at several intersections including S.R. 224 / S.R. 248, Park Avenue / Deer Valley Drive, and Shadow Ridge Road / Lowell Avenue, as well as several unsignalized intersections. With the modified mode split scenario, it is anticipated that all study intersections will operate at an acceptable LOS except for the East B Access / Empire Avenue intersection. To make the traffic signal system work well, the signals will have to be coordinated with each other to allow for good traffic flow around the site.

Does the bus station work?

Hales Engineering evaluated the bus station from a traffic operations perspective. A conservative assumption of 50 buses per hour was assumed coming to the site during peak hours. That is nearly 1 bus arriving to the bus station per minute. With seven (7) bus bays planned at the station, that provides buses with up to seven minutes of dwell time before having to depart the transit station. It is anticipated, therefore, that the seven (7) proposed bus bays will be sufficient. In the case that buses are delayed at the station, there is still some storage area on Lowell leading up to the station for buses to queue up in, if necessary. This is a great benefit of the transit-only lanes.

Intersection Control

The proposed intersection control is shown in Figure 2. As shown, four traffic signals are being proposed to provide bus priority and efficient traffic flow. A controlled pedestrian crossing with signalization (HAWK) is proposed on Lowell Avenue between parcels C and D. All other intersections and accesses will have stop control.

Pedestrian and Bike Accommodations

The proposed pedestrian and bike paths, crossing, and volumes are shown in Figure 3. A multi-use trail is being proposed along Lowell Avenue and looped around Parcel B. Sidewalks are being planned at other locations to tie into existing sidewalks. The traffic signals will provide safe pedestrian crossings for many of the pedestrians walking through the Park City Mountain base area. Crosswalks will be provided across each project access as well. Some existing sidewalks will remain untouched (shown in white in Figure 2) while others will be replaced with new sidewalk or a multi-use trail. Additional safe pedestrian walking paths will be provided in the plaza areas on all parcels, connecting the new resort area with the existing facilities.

Parking and Driveways

A map summarizing the supply for the project and day skier parking is shown in Figure 4. The approximate stalls assigned or located closest to each access is summarized in the figure as well. 1,720 total stalls are planned to be provided on site including 1,200 day skier parking stalls split up between Parcels B and E.

Three Kings Drive Traffic Deterrents

A raised median has been designed for Silver King Drive in front of the Parcel E access to restrict left turns out onto Silver King.

Drop-off Area Queue Storage

It is recommended that both the north drop-off area and the south drop-off loop on Lowell Avenue be available for general purpose resort and day skier traffic. This will maximize the drop-off area on site to reduce back-ups during peak times. It is anticipated that there will be enough pick-up / drop-off area if both the north Lowell and south Lowell drop-off locations are used for general purpose traffic.

Walking Distance from Transit

Hales Engineering evaluated the walking distance from the proposed transit station on Lowell to the Payday Lift and compared this walking distance to other resorts. A summary of the walking distances is shown in Table 2.

Table 2: Walking Distance from Transit

Resort	Transit Station/Stop	Lift(s)	Walking Distance (ft)
Park City	Lowell Avenue	Payday	700
Deer Valley	Deer Valley Dr.	Carpenter	450
Canyons	Canyons Transit Hub	Cabriolet + Red Pine + Saddleback	700

Scenario 2b **Transit and Vehicle Circulation and Control**

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02/09/2021

Figure 2

Scenario 2b

Pedestrian and Bike Paths

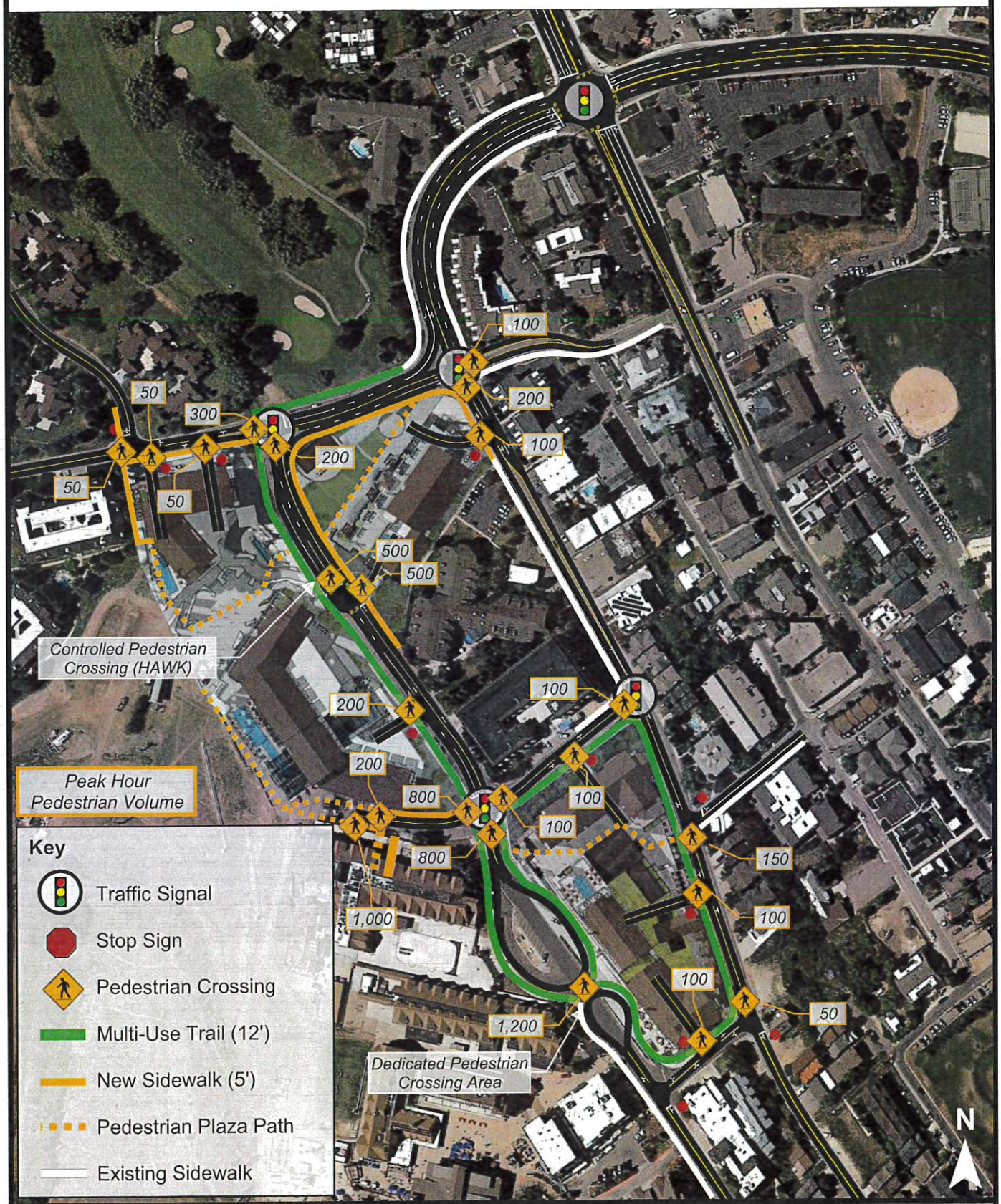

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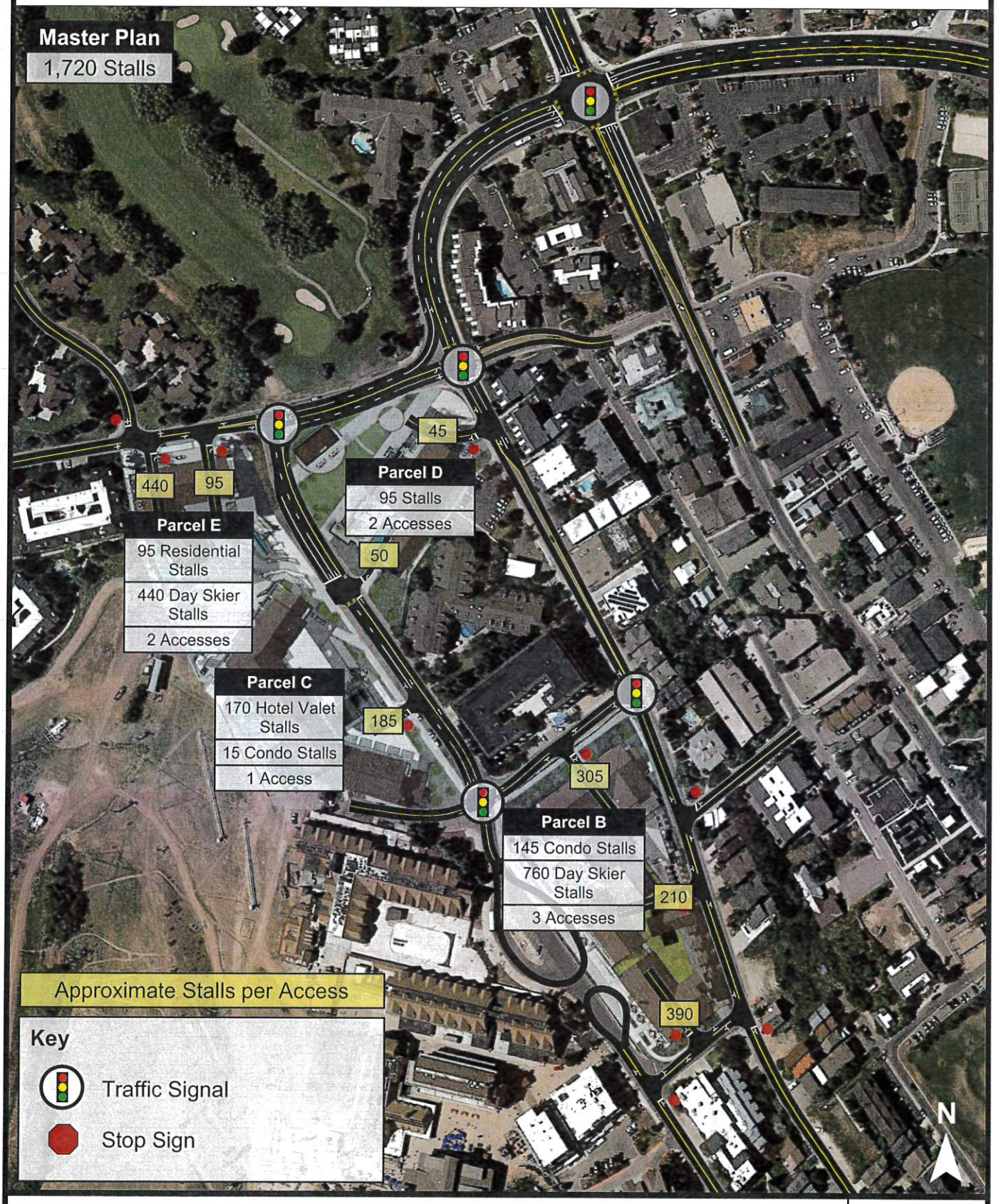
Figure 3

Scenario 2b **Parking & Driveways**



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02/09/2021

Figure 4

MGB+A
The Grassli Group

03 | 03 | 21

TRANSIT CENTER SITE PLAN

PARK CITY MOUNTAIN RESORT

PARK CITY, UTAH

Plotted: 3/3/21 at 3:24pm By: gregb

File Path: \\alaska\mgba\Projects\19-127 PCMR Base Area Master Plan\02-Working\01-Drawings\01-SD\19-127 Site Plan.dwg

Scale: 1" = 20'

20' 0 20' 40'

Silver King Drive

MAX BRT Bus Rapid Transit

Building D

Lowell Avenue

MAX BRT Bus Rapid Transit — Bus Lane

MAX BRT Bus Rapid Transit — Bus Lane

WB-40 – Intermediate Semi-Trailer

P – Passenger Car

P – Passenger Car

P – Passenger Car

P – Passenger Car

P – Passenger Car

P – Passenger Car

P – Passenger Car

P – Passenger Car

25.0'
(Typ.)

MAX BRT Bus Rapid Transit — Bus Lane

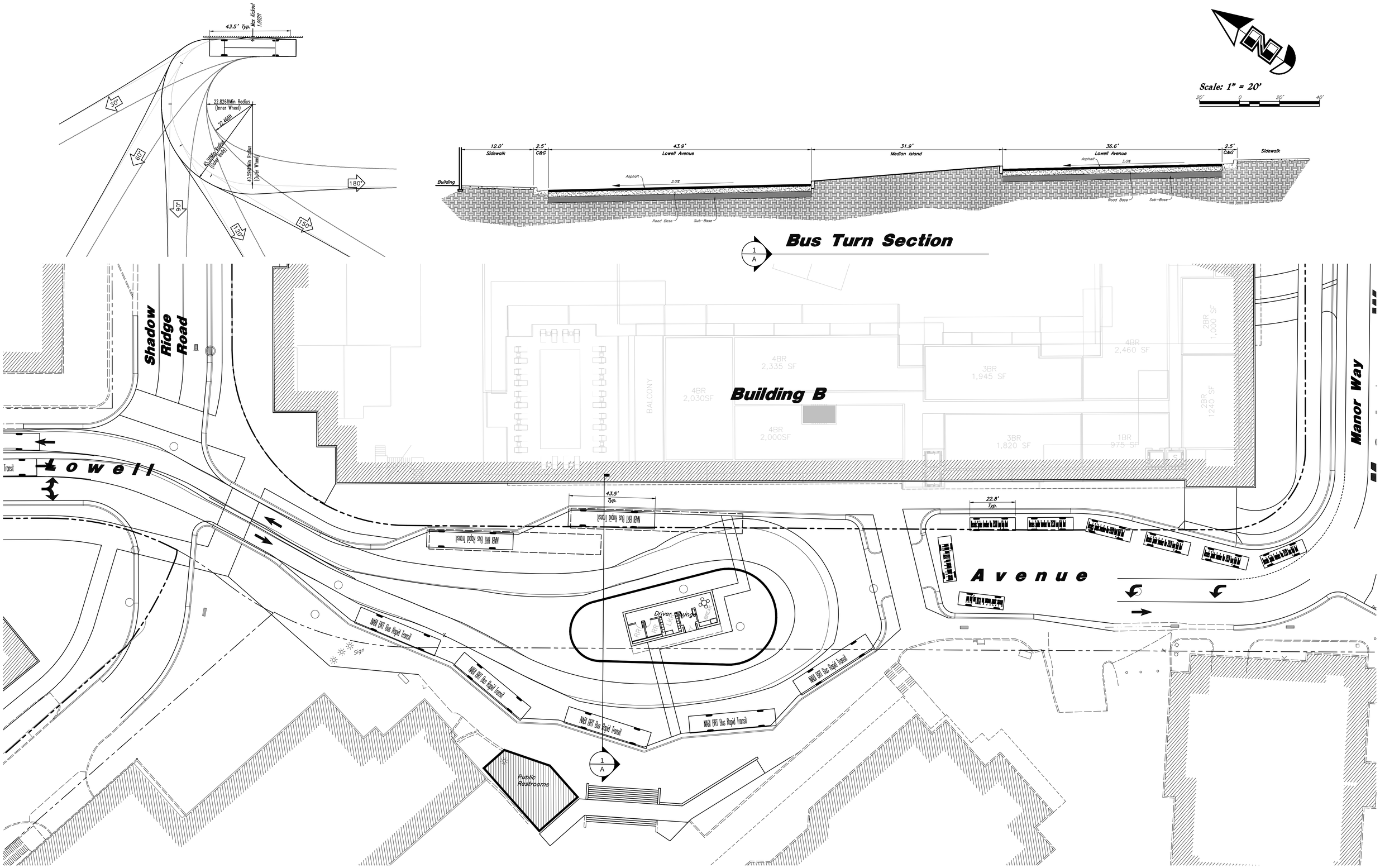
MAX BRT Bus Rapid Transit — Bus Lane

Building E

Dock

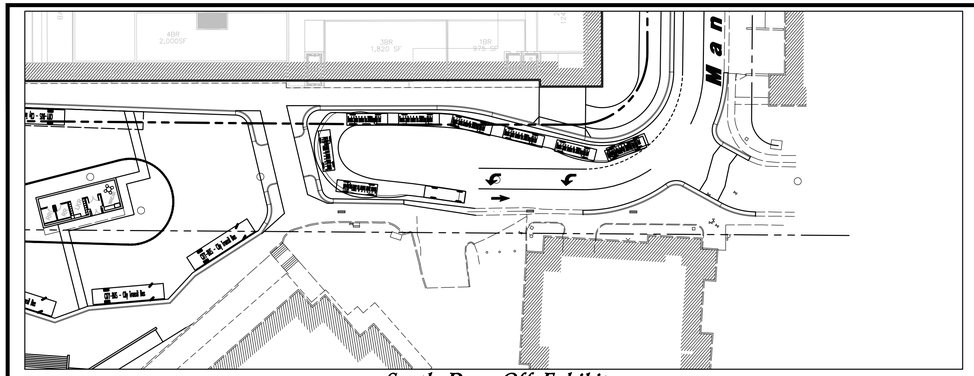
Drop Off Exhibit

03-01-2021

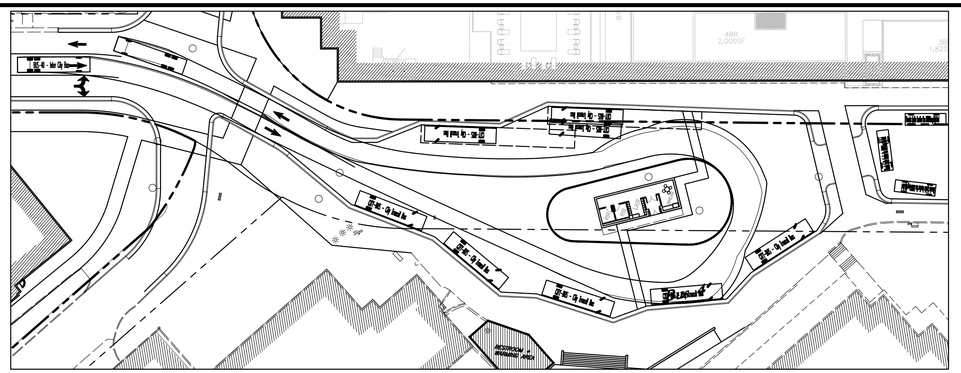


Transit Exhibit

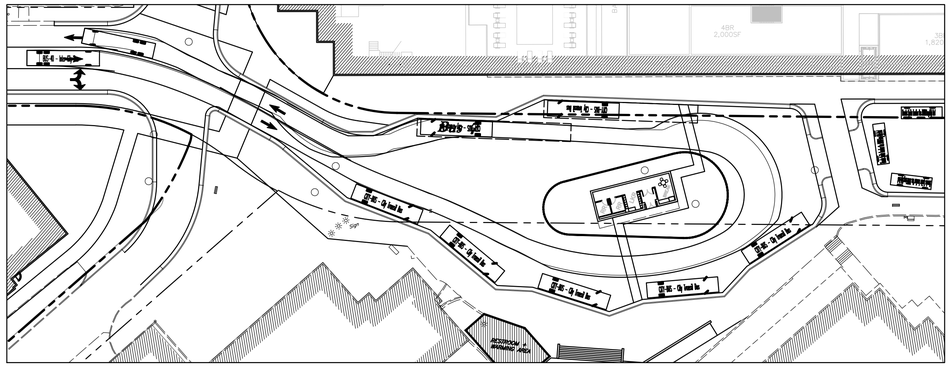
03-01-2021



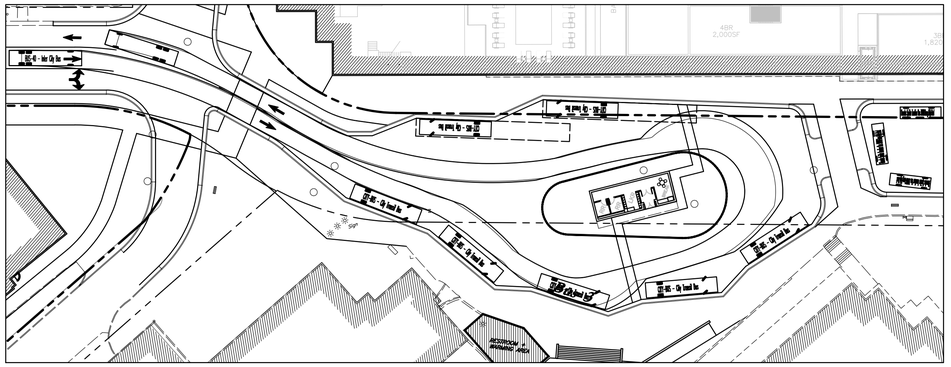
South Drop Off Exhibit



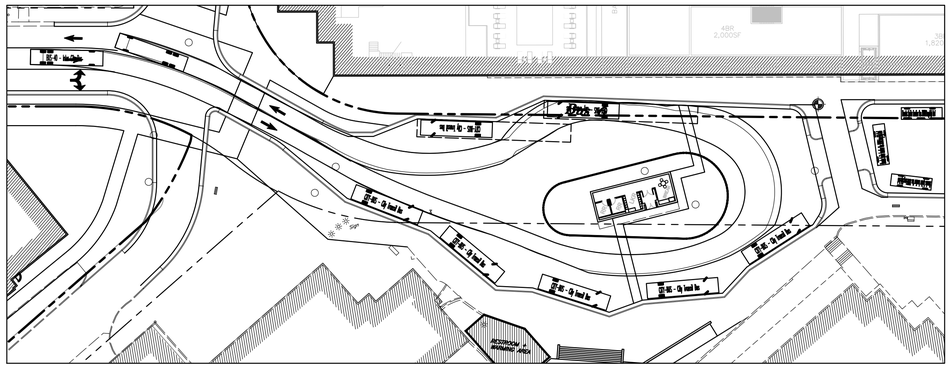
Bus Turn Exhibit 4



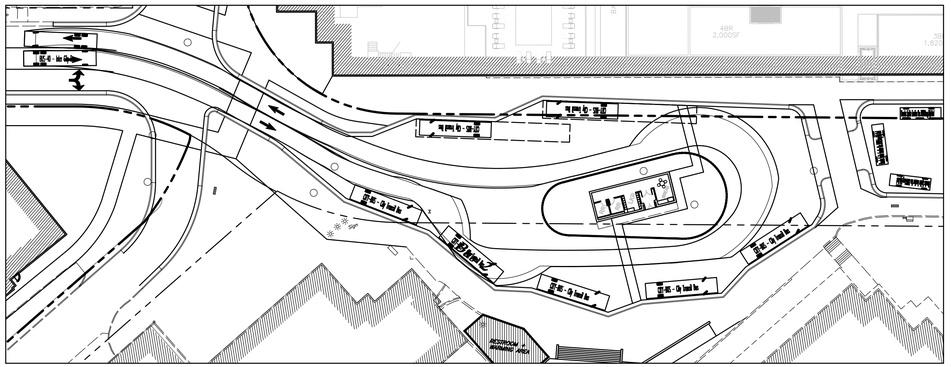
Bus Turn Exhibit 7



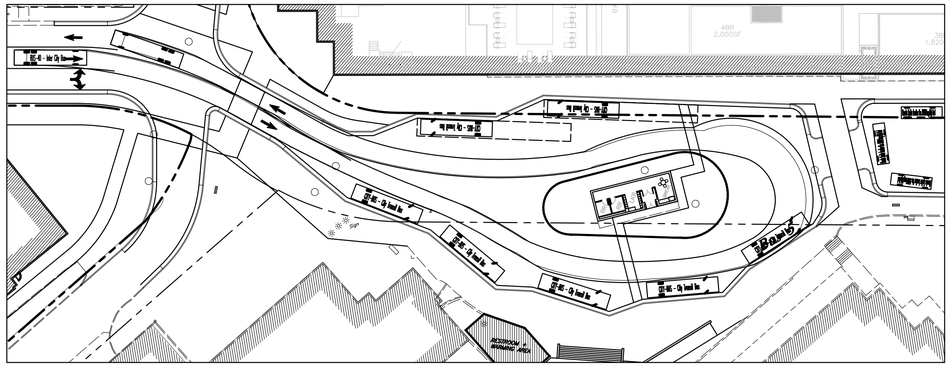
Bus Turn Exhibit 3



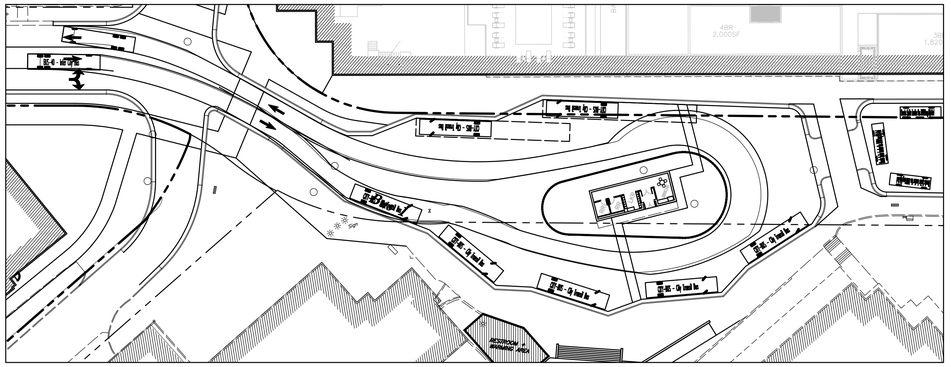
Bus Turn Exhibit 6



Bus Turn Exhibit 2



Bus Turn Exhibit 5



Bus Turn Exhibit 1

Scale: 1" = 40'

40' 0 40' 80'

REV	DATE	DESCRIPTION

Designed by: Name
Drafted by: Name
Client Name:
Peg Development

19-096-Bus Turn Exhibits

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 AWAengineering.net

Bus Turn Exhibit

PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

12 Feb, 2021

SHEET NO.
EX

Because of where we are in the entitlement process and premature requests for transportation demand management detail, this Transportation Demand Management Plan is intended to provide a high-level programmatic overview of anticipated parking operations and not a detailed management plan. The Applicant can agree to a condition that requires a detailed Transit Demand Management Plan be submitted for administrative approval prior to the first building's Certificate of Occupancy.

Executive Summary

PEG Development is proposing a new Master Plan for the Base Area of Park City Mountain. As part of the new Master Plan, the existing 1,200 +/- surface stalls will be replaced with 1,200 structured parking stalls for the day skier. In addition, new retail, restaurant, hotel and condominiums will be built, along with the necessary parking for these uses. The current situation of parking, traffic, pedestrian and cycling, and transit modes will all be significantly upgraded to help meet Park City Municipal goals to reduce single-occupancy vehicles and lessen any burden on base-area parking. In conjunction with the actual physical improvements it is important to provide programmatic and operational guidelines to further manage the demand on these facilities and to optimize those modes of transportation that are beneficial to the community such as transit, pedestrian, and cycling modes while reducing single occupant vehicles driving to the base area.

A transit manager will be contracted to coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs and additional employee commuter incentive ideation. Regular employee communications will be an aligned and a consistent effort, and will be outlined in a detailed Transit Demand Management Plan.

Day Skier Transportation Demand Management

Parking Management

Current Average Vehicle Occupancy (AVO) for private vehicles arriving at the resort ranges from 1.9 to 2.3. After considerable input from Park City Municipal traffic and transit staff, it is the intent of this plan to increase the AVO to a range of 2.3-2.7, with peak days seeing an increase to 3.1. To accomplish this, PEG was encouraged to implement paid parking as the most meaningful parking management tool. PEG is further proposing tools to manage day-motorists with a dynamic parking monitoring program where the number of stalls available will be broadcast using technology, especially useful during peak periods, and including collaboration with parking apps that can provide real-time information before drivers get into their car that includes alternative transit options. The most current technology will also be able to direct drivers away from the resort when parking becomes limited or unavailable to satellite parking lots or alternative transit options. The technology may also be used to allow drivers to pay for their stall prior to arrival.

There are several commercially-available parking management systems. The intent would be to use one of these to manage the parking garages, specifically to manage the number of stalls available and then to transmit that information to variable message boards at

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locations outlined in the formal application. These boards would then transmit that information, while also displaying transit options. An example of a very capable system can be found at https://www.skidata.com/en-us/products-services/products-for-parking/. Examples of systems in use that manage stalls available can be found at City Creek in Salt Lake City, and most major airports.

The parking manager, in conjunction with City traffic operations, will prepare a coordination and communications plan outlining how daily operations will proceed on peak days, including transportation from any skier lots satellite lots that are utilized. Processes for making decisions about which lot and when to direct drivers can be coordinated operationally with the City and Deer Valley Resort once the infrastructure is in place.

As previously stated, PEG has concurred that charging for parking is a very effective parking management tool. We currently believe that once operations start, the impact of the holistic parking management system in conjunction with new and enhanced transit solutions will mitigate traffic and transit concerns. We will commit to re-evaluating and adding additional incentives/restrictions in the detailed Transit Demand Management Plan.

Offsite Transportation Service

Historically, on select peak days, transportation has been provided to supplement City bus service from off-site parking locations. As operations of the redeveloped base area get under way, the parking manager will continue to work with Park City Municipal, and in collaboration with other stakeholders, on transportation from designated satellite lots and in alignment with the City's bus program, as well as the coordination of necessary communication to car travelers.

Encouraging Transit

One of the key objectives of this development and goals of the City is to increase the number of riders on existing and future transit (i.e. shifting vehicle trips to transit trips.) In conducting community outreach, the primary objections we heard from locals to using transit is that it wasn't convenient to carry skis on the bus. In order to help resolve this inconvenience PEG is proposing to install day skier lockers at the new base area. These lockers would be available for rent by the day for bus riders, season or year providing flexibility for all guests (locals and visitors alike).

PEG is also proposing upgrades to the current bus stop at the base area. There are currently several options for transit routes and solutions under consideration. This draft will be updated when a final solution has been selected by PEG and the City. It is the goal to increase the number of buses in the peak hour from 24-26 per hour to 35+per hour. It is also PEG's goal, within its current preferred option 2B, to provide dedicated bus lanes on Silver King and Lowell with 8 bus bays.

Marketing

With plans being finalized for the Quinn's Junction park and ride and a side running bus lane into town, it is anticipated that more skiers and employees from out of Park City will

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be encouraged to utilize these facilities and shift to transit ridership. We will work with the City and all of our base area partners to ensure this information is incorporated in all employee and guest communications and marketing efforts, and this will be outlined in the detailed Transit Demand Management Plan..

Employee Transportation Demand Management

Current Park City Mountain Resort Programs

Park City Mountain has implemented and continues to implement various measures to ease traffic and provide employees alternate transit options to/from work. These options include:

- Providing PC-SLC Connect bus passes to employees at no cost. This accounted for 7,035 employee trips during the 2019/2020 winter season.
- Incentivizing carpooling through the RideOn Park City Platform as a piloted program and during the 2018/2019 winter season. Due to its success, Park City Mountain moved to the RideOn platform during the 2019/2020 season as a collaborative partnership between the resorts, CVMA, and Park City Municipal. Thirty percent of Park City Mountain employees participated in the RideOn program.
- Providing multiple UTA vans/shuttles to groups of employees departing from Salt Lake City and Heber at no cost to the employee. These vans accounted for an estimated 6,656 employee trips during the 2019/2020 winter season.
- Park City Mountain – in coordination with City transit and traffic - currently operates multiple shuttles and buses for employees and guests from off-site parking lots during peak days. These efforts will continue by the redeveloped base area's parking manager, as there will not be free employee parking provided within the new parking structures to ensure these spaces are available for guests. During non-peak periods, there are currently 200 employees that park in Lot E – this total is reduced during peak periods (weekends and holidays) as Park City Mountain shifts parking for approximately 100 employees to Munchkin (which is owned by Park City Mountain and in close proximity to the base area) or other remote lots. As development progresses at the base area, Park City Mountain will establish new employee parking procedures that shift employee parking to alternate locations, including Munchkin and other off-site locations during both peak and non-peak periods. These locations may include the new Quinn's Junction park and ride, the Richardson Lot located approximately 4 miles from the Park City Mountain base area, or to other locations yet to be identified. Although Park City Mountain or PEG do not currently have a lease or contract for use of the Richardson Lot, there is no reason to expect that sufficient spaces in the Richardson Lot would not be available if needed.

Existing Base Area Employees

The existing base area businesses employ approximately ?? people. As part of the new base area project, and similar to Park City Mountain employees, these employees will be encouraged to park at off-site locations versus paying to park at the base. Historically, these employees had the option to use off-site parking locations during peak periods and

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have utilized the provided transit to/from these locations. PEG is leading an effort (in conjunction with the other stakeholders/users) to create and/or fund enhanced bus service or private shuttle programs to/from satellite lots(s) to meet the enhanced transit demands to accommodate the increased usage of off-site employee parking. Additionally, existing Base Area employers will be encouraged to support their employees as Park City Mountain does by participating in programs such as PC-SLC connect, UTA Van Pool, and the RideOn program as is best suited to their employees. Those employees who live within town, or near a Park City Transit stop will be encouraged to use this service to arrive at work.

Proposed Base Area Employees

The newly proposed base area businesses will employ approximately 530 people. The affordable housing proposal mitigates 20%, or 105 people resulting in 425 employees who will be commuting in some form to/from work. Those that drive will be directed to park at the new Quinn's Junction park and ride during weekdays in order to use the bus, at the Richardson Lot on weekends/holidays, or other off-site locations to be designated in the future. New Base Area employers will be encouraged to support their employees by participating in programs such as PC-SLC connect, UTA Van Pool, and the RideOn program as is best suited to their employees. Those employees who live within town, or near a Park City Transit stop will be encouraged to use this service to arrive at work.

The proposed hotel will have an employee breakroom which will include bathrooms and showers. Employee bike storage facilities can be accommodated within the hotel facilities to encourage hotel employees to ride their bikes to work, particularly during the warmer parts of the year. Enhanced pedestrian connectivity provided by the new base area plan will provide options for employees that may live close enough to the resort to walk to work. Bike racks will be available throughout the project. Additionally, PEG will seek to provide a Summit Bike Share station on the project.

The shift of employee parking to off-site locations (otherwise employees will be subject to base area parking fees) will require enhancements to both private and public transit systems to/from the base area. PEG will lead the coordination of this effort, as it will require multiple partners to participate in a final TDM plan, including cost-sharing, and anticipates needing transportation that accommodates the peak morning and afternoon commuting periods – these hours are assumed to be 6am – 10am and 3pm – 7pm. The off-peak period (10am – 3pm) will see reduce service from that of the peak period. The exact number of shuttles and/or trips will be coordinated with the various stakeholders and based on demand – this program will need to be monitored and adjusted to ensure needs are being met and that we continue to eliminate unnecessary vehicles and traffic in the base area – and will be further detailed in the final TDM plan. All ADA requirements will be adhered to.

Additionally, PEG intends to develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these off-site parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. As with any change there is always a ramp up period. Hotel employees may receive communication in a number of ways, including from supervisors, in company payroll processing websites (such as ADP).

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Lodging Transportation Demand Management

The lodging industry has seen unprecedented changes in the way guests arrive, particularly for destinations like Park City, which falls within 45-60 minutes from a major airport. The advent of Uber, Lyft and other ride-sharing services has drastically reduced the need for a guest to rent a car from the airport and drive to the resort. While it is recognized that if a guest uses a ride share/Taxi/Black Car service they are still generating a trip, usually the driver will seek to pick up a return trip, thus essentially cutting in half the number of trips versus the traditional rent a car method. For all guests arriving at the new lodging, information will be provided about the availability and cost of parking, availability of rideshare and taxi, and the availability of shuttles to arrive at the resort. Information will also be provided about the free Park City Transit system, informing guests of the ease of getting around within Park City without a car. All with the aim of reducing the number of individual vehicles used to arrive at the resort for the lodging.

It is common practice in the hotel industry to charge parking separately from the hotel room, this project will be no different. Hotel information, including park and ride and transit options will be provided on the hotel booking website. Confirmation emails to guests will also have the information provided. We will commit to re-evaluating and adding additional incentives in the detailed Transit Demand Management Plan.

Residential Transportation Demand Management

Regarding unbundling of parking spots, we will certainly consider the recommendation. Bike parking for residents will be provided. It may be in a secured area with camera, or it could be in storage closets provided with the condo. Variable message boards specific to residents will be considered. The front door for Parcel B is right at the bus bay as proposed.

TDM Reporting

We will commit to an annual report in the detailed Transit Demand Management Plan, including an annual meeting to review data, including how people travel to and from the redeveloped base area and, if needed, how TDM strategies can be improved. Elements of the report should consider efforts to:

- reduce automobile travel and parking demands;
- improve air quality;
- articulate health benefits by way less day-motorists;
- a phased approach to incentivize a growth in employee and guest transit usage year over year.

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TRP Comments

A TRP plan will be directly commensurate with the level of service increase by Park City Transit. PEG is committed to reducing trips, recognizing that our customers are also the City's customers on transit. Improved access to the bus for local residents must be accomplished (i.e. in-town bus stops need parking and covered waiting areas), improved access to satellite parking lots and improved bus access along 224 and 248 are necessary to achieve the stated goals. It will require everyone working together.

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MEMORANDUM

Date: February 11, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort Parking Study

UT19-1481

This memorandum discusses the parking study completed for the proposed Park City Mountain Resort development located in Park City, Utah. The study identifies the Park City parking requirements and considers shared parking between land uses. The proposed Park City Mountain Resort development is located on four parcels adjacent to the existing Park City Mountain Resort, as shown in Figure 1.

Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types in Section 15-3-6. The City parking rates for land uses within the proposed area of the resort are summarized in Table 1.

Table 1: Park City Parking Rates

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

Being programmed within the project are 1,200 parking spaces for day skier use, separate from the existing 300 day skier stalls provided by Vail. Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 2,223 parking spaces, including the day skier parking. A detailed table outlining required parking is provided in Appendix A.

Nearby Resort Experience

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area and identifies:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering has also collected overnight parking demand data at a nearby ski resort. Based on a total of 34 data points collected over four peak nights between 2017 and 2019, it was found that the overnight demand was an average of 0.68 stalls per occupied unit and an 85th percentile of 0.99 stalls per occupied unit.

Time-of-day Shared Use

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Mountain Resort

project along with the day skier parking needs. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the *Parking Generation* (5th Edition, 2019) manual.

Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. The day skier parking being programed into the site, 1,200 stalls, will not be included within the share parking calculations to remain conservative, and will remain at a fixed level. Also, as discussed previously, a parking demand of 0.99 stall per occupied unit is anticipated based on 34 data points. Therefore, a parking demand rate of 1.0 stall per occupied unit was assumed for most residential and hotel units. A percent occupied rate of 85% was assumed for residential and hotel units, consistent with the traffic analyses. PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Hales Engineering identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. Internal capture rates were estimated and matched with those presented in the traffic analyses. A summary of these calculations are provided in Appendix B and shown graphically in Figure 2.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm. This includes fixed day skier parking stalls (reserved) in both Parcel B (760 stalls) and Parcel E (440 stalls) during each hour of the day. It is anticipated that at the peak parking demand hour (9:00 pm), an additional 138 stall surplus will still be available on-site (8%) at all times for the combined parking lot supply of 1,721 parking stalls.

Conclusions / Recommendations

Hales Engineering concludes the following:

- The proposed project is programming 1,200 day-skier parking stalls (current surface stalls on Parcels B, C, D and E) be provided somewhere on the site during and after construction of the project.
- Park City parking rates would require a parking supply of 2,223 stalls (including the programmed 1,200 stalls for the day-skiers).
- Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.
    - Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.
        - The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

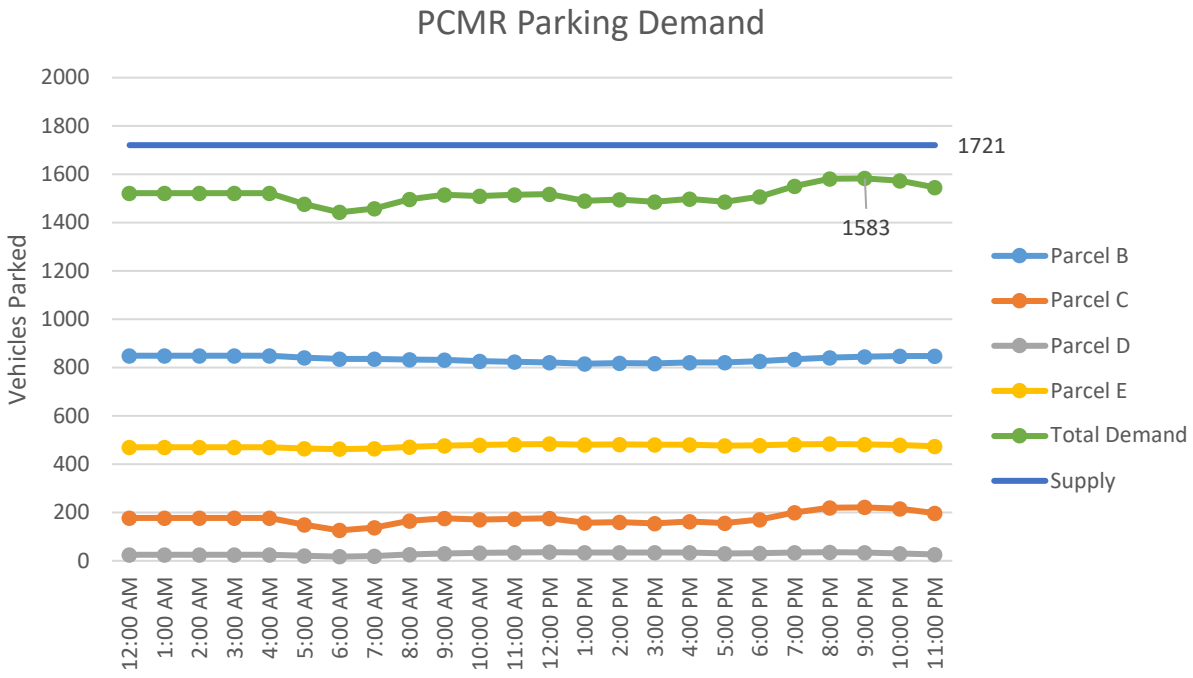

Figure 2: PCMR Parking Demand by Time of Day

- Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.
- Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.
- The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 7 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation.
    - Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.
- A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.
- The following potential measures could be implemented to encourage alternative modes of arrival to the resort:
    - Advertise remote day skier parking at Ecker Hill park and ride lot
    - Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
    - Promote other remote lots including high school, etc.
    - Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

APPENDIX A

Required Parking (City Code)

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S	MAX AREA	PARKING REQ'S	Rate	PARCEL B					PARCEL C						PARCEL E				PARCEL D			TOTAL
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1.5	32	8	7		71		9				14	34			51	16		24	160
Apt/Condo>=2000 SQFT	none	2 per DU	2	14	0	3		34		2				4				0			0	38
Total Residential Required				85	61	39		185	249	20				269				59			42	555
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																				0
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								945						269				499			42	1755
TOTAL REQUIRED								945						527				612			139	2223
TOTAL PROVIDED								906						185				535			95	1721

APPENDIX B

Proposed Alternative Parking Calculations

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S	MAX AREA	PARKING REQ'S	Rate	PARCEL B					PARCEL C						PARCEL E				PARCEL D			TOTAL
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1	32	8	7		47		9				9	34			34	16		16	106
Apt/Condo>=2000 SQFT	none	2 per DU	1	14	0	3		17		2				2				0			0	19
Total Residential Required				55	57	0		144	249	13				262	42			42	34		34	482
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																				0
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								904						262				482			34	1682
TOTAL REQUIRED								904						520				595			131	2150
TOTAL PROVIDED								906						185				535			95	1721

Time	Parcel	Parcel B						Parcel C					Parcel D				Parcel E					All Parcels	
	Land Use	Condos	Afford. Housing	Employee Housing	Day Skier	TOTAL	SUPPLY / DELTA	Hotel Rooms	Meeting Space	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	Day Skier	TOTAL	SUPPLY / DELTA	TOTAL	SUPPLY / DELTA
	Required Parking	55	57	0	760	872	906	249	100	158	507	185	34	97	131	95	42	113	440	595	535	2106	1721
	Internal Capture / Unoccupied	15%	15%	0%	0%			15%	80%	80%			15%	80%			15%	80%	0%				
	ITE Land Use #	330	221	N/A	N/A			330	Meeting	820			330	820			330	820	N/A				
12:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
1:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
2:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
3:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
4:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
5:00 AM		33	48	0	760	841	65	149	0	0	149	36	21	0	21	74	25	0	440	465	70	1476	245
6:00 AM		28	47	0	760	835	71	123	2	2	127	58	17	1	18	77	21	2	440	463	72	1443	278
7:00 AM		28	47	0	760	835	71	123	10	5	138	47	17	3	20	75	21	4	440	465	70	1458	263
8:00 AM		30	43	0	760	833	73	134	20	12	166	19	19	7	26	69	23	8	440	471	64	1496	225
9:00 AM		31	41	0	760	832	74	138	20	18	176	9	19	11	30	65	24	13	440	477	58	1515	206
10:00 AM		29	37	0	760	826	80	127	20	24	171	14	18	15	33	62	22	17	440	479	56	1509	212
11:00 AM		29	35	0	760	824	82	127	20	27	174	11	18	17	35	60	22	20	440	482	53	1515	206
12:00 PM		28	33	0	760	821	85	125	20	31	176	9	18	19	37	58	22	22	440	484	51	1518	203
1:00 PM		24	32	0	760	816	90	106	20	31	157	28	15	20	35	60	18	23	440	481	54	1489	232
2:00 PM		24	34	0	760	818	88	108	20	32	160	25	15	20	35	60	19	23	440	482	53	1495	226
3:00 PM		23	34	0	760	817	89	104	20	31	155	30	15	19	34	61	18	22	440	480	55	1486	235
4:00 PM		26	35	0	760	821	85	115	20	28	163	22	16	18	34	61	20	20	440	480	55	1498	223
5:00 PM		25	36	0	760	821	85	111	20	25	156	29	16	15	31	64	19	18	440	477	58	1485	236
6:00 PM		30	36	0	760	826	80	134	16	21	171	14	19	13	32	63	23	15	440	478	57	1507	214
7:00 PM		38	36	0	760	834	72	170	12	18	200	-15	24	11	35	60	29	13	440	482	53	1551	170
8:00 PM		44	37	0	760	841	65	199	8	13	220	-35	28	8	36	59	34	10	440	484	51	1581	140
9:00 PM		47	38	0	760	845	61	210	4	8	222	-37	29	5	34	61	36	6	440	482	53	1583	138
10:00 PM		47	40	0	760	847	59	212	0	4	216	-31	29	2	31	64	36	3	440	479	56	1573	148
11:00 PM		44	43	0	760	847	59	197	0	0	197	-12	27	0	27	68	34	0	440	474	61	1545	176

Because of where we are in the entitlement process and premature requests for operational planning detail, this Parking Management Plan is intended to provide a high-level programmatic overview of anticipated parking operations and not a detailed management plan. The Applicant can agree to a condition that requires a detailed Parking Management Plan be submitted for administrative approval prior to Certificate of Occupancy and the commencement of structured parking operation.

Traffic Management and Transit Prioritization:

Implementation of the proposed traffic solution, prioritizing transit and providing enhanced and controlled vehicular circulation, parking will be efficiently automated and self-regulating. Using variable message boards, in coordination with Park City Municipal Corp., day-motorists will be able to make parking decisions among two different structured garages. Traffic signalization will provide traffic control to keep traffic moving.
In addition, variable message boards or other signage will enforce no parking zones in adjacent neighborhoods.

The parking manager, in conjunction with City traffic operations, will prepare a coordination and communications plan outlining how daily operations will proceed on peak days, including transportation from any skier lots satellite lots that are utilized.

Parking Garage Prioritization:

It is not anticipated that parking garage prioritization will occur. Traffic will flow better if it can be distributed among the different garages at the same time, allowing vehicles to spread out to reduce focused congestion in any given garage. This can be evaluated with time and adjusted as necessary.

A parking manager will be contracted to manage parking operations and direct traffic. The parking manager may subcontract these services, if necessary. Traffic managers who direct parking or traffic within public rights-of-way shall receive training on spatial awareness, visibility, hand signaling, emergency vehicle protocol, pedestrian safety and transit protocol.

Parking Garage Operation:

After considerable discussion with Park City Municipal and community stakeholders, parking fees are a critical form of parking management and a significant incentive to use transit instead of a personal vehicle. Day-vehicles will pay to park in the base area parking garages. At this time, it is anticipated that there will not be any entry or exit control devices. Parking will be paid via pay on foot stations and mobile app (subject to changes in technology and best practices over time.) The parking manager may elect to place parking attendants within the garage on peak days to assist with traffic flow and circulation.
Condo owners will have dedicated parking spaces reserved. It is anticipated that these stalls will be concentrated nearest to the entrance to the condo from the parking garage. It is not determined yet if there will be access control to the condo parking.
Condo owner parking will be flex parking, meaning if a condo owner isn't using the parking then it could be used for day-skier parking – this is a highly-functional parking

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management tool that supports not over-building day-skier parking. The HOA and parking manager will coordinate to make any meaningful amount of unused condo owner parking spaces available for public/day-skier parking. It will be necessary to compensate the condo owner for use of the stalls. These details of stall management and compensation will be worked out with the HOA and condo declaration.

Hotel parking will primarily be reserved for hotel guests. The hotel operator and parking manager will coordinate to make any meaningful amount of unused hotel parking spaces available for public/day-skier parking.

Parking for special events will be on an as-available basis available to any member of the public and will be paid parking at the posted rates and subject to any applicable rules and regulations, during the time of the event. Parking may be restricted to resort visitors, including base area guests, during large community events that occur during the ski season.

Summertime Parking:

Recognizing the popularity of cycling throughout the spring, summer and fall seasons, parking operations have been contemplated for the summer recreationalist, as well. Parking will operate in the summer in the same manner as it is operated in the winter, subject to applicable pricing, rules and regulations.

Vehicles desiring to offload bicycles prior to entering the parking garages may do so at the drop-off between parcels C and E. Bike racks will be staged at the drop-off to allow bicycles to be secured while the driver parks. Easy access to parking in Parcel B can be obtained from this location with easy pedestrian access back to the bikes. From this location access is easy to the mountain. Should demand warrant it, supervised bike corrals established on the plaza may be considered.

Tall vehicle parking may be accommodated in the parking structure on Parcel E during summer operations. One level of parking on E is tall enough to accommodate tall vans. Access for vans requiring 8'-2" clearance for ADA accommodation will be provided in all structures per federal law.

Central Loading Dock and Design:

A central loading dock will be built on Parcel C. The dock will accommodate two delivery vehicles at a time and will provide access to all the retail/food users on the plaza, on the mountain and hotel deliveries. Deliveries to the dock will be coordinated with the different users so as to avoid delivery vehicles waiting on the street. The dock access will be designed so that trucks can escape Lowell Avenue and then back into the dock and not hold up traffic.

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2020 Park City Mountain Base Area Parking Analysis
Existing Conditions

		Notes
Total CCC for Park City side of PCM	**12,570**	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,325	950 from Town Lift and 375 from Silver Star
- Guests within walking distance	4,310	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes
- Transit/Drop-off	2,449	1800 from transit/398 from hotel shuttles/251 from drop-off/ride-share
Total skiers remaining (require parking)	**4,486**	
Average Vehicle Occupancy	2.3	2.3 season average, 2.7 many days, 1.9 AVO on average days, 3.1 AVO on peak days
Total Parking Spaces Required	**1,950**	
- Total Existing Parking Spaces	1,603	1,212 surface (depending on snow), 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	**(347)**	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accomdations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged amoung days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.

2020 Park City Mountain Base Area Parking Analysis
Upgrade Plan

		Notes
Total CCC for Park City side of PCM	**13,440**	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,881	1,478 (upgrade to detach) from Town Lift and 403 from Silver Star
- Guests within walking distance	5,020	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes, 710 new
- Transit/Drop-off	2,588	1800 from transit/398 from hotel shuttles/267 from drop-off/ride-share, plus assumed 5% increase (40 cars)
Total skiers remaining (require parking)	**3,951**	
Average Vehicle Occupancy	2.7	2.7 season average goal, 1.9 AVO on average days, 3.1 AVO on peak days (paid parking tool to increase AVO)
Total Parking Spaces Required	**1,463**	
- Total Proposed Parking Spaces	1,589	1,200 surface, 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	**126**	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accomdations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged amoung days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:22 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: PC Resort Center Transit Loation

Sent from my iPhone

Begin forwarded message:

From: Thomas McCausland <tnmccausland@yahoo.com>
Date: February 26, 2021 at 12:14:17 PM MST
To: Robert Schmidt <rschmidt@pegcompanies.com>
Cc: Davis Trent <tdavis@compass-management.com>, Jim Simmons <jsimmons@allseasonshoa.com>
Subject: PC Resort Center Transit Loation

We are writing this as 17 year full time Park City residents and 27 year condo owners. We bought a unit at the Lodge at the Mountain Village in 1994. One of the major reasons for selecting this location was convenience...ski-in,
ski-out and having the transit center bus pickup and drop-off right at our door step. Over the years before moving here full time we stopped renting a car and used shuttle service to come up the mountain and the Park City transit system to navigate around town. It was (and still is) perfect.

My wife and I are concerned about the continuing discussion about moving the current Resort Center Transit Center to a less convenient and in our opinion less secure location. It is no secret that the success of a public transit system lies in convenience for the users. The stops need to be strategically located to allow access from the densest population locations and the most popular use destinations. I believe that the closest proximity to these locations exponentially increases ridership and enhances value to riders. The other factor is frequency of service and reliability of the scheduled frequency.

The current Resort Center Transit Center location is the ideal spot. It is a dense location and delivers skiers, guests and shoppers to the core Park City access point for skiing and recreation. Guests and residents can travel by bus from their homes, condos and hotels from around town, from Salt Lake City, Park and Rides and overflow parking areas hopefully without driving into town or not driving at all. The current convenient location is also an important consideration for owners and guests of the many lodging properties at the Park City base. Guests and owners can navigate the town for shopping, dining, entertainment, the Sundance Festival and Deer Valley. They can use shuttles to arrive and public transportation to navigate our town and leave the car at home. You will find that many rental management companies advertise this as a plus. If you ask visitors about the Park City experience the free transit is a plus, especially for families.

For those of us as owners who rent our condo to guests (and thus are a Park City small business) and the owners of the commercial businesses the proximity of the current Transit location clearly is an advantage for rental fees and occupancy as well as the income for the many local small businesses that occupy the commercial spaces. The value of the properties and revenues are enhanced by the current location which brings in tax revenue for the city. Any proposed change to the current location will have a negative economic effect on all of us. At a time when many small businesses are trying to survive we

should not do anything that puts these businesses in jeopardy.

We should be doing everything in our power to encourage the usage of our public transit system. We believe that the proposed move would be unnecessary and make the location less convenient thus discouraging usage causing more people to opt for cars and thus more traffic. This is not consistent with the objectives of Park City's vision.

The current Park City base Transit Center has a long history of success and has proven to be an asset for the town. Since the beginning it has been a mainstay of ridership and its current convenient location has been a major contributor to its success. Access and a frequent schedule are the keys. Don't change what isn't broken.

Tom and Linda McCausland

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:23 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Do not move the transit center!

Sent from my iPhone

Begin forwarded message:

> **From:** Kim Rose <kimroseproducer@gmail.com>
> **Date:** February 25, 2021 at 4:43:18 PM MST
> **To:** Robert Schmidt <rschmidt@pegcompanies.com>
> **Subject: Do not move the transit center!**
>
> Hi Robert,
>
> I write to express my vehement opposition to the prospect of moving the Park City transit center away from PCMR. It is an integral part of the property itself, providing for the public's strong demand for skiing, ice skating, eating, shopping and entertainment. It is an extremely attractive amenity for on-mountain renters and tourists, but also for locals who want to leave a car at home and opt for easy transportation to TWO world class ski resorts.
>
> The placement of the transit center allows people to use the bus system for convenient and **direct access** to two ski resorts without concern for having to carry heavy ski gear from a less convenient bus stop, or worse, having to carry additional gear belonging to children who wouldn't have the strength to schlep gear any distance. Been there! It prevents people from having to walk in rigid ski boots which could risk **trip & fall injuries** en route as well.
>
> As an owner of a Lodge at PCMR condo, I emphatically **advertise** on VRBO & Air B&B the incredible convenience of having free public transportation literally outside the front door of my condo. It allows families to **skip the expense** and effort of renting a car during an already-expensive vacation, knowing they can get anywhere in town - free - from the complex.
>
> Even **locals**, like my entire family, rely on the bus and the bus stop at PCMR, as we live in Bear Hollow and rarely drive to PCMR. It allows us to skip the **hassle of crowded parking lots**, but also we feel strongly about helping to make our city more eco-friendly by taking our cars off the road, thereby easing traffic congestion in town.
>
> Allowing the transit center to remain in place at the mouth of PCMR advances our citywide (as well as statewide) efforts to **improve air quality** and become a more green, eco-friendly place to visit or live. Our bus fleet is already about a quarter zero-emission electric buses, transporting 2.8 million annual riders, the majority of whom utilize the system to enjoy all PCMR (and the Canyons) have to offer year-round.

I fervently hope the transit center remains at PCMR, a central, popular and crucial hub for our city's economy and enjoyment.

Sincerely,

Kimberly Rose
(310) 995-5510

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:19 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Park City Mountain - Transit Center

Sent from my iPhone

Begin forwarded message:

From: Susie Townshend <mountainsidetreasures@gmail.com>
Date: March 14, 2021 at 6:25:59 PM MDT
To: Robert Schmidt <rschmidt@pegcompanies.com>
Subject: Park City Mountain - Transit Center

Dear Robert,

It has been brought to may attention that the City is considering new options regarding transit in and around the Park City Mountain base area at Lowell Ave and is strongly considering moving the Transit Center.

As a local property manager, looking after around 20 properties in Park City, including units 103AB, 253 & 164 The Lodge at Mountain Village, I believe that having a highly efficient and operational transit hub right at the mountain is very important for several reasons:

1. Maintaining a highly efficient transit link for residents and guests will encourage more use, especially during the busiest times of the day. If fewer buses come to the resort, and riders need to make changes off site, this will inevitably decrease usage and encourage more individual vehicle use.
2. Guests of my apartments at The Lodge and surrounding properties are strongly encouraged that there is no need for them to rent / bring a car to Park City. The rationale for this is indeed that the bus hub is only steps away and will quickly and easily transport them all around town. They are encouraged that cars are a liability during their stay for reasons of weather, congestion and parking. This is considered as a strong selling point for these units and is in part how they justify the higher rents.
3. Not all units at The Lodge are awarded a free parking pass. There is virtually no available overnight parking in the area, for guests without a permit. Without easy access to the bus network, all the units without parking permits become significantly less desirable to travelers, resulting in less income to owners and less tax revenue to the town.
4. All my guests staying within Park City limits are strongly encouraged to use the bus network. I have several units within a mile of the resort where the most efficient means of transport to the mountain is indeed the bus. Guests may still rent a car for other reasons, but they ae encouraged to take the bus to the mountain to avoid the parking and traffic issues in the morning.
5. The free transit system that Park City has nurtured is well known to travelers and a huge appeal when booking a stay here. Not having to rent a car releases budget for travelers to spend on accommodation, mountain activities and dining. If the efficiency of the transit

system to and from the resort is jeopardized, it will not only lead to even further congestion, but could also reduce popularity of the destination, resulting in lost revenue across all sectors.

6. Bussing skiers and riders directly to and from Kimball, Ecker, film studios etc should continue to be a priority. This will not only improve traffic flow in the direct vicinity of the base area, but it has the potential to significantly reduce the traffic all along 224 and 248. When people have to make multiple changes, usage drops.
7. Finally, until this year, my kids used the busses every day in the winter, to travel towards Kimball Junction after skiing. The introduction of the WHITE route improved their willingness to travel this way, however having to change routes at Fresh Market made it difficult for my youngest child and still more time consuming than getting a ride in a car. Introduction of the LIME bus solved this issue, creating a regular, direct route from the mountain that was almost as fast for them as being transported in a car. If efficient and direct, locals will increasingly use the transit options, especially when they see buses driving past standing traffic during peak times. Keeping DIRECT routes to and from the mountain is key for this success.

I hope these ideas are useful in shaping your decisions, and I urge you to ensure that the transit hub is maintained or improved in the direct vicinity of the Park City Base Area.

Yours sincerely,
Susie Townshend
Mountainside Treasures.

Alexandra Ananth

From: mcmprairie@aol.com
Sent: Monday, March 15, 2021 4:26 PM
To: Alexandra Ananth
Subject: Park City Mountain Base Development by PEG Companies

To: Park City Planning Commissioners and
Ms. Alexandra Ananth, Senior Project Planner for Park City, UT

RE: Park City Mountain Base Development - Transit Center Location

I am writing you today in advance of the upcoming Park City Planning Commission meeting on this Wednesday, March 17, 2021 on the aforementioned topic of the Transit Center.

I am a residential owner of property in the Silver Mill House (e.g. Marsac Mill Manor and Silver Mill House Condominium Association) at the Park City Mountain Resort Base. Our family has owned this property continuously since 1978. I represent a family ownership group of over 20 people, across three generations, that have all enjoyed the base area across multiple seasons each year. We have also rented out our unit to hundreds and hundreds of guests over that time. Over the last 43 years we have seen lots of changes/additions at the base, and generally all for the better. One of the BEST of those changes was the addition of the Park City Transit System and specifically the Bus Transit Center at PCMR adjacent to the ice skating rink. It was, and still is, a game changer ... not only for our family, but most of our guests that we rent out to, as well as the commercial owners in our buildings!

I am keenly aware that there has been some discussion in the City to move the Transit Center further north (down the hill on Lowell Ave.) to where the new development will be.

In short, as a long-time owner at the Park City Mountain base; on behalf of my extended family; on behalf of all our guests; and on behalf of the commercial owners in our buildings, *I strongly encourage the Commission to keep and maintain the Transit Center in its "present location" vs. moving it.*

My reasons are as follows ...

- The Transit Center, in its present location, is now a fixture of the Park City Mountain Resort Base and Resort Plaza. It is no longer the "nice add-on" that it was decades ago, but is, and has been for a long time, one of the key amenities at the base area and a key reason why our guests rent our unit!
- Our guests absolutely rely on the Transit Center - based on feedback they have given us over the years, it is one of the main reasons they rent from us! They can walk out of our building and down a few steps and easy access to a bus that will take them anywhere they want to go in PC.
- I can factually tell you that most all of our family and rental guests no longer bring a car to Park City on their visits and heavily rely on the Transit Center to get them all around PC. The few that do bring a car, just use it to get from/to the SLC airport.
- I have seen several maps and scenarios of the new development by PEG, and the Transit Center, in its present location, would be "centrally located" for all to use between the existing base area and the new development ... roughly 1/2 way on a Lowell Ave. line between The Lowell to the south and the new proposed hotel area to the north. In addition the present location would continue to conveniently serve those of that are "up slope" from Lowell Avenue at the Resort Plaza area.
- If the Transit Center is moved further north near the new development, it will be completely disconnected from the existing base area and our property. Further, it will have a detrimental effect on all of us that own residential and commercial property in our buildings (and have invested in for decades). Guests choose based on property amenities. If the Transit Center is moved, and no longer easily accessible, the guest appeal and enjoyment of our current property at the Base is reduced. If our rental property occupancy goes down, our rental income is damaged, and our property value will also be reduced. In addition, once guest rentals are reduced, (as well as day skier foot traffic from the current buses drop off and heading upslope thru the Resort Plaza, to the Payday chair), then business transactions for commercial owners in our buildings also suffers.

Net Summary: Relocating the Transit Center at the Park City Mountain Base would only benefit the new development and be completely detrimental to the existing base area owners, like myself. Keeping the Transit Center in its present location would be beneficial to both the existing base area owners AND the new development ... helping all boats rise!

For all the reasons above, please maintain the Transit Center in its present location.

Thank You for your time and your consideration. And Thank You for all your continued time and work on this important project.

Respectfully Yours,

Mark C. Morgan
Owner - Resort Plaza Silver Mill House Unit #5064, since 1978 @ Park City Mountain Base

Alexandra Ananth

From: Jim Kunkle <jimkunkle08@gmail.com>
Sent: Friday, March 12, 2021 2:20 PM
To: Alexandra Ananth; rschmidt@pegcompanies.com
Cc: bhsatty@gmail.com; guyhalgren@gmail.com; rob@pclodge.com
Subject: Please consider this email as a direct request to maintain the existing transportation center at PCMR

Alexandra and Robert,

I have been attending the public communications meetings presented by both the Park City Planning Commissioners and PEG Company. I appreciate the work both organizations are doing to openly communicate and incorporate Park City resident feedback.

I posted the message below on the Park City Planning website prior to the Planning Committee meeting addressing transportation for development of PCMR. I'm emailing you today because I did not receive any acknowledgement of my posting, and I want to make sure you receive my message.

Thank you and the Planning Commissioners for considering my input.

Respectfully.

Jim

Date: January 19, 2021

To: Park City Planning Commission

From: Jim Kunkle, 1325 Lowell Avenue, Unit 5002, Park City, UT 84060

RE: Request to maintain existing transportation center at PCMR Resort Center

Please consider this letter as a direct request to maintain the existing transportation center at PCMR.

I am a resident of the Marsac Mill Manor building. I often use the Park City bus system, specifically the transportation center at PCMR Resort Center, instead of driving my car. In fact, proximity to the transportation center was one of the factors in purchasing my Park City home.

Residents and their guests, resort visitors, and local businesses all heavily use the transportation center at PCMR Resort Center. The existing transportation center must be maintained for the following reasons.

- **Reduce Park City vehicle traffic especially in the downtown area.**

Because of the convenient location of the PCMR transportation center, I often leave my car in the parking garage and ride the Park City bus system. If the PCMR transportation center is removed, and replaced with a new transportation center that is not as convenient, then individuals will be much more likely to drive around Park City. Examples include 1) Downtown access: Rather than riding the bus downtown, myself and others would choose to drive our own cars and park downtown, and 2) Shopping: because the proposed location of the new center is too far away to walk, especially with groceries in snow and ice (this area is not heated pavement).

- **Provide transportation for the 800 parking spaces planned for Parcel B.**

The bulk of the parking spaces planned for the new PCMR base construction are on Parcel B. Parcel B is located directly across from the PCMR transportation center. Once those 800 cars are parked on Parcel B, the adjacent transportation center will encourage visitors to leave their cars parked and not drive around Park City.

- **Protect the value of Resort Center homes and maintain existing businesses.**

The existing homes and businesses at Resort Center have been in place since the 1970's. The value of homes would be negatively impacted by removing the transportation center. Resort Center businesses would be hit with a direct financial impact, and as a result local business owners may be displaced.

I understand that an additional bus stop or transportation hub may be needed to service the planned expansion on the PCMR parking lots. However, any new transportation required for new development should not remove existing transportation services that current residents and businesses rely on.

Thank you for maintaining the existing transportation center.

Jim Kunkle
Mobile: 240-994-7068
Email: jimkunkle08@gmail.com

Alexandra Ananth

From: Jim Doilney <jdoilney@gmail.com>
Sent: Thursday, February 25, 2021 11:39 AM
To: Belinda Simile; Alexandra Ananth
Cc: L.R. Schott; Andy Turner; Dean and Jamie Peters; Guy Halgren; Mark Morgan; Pete Park; Rob Slettom
Subject: Re: Park City Resort Development Update

Ms. Ananth,

I request that you share my email with planning commissioners.

I was present during negotiations which resulted in the PCMR base area development agreement (DA) which defines the property rights PEG is using in negotiating and planning its proposed parking lot area developments. Then, as now, I was vice president of the Marsac Mill Manor and Silver Mill House HOA (AKA Resort Plaza Condominiums) (HOA). PCMR's representative for the then owners (The Cummings family) was Doug Clyde. Mr. Clyde, a current Summit County Council member, will likely verify what I claim here. Doug and I were both authorized to speak for our respective organizations at that time. I speak now to provide historic context. These are only my views since I am not authorized to speak for HOA at this time. Belinda Simile, our HOA president represesents our HOA until/unless our board so authorizes someone else. For history-clarity here only I'll therefore refer to Doug/PEG/Cummings/Vail as OWNERS and me as HOA.

OWNERS wanted support of surrounding properties and the larger Park City community. HOA prioritized its DA element components as follows: most importantly, proximity of transit and skier drop-off; secondly, preservation of existing pedestrian patterns; and thirdly, minimizing view/shadow impacts.

On behalf of HOA I testified in support of the DA in various meetings. Today's built reality and future DA rights (basis for PEG application) resulted from general community support including HOA's.

Please keep this history in mind during staff and planning commission discussions. I have attended many PEG related meetings and will strive to attend more, but no one could make them all.

Jim Doilney
HOA Vice President

On Thu, Feb 25, 2021 at 6:04 AM Belinda Simile <bhsatty@gmail.com> wrote:

Thanks, Ried. Appreciate the summary.

I also agree that another letter to the Planning Commission re preserving 1200 skier parking spaces and in support of traffic plan 2b (preserving the transit center's current location) is good idea. I would be happy to do a draft to float by you all.

Belinda

On Wed, Feb 24, 2021 at 8:59 PM L.R. Schott <lrschott@hotmail.com> wrote:
All,

An article published yesterday about the proposed development at the Resort, including several quotes from a letter Belinda recently wrote, is at:
https://www.parkrecord.com/news/park-city/pcmr-development-seen-as-leaving-resort-center-businesses-orphaned/
An article a week ago about concerns the Planning Department's has regarding the development is at:
https://www.parkrecord.com/news/park-city/park-city-issues-report-highly-critical-of-provo-developers-pcmr-transportation-concept/

Today a zoom meeting oriented to retail concerns was held with PEG, Stan Kozlowski, Rob Slettom, Jamie Peters and myself. Below are some major points.

- Evidently, the City Council and the Planning Department have indicated a desire to reduce Resort day parking from 1,200 to 800 spaces. However, PEG acknowledged that this would be unacceptable to Vail and to them, and the development would not proceed.
- Deer Valley will be submitting plans soon for the development of their parking area, creating greater city traffic issues.
- PEG wants the Transportation Center to remain in its current location as contained in their preferred traffic pattern scenario 2b.
- The Planning Department has wanted the Transportation Center to be moved to Parcel C, but PEG hopes they will accept their revised 2b plan.
- In 2b, a sidewalk preventing regular vehicle access would be added in the middle of Parcel B across Lowell Avenue, probably eliminating the need for a bridge.
- Northwest of this sidewalk there would be a dedicated bus loop serving 7 busses and the southeast side would have a hotel shuttle drop-off.
- Dedicated bus lanes would be on Deer Valley to Lowell serving the noted bus loop. Buses would not use Empire Avenue, Shadow Ridge or Manor Way.
- Skier and Uber/Lyft drop offs would be at Parcel C and proceed to Shadow Ridge and park in the Parcel B garage or exit via Empire Ave. & Deer Valley.

It seems Park City leadership and the PC Planning Department believe that to moderate city traffic from future development at both the Park City and Deer Valley resorts that day skier parking in these areas needs to be reduced. Further, they believe many day skiers can be forced to park at distant lots (at Kimball Junction and US 40) and take bus transit to the ski areas. However, if reduced day ski area parking is required, it probably doesn't make the developments financially feasible.

It is recommended that our Board provide another letter to the Planning Commission before their next scheduled meeting on March 17th to object to efforts reducing day skiing parking, and to support the revised traffic scenario 2b by PEG, which retains the current Transportation Center.

Regards,
Ried
310-375-5750

From: Belinda Simile <bhsatty@gmail.com>
Sent: Wednesday, February 17, 2021 2:23 PM
To: Jim Doilney <jdoilney@gmail.com>; Ried Schott <lrschott@hotmail.com>; Andy Turner <aturner@tierracorp.com>; Mark Morgan <mcmprairie@aol.com>; Guy Halgren <GHalgren@sheppardmullin.com>; Dean and Jamie Peters <deangandjamiekpeters@gmail.com>; Rob Slettom <rob@pclodge.com>; Pete Park <pete@pclodge.com>
Subject: Fwd: Planning Commission Meeting tonight -Agenda Items Postponed?

FYI, the PEG project discussion will be postponed at tonight's Planning Commission meeting. See below.

Belinda
---------- Forwarded message ---------
From: **Linda Jager** <linda.jager@parkcity.org>
Date: Wed, Feb 17, 2021 at 5:16 PM
Subject: Re: Planning Commission Meeting tonight -Agenda Items Postponed?
To: Belinda Simile <bhsatty@gmail.com>

Hi Belinda:

Both items on tonight's agenda are being continued to other dates. PCMR Base area continued until 3/17 and Land Management Code item continued to 3/10.

Best,

Linda

Sent from my iPhone

> On Feb 17, 2021, at 3:00 PM, Belinda Simile <bhsatty@gmail.com> wrote:
>
> Hi Linda,
>
> Just noticed a statement on the parkcity.org website that both agenda items for this evening's Planning Commission meeting were going to be continued and I wanted to double-check if that means the discussion on the PEG Park City Mountain Base Development would not be discussed tonight. Will it be moved to the next regularly scheduled meeting?
>
> Thank you,
> Belinda Simile
> President, Marsac Mill Manor & Silver Mill House Condominium Association
>
> Belinda Simile
> 740-972-7063

--
Belinda Simile

740-972-7063
Awesome Ski In Ski Out Condos
www.skiinskioutparkcity.com
rentours@skiinskioutparkcity.com

--
Jim Doilney
jdoilney@gmail.com
435-901-8660
PO BOX 4557
Park City UT 84060

Alexandra Ananth

From: Anthony Melaragno <tmelaragno4@gmail.com>
Sent: Sunday, February 21, 2021 9:34 PM
To: Sean Railton
Cc: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Douglas Thimm; Sarah Hall; Laura Suesser; planning
Subject: Re: PEG Approvals at PCMR

Sean

Thanks for sharing your thoughtful and well written letter. Do you want me or the condo to support it? It seems to make the most sense for Shadow Ridge.

Tony

On Feb 17, 2021, at 7:00 AM, Sean Railton <sean.railton@theagencyre.com> wrote:

To Park City Planning Department and Commissioners:

My name is Sean Railton, My wife, Alix, and I have commercial property in the Shadow Ridge. We have owned it since 2005 and I have had my office in the Shadow Ridge since 2001. Personally, we are excited to see the development in the area, We do not want to labor issues such as building heights, setbacks, and view corridors as we think they are being dealt with by many others. We do like the latest rendition as it pertains to 14th street view corridor.

We understand that there is density allowed as square footage and ERUs from the original Development Agreement in 1998. We also understand that we may get some more Iconic architecture which steps away from the lower levels if we allow for "some" height variances. The last thing we want is a corridor feel at the resort center. When it comes to the Development Agreement, we feel like the resort is an issue looking for a place to happen by the ownership of the ski resort (Vail) not to own the parking that serves it. It seems to us that this is a set up for plausible deniability when comes to any issue that may arise. For this reason, we believe that this Development Agreement should be vacated, and the applicant should come before the planning commission for a new agreement.

I was an appraiser before I became a real estate agent, and I watched many oversized homes get built on lots with square footage maximums because the architectural committees and the city did not know there was a standard for measuring home and architects would leave out hallways, elevators, pantries, and other rooms because they felt like people don't "live" in those rooms and nobody would check these numbers. Gross building area is gross building area and everything, but the parking should be taken out of this calculation. We should not take the architects number but have them independently verified. I would hate to look back and wish we would have paid more attention to how these square footages are calculated.

We believe that in the original Development Agreement the bulk of the day skier parking was to be on the north end of the parking lot from First Time to Empire Avenue(AKA parcels D and E) which would make most sense from a traffic standpoint then running cars all the way up Empire and Lowell to Shadow Ridge Road or Manor Way. We think an underground entry to parking along Silver King Drive makes the most sense. We think that having Lowell Avenue partially as a tunnel with building above

would allow for the buildings to be spread out lowering the heights of the buildings throughout the development.

Given the three scenarios of traffic flow we would prefer the Transit First plan which takes the bus traffic away from the 1300 block of Lowell Avenue. I don't know if this would be allowed given the Lodge's agreement on the leased land where the buses currently turn around. But this would give cars a great drop of place out of traffic flow. Scenario

If Transit first is off the table then 2b is the next best alternative. We think the one-way loop is absurd. The problem here is the Park Avenue light. Forcing more cars down Empire answers no questions.

No matter what plan is chosen we think there are some much needed improvements in regard to how the area around Shadow Ridge is handled. The sidewalk on the east side of Empire should go all the way to the corner with Shadow Ridge Road as should the sidewalk that the city put in and stopped halfway up Shadow Ridge Road(northside). Shadow Ridge Drive needs to be re-built to fix on going drainage issues which have washed away the fill underneath our entry driveway and seeps into our B1 parking level.
<image003.jpg>

Thank you for your consideration,
Respectfully Submitted,

Sean and Alix Railton

<Exhibit_C Annotated by Sean.pdf>

Fabian VanCott

NICOLE M. DEFORGE
DIRECT 801.531-8900
ndeforge@fabianvancott.com

February 18, 2021

VIA E-MAIL (planning@parkcity.org)

Park City Planning Commission
P.O. Box 1480
Park City UT 84060

Re: Park City Mountain Base Area Development—MPD Modification

Dear Commissioners and Staff:

I am writing on behalf of RRAD Coalition, Inc, a non-profit organization comprised of hundreds of Park City residents, business owners, and homeowners. RRAD submits the following comments in response to the February 12, 2021 Planning Staff Report issued by the City.

RRAD wholeheartedly agrees with the concerns identified by the Planning Department in the Staff Report and by its expert consultant, AECOM, in its accompanying memorandum. The concerns and comments raised in both documents directly support and echo what RRAD and the Park City community have been saying all along, including specifically in RRAD's January 19, 2021 comment letter.

In short, the developer's plans simply do not work for this site because transit and transportation have always been a mere afterthought. The developer is now trying to shoehorn transit into design plans that were never designed to accommodate transit. Had the developer considered "transit first," at it was obliged to do under Park City development standards, the plans would be markedly different and materially better. The developer will likely complain that the City's requirements are too exacting or simply do not work for the site. That is a false narrative. This site is large enough and the design options flexible enough to accommodate what is needed to greatly improve the transit, traffic circulation, pedestrian, biking, and parking issues at the base resort. The developer simply chose to make those considerations secondary and ancillary to what it wanted to do. It needs to go back to the drawing board.

As a condition of approval, the LMC expressly requires the developer to demonstrate "connectivity and continuity with the existing base area" and "ease of circulation throughout project." The project must "promote the use of non-vehicular forms of transportation through design and by providing trail connections." The current plans do not satisfy those criteria for all the reasons identified in the Staff Report. RRAD wishes to highlight a number of those here and also add additional concerns and observations.

Need Material Reduction in Vehicular Traffic. RRAD agrees with the City and AECOM that at least a 20% reduction in vehicular traffic is needed at the site to accommodate the increased traffic that developer proposes to bring on site. RRAD also agrees that the current plans do not accomplish that. Even taking developer at its word as to the numbers, which the Planning Department is right to question, the proposed plans only result in an 18% reduction—not a 20% reduction as its expert claims. (Hales Report at 2.) That is not nearly enough. A 20% reduction should be the bare minimum, not a goal. As the Staff Report further notes, the plans do not address the currently failing intersections, much less mitigate for the increased traffic that will overwhelm these intersections otherwise. RRAD also agrees that the plans do not sufficiently discourage traffic from accessing the resort via Three Kings Drive and through residential neighborhoods.

Parcel B Parking and Circulation: RRAD continues to have grave concerns with the amount and location of parking on the site. RRAD is particularly concerned with the fact that 2/3 of all day skier parking is slate for Parcel B. As noted in the Staff Report, there will be three entrances and exits to the Parcel B garage located on the same residential streets where all vehicles must circulate to access the resort and where all pedestrians will be funneled. This includes Empire Avenue, which will not only have one of the garage entrances/exits but also numerous residential driveways. Empire Avenue is also the route by which all vehicles exiting the resort site must travel under the developer's current plans. Empire Avenue is currently over its 800 vehicles per hour maximum capacity and cannot possibly accommodate the 1,200 vehicles per hour in just one direction that these plans will create. By concentrating so much parking on a single parcel, the developer will create an unsustainable confluence and crush of vehicles, pedestrians, and transit that will be impossible to fully mitigate. One easy partial solution to this problem would be to shift a significant number of the day-skier parking spaces to Parcel D or other parcels. That will better disperse vehicle and pedestrian traffic throughout the site, which is what the DA required in the first place.

Reduction in Day-Skier Parking: RRAD agrees with the requirement that day-skier parking be paid parking. RRAD also agrees that the rates should be set high enough to discourage use of the parking garage at full capacity. RRAD believes that this would be preferable to reducing the number of underground parking spaces that the developer is required to provide under the DA and the LMC. As noted in the Staff Report, the current day-skier parking capacity is insufficient even given reduced resort capacity due to the Covid-19 pandemic and lack of snow. The population of Utah is going to continue to grow exponentially and the demand for ski resort access will accordingly increase. Park City will certainly come to regret any agreement that allows for material reduction in day-skier parking capacity at the resort.

Moving Employee Housing/Parking Offsite: RRAD also encourages the City to look seriously at shifting employee housing and parking off-site to further reduce vehicular traffic at the resort. The Staff Report states that "applicant is expecting that all employees will park off-site in the future but does not specify how they intend to achieve this." The best way to achieve this is to move all employee housing off-site. Doing so would not only ensure that employees utilize transit rather than personal vehicles to reach the site, thereby providing greater parking capacity for day-skier use, it would also enable the developer to significantly lower the height and reduce the massing of the buildings. There is plenty of capacity at the existing, underused park-and-ride lots to accommodate this.

Require Hotel Shuttle and Employee Parking Shuttle: RRAD believes that another critical condition of any future approval must be to require an airport shuttle to and from the hotel around the clock. Employee parking shuttles must also be required, as was required in the DA but never provided. Both would help tremendously in reducing vehicular circulation and related parking issues.

Inadequate Pedestrian Access and Connectivity: RRAD concurs that the sidewalk and trail capacity is grossly inadequate. The DA required 15'-wide sidewalks onsite. The developer is proposing sidewalks that are just 5' wide. The developer estimates that on peak days approximately 6,000 skiers will arrive via private vehicles and, once on the site, will become pedestrians at the resort. In fact, the developer anticipates approximately 2,700 pedestrians crossing Lowell in a single hour during the AM peak under Scenario 2b. The developer's drawing showing "Pedestrian and Bike Paths" under Scenario 2b provides a better idea of just how many pedestrians will be using the sidewalks during peak hours and how inadequate 5'-wide sidewalks will be to accommodate those numbers. (Hales Engineering Report, Fig. 3.)

The developer's plans also fail to adequately connect new proposed sidewalks with existing ones. The plans show existing sidewalks on 14th and 15th Street, but those sidewalks are not on both sides of the street and in certain areas there are no sidewalks at all. The sidewalks that do exist are covered in snow during the winter and pedestrians walk in the street to access the resort. Upgrades to these sidewalks must be part of the overall connectivity requirement for the plans.

Further, as the Staff Report notes, the one proposed HAWK signal is located in a place that does not align with the pedestrian plazas. Instead, it is located adjacent to vehicle drop-off areas and the parking garage entrance on Parcel D, which will create serious vehicle/pedestrian conflicts there. The developer must give greater thought to connectivity.

Multi-Use Trail: The developer's proposed 12'-foot wide multi-use trail for pedestrians and bikes is not sufficient for the number of pedestrians and bikers on the site, as the Planning Department notes. It also does not appear to include the buffer zones required by the LMC.

No Consideration of Summer Bike Use: The proposed plans also fail to take into consideration the realities of summer use of the resort by bikers. The only parking that will accommodate vehicles with bikes racks on top or with bike trailers behind is on Parcel E. But to use that parking lot, bikers will first need to pass by the entrance to the parking garage to the bike drop-off area. There, they will need to park their vehicles long enough to unload their bikes and lock them up at a bike rack. Then they will need to get back into their vehicles and drive through the entire resort to circle back to the parking garage entrance of Parcel E. Then they will need go get their bikes, carry them up the stairs and walk a considerable distance up a steep grade to get to the trail. Then they will need to do the same thing in reverse when they leave. And the developer is proposing to charge a steep parking fee during summer to allow them to do so. The plans are simply not feasible for summer bike use.

Plans Don't Comply with Mountain Upgrade Plan: The proposed plans call for a significant amount of incremental skier traffic to enter the resort through the public plaza at the northwest end of the site near the First Time, Eagle, and Three Kings lifts. From there, the skiers will need to hike up a very steep (75' elevation) grade at least 800 feet to reach the primary, high-capacity out-of-base lifts at the Resort Center (Pay Day and Crescent). Otherwise, they will be forced to load onto the Eagle, First Time or Three Kings lifts which are

antiquated, low capacity ski lifts with limited access to other terrain. According to Exhibit L to the DA (per the 1996 study by Sno-engineering, Inc.), at that time, the Eagle lift was already running at capacity. As anyone who skis at Park City knows, Eagle, First Time, and Three Kings are among the most crowded and slowest lifts at the resort and simply do not have the capacity to handle any increase in traffic. Importantly, although the 1998 plan similarly included a public plaza near the First Time lift, the DA (and the Mountain Upgrade Plan) specified that a new, high-capacity (8 passenger) lift be constructed to provide for out-of-base transit to the upper mountain. PEG has made no such provisions in their plans.

Inadequate Transit Center: RRAD agrees that the transit center as proposed by the developer is not sufficient. It lacks most of the amenities and capacity that the City requires, including any amenities or even restrooms for riders, much less any handicap accessibility. As the Planning Department further notes, there is no engineering supporting the proposed plans, which do not appear to accommodate buses backing out or turning around. There are no expansion capabilities. There are no charging stations. There is no consideration of whether any of this would work with snow piled up during the winter.

Inadequate Shuttle/Ride-share Drop-Off Area: The area that the developer proposes to reserve for shuttle and ride-share drop-offs is completely inadequate. A mock-up is found in Exhibit H on the drawing that shows the turn-around for buses. It is located in the small area to the right of the turn-around in the place marked "Avenue". In contrast, the area currently reserved for shuttle and ride-share drop-offs in the existing surface lot is approximately twice as large as the area the developer proposes to use for that purpose in its current plans. And it is filled to capacity every day. There is simply no way that this new drop-off area can handle the demand.

Loss of Critical Bus Stops: The developer's plans will result in the loss of two bus stops on Empire Avenue between 14th and 15th Streets. These are some of busiest stops in the city and serve the affordable housing area and multiple condominiums adjacent to those stops. The recent recommendation by the Planning Commission to approve new LMC regulations for Affordable Master Planned Developments only allows a reduction in parking if a bus stop is within 400 feet of the project. Removal of these bus stops would run afoul of that provision.

Loading Dock: The Staff Report notes that the developer has moved all loading and delivery activities to a single location on Parcel C at the center of the resort traffic circulation. The entrance to that loading area is in the middle of the busiest stretch of Lowell with pedestrian crossings, a multi-use pathway, and hotel entrance all in very close proximity. It is unclear from the plans how delivery trucks will access loading area, but it appears to require them to pull past the entrance and then back-up into the loading dock. In that case, the trucks would need to back up over the 12'-wide multi-use trail designed for pedestrians and bikes. That means that all vehicle, pedestrian, and bike traffic on Lowell, and on the multi-use trail, would have to be completely halted every time a truck needs to pull in. Regardless, the LMC requires delivery areas to be located away from pedestrian zones. It also appears to conflict with an adjacent vehicle drop-off zone. It is a traffic and safety nightmare.

Parking Mitigation Plan (PMP) and Transportation Mitigation Plan (TMP): The City cannot agree to the developer's request that it not require an acceptable PMP or TMP until it seeks a certificate of occupancy. The conditions of approval in the DA require both a PMP and TMP prior to commencement of any construction. These requirements are consistent with

Section 15-3-7 of the LMC, which requires parking studies at both the MPD and CUP stage in order to determine the adequacy of what is being proposed.

In short, RRAD agrees with the Planning Department that the plans cannot be approved as is.

Thank you for your consideration of RRAD's concerns.

Sincerely,

Nicole M. Deforge

Encl.
cc: client; alexandra.ananth@parkcity.org

RRAD Identified Concerns 2.17.21

To start, PEG's Executive Summary included in the Staff Report states they are applying for a new master plan. This is incorrect; they are applying for amendments to the existing MPD with regards to Site Plan, Traffic and Transportation and Parking. The application is to be reviewed based on the current LMC and the 1998 DA Exhibits J and K as stated in the table provided in the Staff Report and confirmed by City Attorney, Mark Harrington.

Over the course of several meetings, discrepancies have occurred between exhibits. Unfortunately, discrepancies occur in this month's report as well. Staff's parking chart on page 17 of the Staff Report does not correspond to PEG's analysis provided in Appendix A. In addition, other discrepancies or concerns arise when comparing Figure 3, Figure 4 and Appendix A prepared for this month and PEG's earlier exhibits in prior submissions as recent as the last meeting on January 20th, 2021. As a result, the pedestrian counts, vehicle trip counts and other values cannot be deemed accurate without explanation by the applicant for the variances and an opportunity for Staff to review for accuracy. The table below outlines a few of these instances.

PARCEL	Current PEG Exhibits	Noted Discrepancy	Question/Concern
B	68 Condominiums and 89 Employee Housing Units (Appendix A) 145 condo parking stalls (Figure 4)	Staff Report only 87 parking stalls for condos. No stalls indicated for Employee/Affordable Housing. (Page 17)	Parking stall calculations do not add up by category or in total.
	905 parking stalls (53% of all parking) is now located on this parcel alone. (Figure 4)	Staff Report states only 873 stalls located on this parcel. (Page 17) Increase of 32 stalls.	Parking stall calculations do not add up by category or in total.
C	249 Hotel rooms (Appendix A)	250 Hotel Rooms per Jan 20th, 2021 Building Re-Design Programming report for Parcel C	
	170 Hotel Valet Stalls (Figure 4)	Staff report - 183 Valet Parking Stalls (Page 17)	
	15 Condo Stalls (Figure 4)	ZERO Condo stalls – No condos identified in Jan 20th, 2021 Building Re-Design Programming report for Parcel C.	Why are there parking stalls for condos if no condos located on parcel?
D	34 Condos (Appendix A)	40 Condos per Jan 20th, 2021 Building Re-Design Programming report for Parcel D	
E	42 Condos (Appendix A)	46 Condos per Jan 20th, 2021 Building Re-Design Programming report for Parcel E	

Parking: Along with the issues identified in the table above, there are other problems with the applicant's current parking plan outlined below:

1. The Parking Management Plan needs to detail how skiers will be prevented from accessing or using retail or residential stalls and categories must be reflected in any real-time digital signage.
2. Parcel E is only garage with over-sized stalls and no quantity has been specified. Given the type of recreational activities provided by the base, over-sized stalls need to be located in both day-skier garages due to rooftop carriers, hitch ski racks, hitch bike racks, etc. One location is simply not enough.
3. Parking garage entrances need to have appropriate clearance for over-sized vehicles or vehicles with rooftop carriers, hitch ski racks, hitch bike racks, etc to access to garage.
4. Charging the same parking rates for the summertime as the ski season will result in a net loss of amenities. Our community of bikers and hikers will be forced to access the trails at a different location to avoid the hassle and expense. Also, anyone who hikes or bikes with a dog cannot use transit and therefore, will be forced to go elsewhere in order to avoid parking fees. The City should consider requiring the applicant to provide a locals or extremely reasonable seasonal parking pass of sorts to combat this very potentially negative impact.
5. It has yet to be determined where service vehicles such as maintenance, cleaning, appliance delivery and so on will park.
6. Figure 4 Parking & Driveways raises the following notable potential issues:
    a. How did Hales Engineering determine the number of vehicles accessing Parcel B parking? Their suggestion of 390 vehicles accessing the garage via the Manor Way garage entrance vs 305 on Shadow Ridge and 210 on Empire when Empire entrance will be the most direct shot if not going through drop off process at Lowell is highly questionable. Tenth St is closed during the winter and 8th St is very narrow with hairpin turns. Very little traffic in comparison comes from the south end of our community and I would say with great confidence, those living on Empire and Lowell are not going to be using a parking garage.
    b. How did Hales Engineering determine 50 vehicles will enter parking on Parcel D via Lowell and 45 via Empire?
    c. Under Scenario B, the size of the shuttle drop off opposite the Transit on Lowell is markedly smaller than the current designated area located at the south end of the lot on Parcel B. Any back up will potentially block the in/out of the Manor Way garage entrance exit which can only be accessed via Empire under this circulation plan.
    d. Once again, no driveways for the 7 townhomes on Parcel B are identified in this figure.

Overall Site Circulation: The new site plan must allow for safe and efficient circulation throughout the site. The applicant's submission again raises many concerns for all modes of transportation. The following is a short list and should not be considered all encompassing:

1. Hales Engineering based their local trip data base on figures from the Canyons Resort in 2018. It is 2021 and significant development has occurred and continues at the Canyons. Is the data still valid and is the Canyons a reasonable comparison?
2. AVO calculation has significantly changed from prior presentation late summer/early fall. What is the explanation for this? It indicates a lack of commitment to the "transit first" philosophy.
3. Only one loading dock at Parcel C; however, retail/restaurant/commercial space is proposed for Parcels D and E as well. Will deliveries be hand-trucked across plaza to Parcel E? Will deliveries be

hand-trucked across Lowell intersecting with multi-use pathway, general traffic, transit lane, and sidewalk to Parcel D?

4. Back-of-House Circulation as identified by AECOM has not been addressed. Where will the dumpsters be located for each parcel and how will waste management access them without impacting site circulation? Where will the food digester be located and how will its product be removed from the site without impacting site circulation? Where will the snow be piled up?
5. No detail has been provided regarding Emergency Vehicle access and circulation under Scenario 2b. In addition, the location of the helipad has yet to be identified.
6. PEG commits to an annual review of the TDM; more frequent review should be required during the life of the project to ensure appropriate mitigation occurs during the constantly evolving process.

Transit: The proposed transit plan is inadequate and a sample of the deficiencies follow:

1. Inadequate improvements and details for the proposed transit station including ADA compliance.
2. Bus stops on Empire between 14th & 15th Street would be eliminated under Scenario 2b and these are heavily used stops by Employee/Affordable Housing and nearby condominiums.
3. Applicant mentions a bus stop along Lowell between Parcels C and E under Scenario 2b but does not include in related Figure 2. Trying to fit too many things into this area – Bus stop, passenger drop off, bike drop off, HAWK signal, loading dock...simply not a good plan.
4. The existing bus stop at intersection of Three Kings and Silver King is not represented and impacts pedestrian counts.
5. A round-the-clock hotel shuttle to/from SLC Airport should be required as part of transportation plan similar to what is found at 4 star hotels in downtown SLC – shuttles depart every half hour or less. Planner Ananth points out lack of detail on previously promised city shuttle amenity as well.
6. Applicant has made no commitment to a bike share program. Bike rack details and locations are not provided for proper assessment of adequacy.

Pedestrian, Bikes & Trails: The importance of Pedestrian Connectivity, Bike Connectivity and Trail Access throughout the resort cannot be expressed enough. The current proposal is lacking in the following areas:

1. The 12' wide multi-use pathway details are insufficient to assess the overall safety and functionality during the different times of the year. More detail should be provided.
2. There is no easy access or pathway from the new plaza on west side of Lowell to the existing Resort Center or Crescent and Payday lifts from Parcels C, D and E. Eagle, First Time & Three Kings are antiquated lifts and cannot handle the additional capacity which will result from the project.
3. Bike drop off location is poor planning. If the vehicle has rooftop carrier/rack, hitch bike rack or hitch ski rack, individual must drive all the way back around to entrance of Parcel E garage if it is indeed the only location with over-sized stalls.
4. There is no easy access to trailheads over plaza from bike drop-off and parking.
5. The dotted yellow line designated as Pedestrian Plaza path in various locations of the site requires more detail; its width nor surface type is provided. It should be noted that any walk from the new plaza to the existing base is a substantial uphill climb and even more cumbersome if carrying ski gear and opposing downhill ski/pedestrian/bike traffic.
6. Five foot wide sidewalks are not sufficient to accommodate the volume of pedestrians as shown in Figure 3 on various portions of the site. Figure 3 shows 800 pedestrians an hour during peak times; how can the applicant possibly believe this is a sufficient width? The CMP called for 15 foot wide sidewalks.

7. The existing 14th Street sidewalk does not go the entire block between Woodside & Empire. There is only a sidewalk for approximately 3/4ths of the block on the south side; it stops approximately 15-20 feet before the intersection of Empire.
8. There is no sidewalk on either side of 14th Street between Park Avenue and Woodside. This is a major section of pedestrian connectivity from the community to the resort. A sidewalk is necessary.
9. Access from Three Kings intersection to the new plaza remains unclear. It does not appear to be covered and is only 5 foot in width. The drawing suggests the sidewalk requires entering the building on Parcel E, then exiting out behind/along ski club to broken yellow pathway to plaza.
10. The applicant calculates only 530 new employees will be generated by project. During the Feb 10th, 2021 Planning Commission meeting, Commissioner Kenworthy stated a 3-4 star hotel generates 3.5 jobs per room. A follow-up email was sent to the Planning Department requesting verification of this statistic as the proposed hotel is for 250 rooms which would equate to 875 new employees for the hotel alone, an increase of 245 employees over the applicant's projection. This does not include retail or restaurant jobs created by the new commercial space, grounds-keeping, snow removal, parking attendants, etc. Consequently, the number of pedestrians moving around the site as well as potential vehicles may be seriously understated as once on site, everyone becomes a pedestrian.
11. PEG states they do not have a figure representing the number of existing base employees. How can their pedestrian counts possibly be accurate without this information?

As stated above in multiple instances, this analysis does not identify all of the shortcomings of the Site Circulation, Traffic and Parking plans submitted by the applicant. However, these shortcomings as well as those identified by the Staff Planner must be resolved in order to meet the requirements of the current LMC and relevant 1998 DA Exhibits prior to any approval of this application for the development of the PCMR Base Area.

Thank you for your dedication to our community and your careful consideration of the current proposal.

Sincerely,

Deb Rentfrow

Alexandra Ananth

From: planning
Sent: Wednesday, February 17, 2021 9:15 AM
To: Alexandra Ananth
Subject: FW: PCMR BASE AREA PLANS DO NOT ADDRESS TRAFFIC CONGESTION AND SUBSEQUENT HAZARDS

Jessica R. Nelson
Planning Analyst
She/Her/Hers
(435) 615-5061

Please note we are working remote at times due to COVID-19 protocols and have a large number of permits, which can cause a delay in response. Email is the best contact method, but if you call please leave a detailed voicemail and I will return it as soon as possible.
WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

From: Joseph Vieira <jsv720@gmail.com>
Sent: Tuesday, February 16, 2021 7:02 PM
To: planning <planning@parkcity.org>
Subject: PCMR BASE AREA PLANS DO NOT ADDRESS TRAFFIC CONGESTION AND SUBSEQUENT HAZARDS

Dear Planning Commission:

The current proposal before the Planning Commission for the PCMR Base Area raises several concerns, one of which is traffic circulation.

In 2019, the city hired a consultant and spent many hours and dollars on a new vision study for Park City. The Vision 2020 Think Tank Report identified traffic and transportation as the biggest opportunity for Park City over the next decade. While I was not a part of this process and only followed it on the city website and Park Record, we can all agree traffic is a major problem for our community. As stated in the Staff Packet for both the January 20th and February 17th, 2021 Planning Commission Meetings, the redevelopment of the base area is a generational opportunity for the City to ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions. **The current proposal does not**

fit these criteria and will increase traffic and congestion considerably due to the density of the project.

The General Plan also addresses traffic specific to the Resort Center including increasing opportunities for public transit(dedicated bus lanes), circulation modifications to improve the user experience of arriving and leaving the Resort Center, decreasing resort impacts on surrounding residential communities and discouraging resort thru traffic on Three Kings Drive. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The Land Management Code (LMC) also requires Master Planned Developments (MPD) have Site Planning which includes adequate internal vehicular, pedestrian, and bicycle circulation. In fact, pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**
The 1998 Development Agreement Findings of Fact identified the need for a management plan to minimize neighborhood impacts, provide for significant pedestrian circulation and improve the efficiency of the road and transit system to name a few. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

Approving a development without correcting the existing traffic issues is unacceptable. The intersection of 224, Park Avenue and Deer Valley cannot support any additional traffic. Also, in a year with limited lift ticket availability and poor snow accumulation,all surface lots are full even during the week. The digital signs along 224 announcing lots are full do not adequately deter the number of cars arriving in hopes of finding a spot or parking on a side street. Unless dedicated bus lanes are developed all of the way to the resort center transit hub from various points, most people will opt to use their own vehicles as the bus offers no time savings if it is stuck in the same traffic. **It is imperative the Planning Commission only approve a plan which meets the required objectives and city code which the current application fails to accomplish.**

Sincerely,
Joseph Vieira
Park City

Alexandra Ananth

From: Sean Railton <sean.railton@theagencyre.com>
Sent: Wednesday, February 17, 2021 8:00 AM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Douglas Thimm; Sarah Hall; Laura Suesser; planning
Subject: PEG Approvals at PCMR
Attachments: Exhibit_C Annotated by Sean.pdf

To Park City Planning Department and Commissioners:

My name is Sean Railton, My wife, Alix, and I have commercial property in the Shadow Ridge. We have owned it since 2005 and I have had my office in the Shadow Ridge since 2001. Personally, we are excited to see the development in the area, We do not want to labor issues such as building heights, setbacks, and view corridors as we think they are being dealt with by many others. We do like the latest rendition as it pertains to 14th street view corridor.

We understand that there is density allowed as square footage and ERUs from the original Development Agreement in 1998. We also understand that we may get some more Iconic architecture which steps away from the lower levels if we allow for "some" height variances. The last thing we want is a corridor feel at the resort center. When it comes to the Development Agreement, we feel like the resort is an issue looking for a place to happen by the ownership of the ski resort (Vail) not to own the parking that serves it. It seems to us that this is a set up for plausible deniability when comes to any issue that may arise. For this reason, we believe that this Development Agreement should be vacated, and the applicant should come before the planning commission for a new agreement.

I was an appraiser before I became a real estate agent, and I watched many oversized homes get built on lots with square footage maximums because the architectural committees and the city did not know there was a standard for measuring home and architects would leave out hallways, elevators, pantries, and other rooms because they felt like people don't "live" in those rooms and nobody would check these numbers. Gross building area is gross building area and everything, but the parking should be taken out of this calculation. We should not take the architects number but have them independently verified. I would hate to look back and wish we would have paid more attention to how these square footages are calculated.

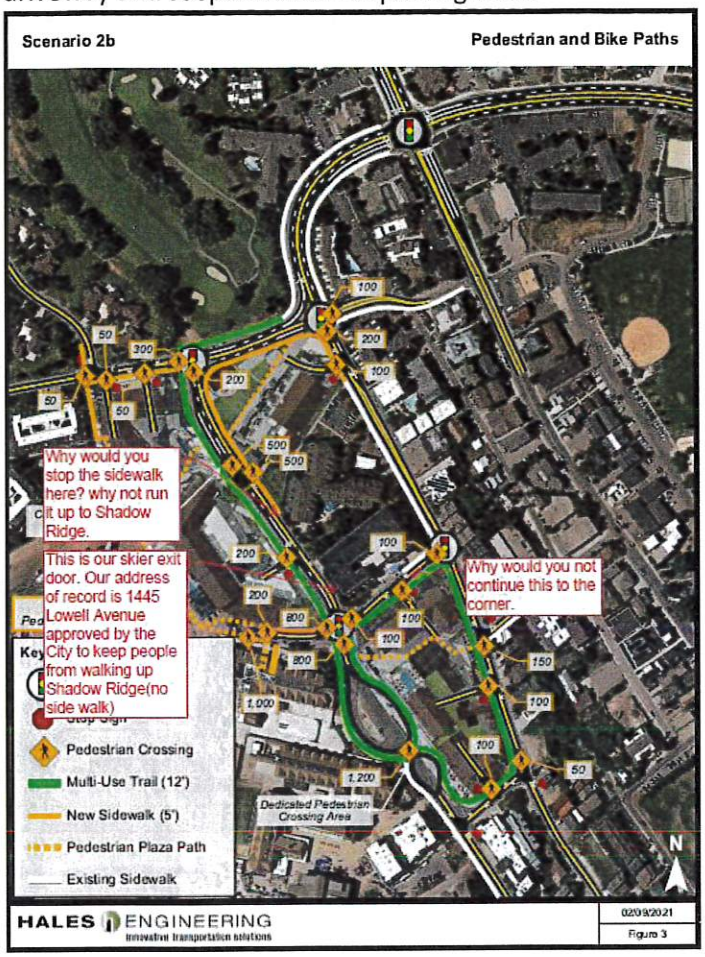
We believe that in the original Development Agreement the bulk of the day skier parking was to be on the north end of the parking lot from First Time to Empire Avenue(AKA parcels D and E) which would make most sense from a traffic standpoint then running cars all the way up Empire and Lowell to Shadow Ridge Road or Manor Way. We think an underground entry to parking along Silver King Drive makes the most sense. We think that having Lowell Avenue partially as a tunnel with building above would allow for the buildings to be spread out lowering the heights of the buildings throughout the development.

Given the three scenarios of traffic flow we would prefer the Transit First plan which takes the bus traffic away from the 1300 block of Lowell Avenue. I don't know if this would be allowed given the Lodge's agreement on the leased land where the buses currently turn around. But this would give cars a great drop of place out of traffic flow. Scenario

If Transit first is off the table then 2b is the next best alternative. We think the one-way loop is absurd. The problem here is the Park Avenue light. Forcing more cars down Empire answers no questions.

No matter what plan is chosen we think there are some much needed improvements in regard to how the area around Shadow Ridge is handled. The sidewalk on the east side of Empire should go all the way to the corner with Shadow Ridge Road as should the sidewalk that the city put in and stopped halfway up Shadow Ridge Road(northside). Shadow Ridge

Drive needs to be re-built to fix on going drainage issues which have washed away the fill underneath our entry driveway and seeps into our B1 parking level.



Thank you for your consideration,
Respectfully Submitted,

Sean and Alix Railton

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, February 17, 2021 7:38 AM
To: Alexandra Ananth; John Phillips; Douglas Thimm; John Kenworthy; Sarah Hall; Laura Suesser; Gretchen Milliken; Steve Joyce
Subject: PCMR Base Area Project - Transportation & Parking Inadequacies for Approval

Dear Commissioners:

The following data was gathered based on the Staff Report prepared by Planner Ananth and AECOM. The opinion of the preparer of this document is **NOT** included.

Submissions by the applicant to date fail to meet **LMC 15-6-5** as follows:

G. Site Planning reads:

5. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided.

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.

Submissions by the applicant to date fail to meet **LMC 15-6-6** as follows:

J. promotes the Use of non-vehicular forms of transportation through design and by providing trail connections

P. addresses and mitigates traffic

In addition, submissions by the applicant also fail to meet the 1998 DA Findings of Fact (FOF) and Conditions of Approval (COA) as shown in the tables below.

1998 DA FOF #6: The applicant prepared two traffic and parking studies…The applicant is being required to upgrade roads and intersections to meet the increased traffic demand.	**1998 DA FOF #9: Specific design guidelines…and site planning were required in order to: Provide for significant pedestrian circulation Improve the efficiency of the road and transit system Maximize public access**	**1998 DA FOF #13: Total skier parking…These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking….Parking for the Resorts Accessory Uses and or Support Commercial to the Resort is included in the 600 additional parking stalls that will be built for the Resort uses…**
Issues at 224/Park/Deer Valley intersection require a 20% reduction in traffic. Not enough detail provided to determine if current proposal adequately achieves reduction.	Pedestrian Bridge added but not included in any of site circulation exhibits. There is not enough detail to adequately assess safety, functionality, etc.	The missing 600 stalls should be provided by the Applicant somewhere else.
Applicant responsible for cost and maintenance of signals over life of project. Applicant has yet to apply for warrants.	HAWK signal does not align with plazas on either side of Lowell. Overall a lack of adequate pedestrian, bike and trail connectivity.	The applicant in effect is also requesting a 364 stall exception for commercial, retail and residential programming.
Empire Avenue & Silver King Ave still overloaded with vehicles. Insufficient analysis submitted by applicant.	Lack of detail pertaining to pathways including crosswalk design. Five foot wide sidewalks is not adequate given the nature of use and number of pedestrians.	
Parcel E garage limits left exit but does nothing to deter entering traffic from Three Kings.	Multi-use path is only 12 foot wide. LMC calls for path to be separated from traffic. Based on drawings this is unclear how separated it actually	

	is and it is shown to be in path of loading dock, drop off zone, parking entrance, etc. Not enough detail received before deadline to complete thorough review.	
Drop off areas - two near plazas and one near existing transit - details are lacking with regards to capacity/number of vehicles.		

1998 DA COA #3:...Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.	**1998 DA COA #5: ...[The bus drop off area] is being required to be improved as part of this Large Scale Master Plan.**	**1998 DA COA #1: Prior to any construction commencing on this project, or Planning Commission final action on any CUP, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer.**
Loading dock at Parcel C's location is of concern considering the overall circulation plan.	Failure to provide all aspects required for a state of the art transit station. Appears to lack ADA requirements.	There is a lack of Parking Mitigation Plans to date. Applicant should possibly consider a payment in lieu for off-site parking alternatives.
	Failure to provide a robust and comprehensive Traffic Demand Management plan.	
	No engineering plans submitted for transit station or shuttle drop-off area.	

Thank you again for your time and attention to this most important multi-generation impacting project for our community.
Sincerely,
Deb Rentfrow

February 16, 2021

Dear Planning Commissioners:

Firstly, welcome to **Gretchen Milliken**. We are excited that you have embarked on leading our town with the future development of this important project called the Base Area. While there is a wealth of history to our town and the1998 Base Area Develop Plan, there are many new guidelines to help you make the very best decisions. The newly created 2020 Vision Plan was crafted as a guideline to develop our town and address problems with new resolutions. The local taxpayers are speaking to protect their life's investment of living in Park City, UT.

While we have listened to all of the Planning Commissioners meetings to date on this project, we feel there is no clear direction to this process. What governs your decisions and dedication to the 1998 Development Plan? Why do we feel you are **insensitive to the surrounding neighborhoods and not protecting our town from over-development and excessive density** to appeal to a developer?

Regarding the topic of transportation, it is evident that the town planners are reacting to the architectural plans of the developer PEG and not considering the importance of crafting a plan to lead the city into the future with comfortable access for all patrons of the ski area and the entire town. With an Olympic bid for Park City in the near future, we should really build a first-rate solution to moving people with comfort, style and ingenuity.

PEG has failed to present a viable plan to date. We all worry about the excessive heights crushing our view of the mountain and causing shadows on our existing buildings. We worry about the entire project taking the ambiance of Park City out of the visitors and local's experience. If Vail, PEG and our Planners get this wrong... we see our love for this town diminished and our property values reduced.

Let's see you approve of a user friendly, walk, bike, hike, ski and epicenter to the best ski mountain and summer trails. We need a design that promotes family access, affordability and safety to travel on wide sidewalks to and from the site.

Please come and visit this site on your own time to experience the feel of the issues. Designs on paper are not functional until you see the real space. For instance, this new AECON bus loop is on a very small 'V' shaped footprint and is too tiny to be useful to be the center of the transit center. Look at the proposed building heights and the safety of pedestrians.

We have serious concerns regarding **transportation, the electricity grid, water supplies, light pollution, mining tailings beneath the ground and the overall negative impact on our neighborhood**. There are so many user groups accessing the mountain that will be altered or removed from access.

Thank you for clarifying the planning process and lets get this right. We are in favor of well-designed development that will enhance the Park City experience.

Regards,
Deborah and Patrick Hickey

Condominium homeowner at the Silver King on Empire and Lowell Avenues

Supporters of RRAD- Responsible Resort Area Development

CC'd:
Staff Planner: alexandra.ananth@parkcity.org
Director: gretchen.milliken@parkcity.org
Chair: john.phillips@parkcity.org
Commissioner: john.kenworthy@parkcity.org
Commissioner: douglas.thimm@parkcity.org
Commissioner: sarah.hall@parkcity.org
Commissioner: laura.suesser@parkcity.org
General inbox: planning@parkcity.org

Alexandra Ananth

From: J Moira Howard <moira_howard@yahoo.com>
Sent: Tuesday, February 16, 2021 5:09 AM
To: Alexandra Ananth
Subject: PEG Base Development

Hi

*** I am in agreement with many points made by other neighbours of the development. The following is a personal one tho' I believe some others would concur.**

On the agenda for 2/17/21 meeting re circulation and transportation, I was disappointed to see the idea expressed in Exhibit D:-

Figure 1: Alternative "transit first" site plan, showing potential bus station integrated into applicant's hotel, with bus bays along Shadow Ridge Extension as well as in front of hotel.

My husband and I own (for about 30 years) a couple of the Lodge units which face out to the proposed hotel on Parcel C. We always knew development was likely. Having the view ruined by a massive, tall building is bad enough. We would not like the situation to be escalated by having to look out on what would basically be a bus depot and its encompassing problems. Hopefully this will be a no-go.

****Suggestion:**
Have *inbound* (to PC) buses come up Lowell Ave to bus bays at current location. They would exit the bus bays, go along Manor Way and down Empire Ave.
Have *outbound* buses come up Empire and along Manor to bus bays in front of Parcel B building i.e. opposite and opposed to the inbound bays. Outbound buses would then continue down Lowell.

This would save buses from 'looping around' and may help to get people going in the right direction (have witnessed many who don't know their inbounds from their outbounds).

* Not related to Circulation and Transportation but from the 2015 COA Newly applied for Housing Authority review:

Page 8 No. 118 - No additional base parcels can be approved until the housing for the 23 PCMR employees are available and in use.

Page 10 No. 133 - A Condition of Approval to this MPD amendment requiring completion of the outstanding inventory and subsequent Preservation and Restoration Plans prior to the City accepting any applications for base area development is to be added.

Page 10 MPD - Conclusions of Law G - The MPD Amendment, as conditioned is Compatible in Use, scale and mass with adjacent Properties and promotes neighborhood Compatibility and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses.

It seems we are first putting the cart before the horse and then disrespecting the MPD.

* PEG has provided mostly aerial illustrations of buildings. We need to see street view, to scale illustrations. I may be wrong but I expect that buildings behind the proposed new ones will be hidden leaving us only the view of these massive, incompatible structures.

I agree with another's comment on the 14th St. view corridor - the proposed path through the B parcel quickly turns to the right so you are looking at a building on the left at the back.

* As I have commented before, I do not think employee housing should be on-site. How many people live where they work!

* As I also previously commented, I do not think affordable housing should be on-site. For one thing, I do not know how residents could afford what will likely be quite high HOA dues.

Thank you, as always, for your hard work and consideration.

Moira Howard

Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Tuesday, March 16, 2021 2:42 PM
To: Alexandra Ananth
Subject: Planning meeting 3/24

I'd like to go on record that I am very much apposed the decrease in the parking numbers. This has and always should be 1205 day visitors plus the ancillary with new development. With all the employee housing, residential units, commercial space, restaurants and private clubs – we can NOT afford to lower this foot print.

While I am in favor of less cars in Park City – this is not the way to accomplish it.

Thank you
Teri

Teri Whitney | General Manager

Snow Flower Condominiums
401 Silver King Drive |PO Box 957
Park City, UT 84060
Office: 435.649-6400
www.ParkCityLodging.com

Park City Lodging, Inc. proudly supports 1% for open space.
Please consider the environment before printing this e-mail.

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:27 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Transit Center

Sent from my iPhone

Begin forwarded message:

> **From:** Tim <bin@herbstmail.net>
> **Date:** February 25, 2021 at 11:06:13 AM MST
> **To:** Robert Schmidt <rschmidt@pegcompanies.com>
> **Subject: Transit Center**
> **Reply-To:** bin@herbstmail.net
>
> Hello Robert,
>
> When we bought our Unit A303 at the Lodge at Mountain Village condos this last summer we were aware of development plans near the property, but all public releases suggested the Transit Center adjacent to us would remain in place. Now we learn that Park City is proposing to relocate this amenity quite a distance from us, from the ski slopes, and from everything else in the existing base area. If an additional stop or center is for any reason required in the new location so be it, but to remove the existing Center would constitute a taking from our property value with no planned compensation. Moreover, the added inconvenience for large numbers of owners, guests and visitors would serve to encourage even more of them to bring a car to town rather than rely on public transportation. This would certainly benefit the car rental companies down in Salt Lake City, but would only add to the chronic traffic problems of Park City. We strongly oppose such a foolish change.
>
> --
> Timothy J. Herbst, Manager
> Waterfall Holiday Properties, LLC
> 2115 E. Vaughn St.
> Tempe, AZ 85283-3343
> 480-839-8827
> bin@herbstmail.net

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:26 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Transit center

Sent from my iPhone

Begin forwarded message:

> **From:** Sherrie Rose <butimeproductions@gmail.com>
> **Date:** February 25, 2021 at 11:34:59 AM MST
> **To:** Robert Schmidt <rschmidt@pegcompanies.com>, Sherrie Rose <butimeproductions@gmail.com>
> **Subject: Transit center**
>
> Hi Robert,
> I am a filmmaker and live in Los Angeles.
> I have come to Sundance Film Festival for over 30 years. Last year I purchased a condo and are in discussions with other filmmakers to purchase at the Lodge - the main reason is the Transit Center.
> It would be a devastating blow to move the transit center. It is a biggest draw to that area. Sundance could not run without as it is a well oiled machine and it works!
> Please help in every way to keep it as it is.
> It also helps with renters and traffic.
>
> --
> Sherrie Rose
> Malibu, Ca 90265
> BuTimeProductions@gmail.com
> 310-292-1119

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:26 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Moving the Transit Center at Park Mountain Resort

Sent from my iPhone

Begin forwarded message:

From: Richard Casper <rcasper912@gmail.com>
Date: February 25, 2021 at 11:24:00 AM MST
To: Robert Schmidt <rschmidt@pegcompanies.com>
Subject: Moving the Transit Center at Park Mountain Resort

As an owner of condos at both the Lodge at Mountain Village & Silver King I feel it is very important that the Transit Center be left in its current location. Our renters appreciate that there is not a need to bring a car to the area, based on the current location of the Transit Center, however, if the City moves the Transit Center, this will have a negative impact on our rental guests, damage our rental income, and our property value. During the summer months we occupy our unit at the Lodge as our primary residence, just like our renters, we also appreciate the transit center location and often use the bus instead of our car when going somewhere located in Park City. It cannot be stated strongly enough that moving the transit center would indeed have a negative impact on our rental guests, damage our rental income, and our property value.

Thank you for your consideration in this matter

Richard & Bobby Casper

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:25 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Transit Center Importance.

Sent from my iPhone

Begin forwarded message:

> **From:** Matthew Novotny <matthewnovotny2@gmail.com>
> **Date:** February 25, 2021 at 12:40:31 PM MST
> **To:** Robert Schmidt <rschmidt@pegcompanies.com>
> **Subject: Transit Center Importance.**
>
> To Whom it may concern,
> I have owned two units in the Lodge at Mountain Village for a combined 24 years. The reason I own them is renters love the location and amenities. One of the most important amenities is the Transit Center. Nearly no one brings a car because of the proximity to Park City mountain as well as the Transit Center being steps from the condo. The center allows people to hop on the bus and enjoy Deer Valley as well as visit surrounding areas in Park City. From my years of experience I would imagine moving the transit center would cause a large increase in rental cars which would lead to more traffic and congestion. It would be very beneficial to the environment and the town to keep the transit center in its current location
>
> Thank you for your time,
> Matt Novotny Lodge at Mountain Village owner.

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:25 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Transit

Sent from my iPhone

Begin forwarded message:

> **From:** alisonblakely7@gmail.com
> **Date:** February 25, 2021 at 1:29:51 PM MST
> **To:** Robert Schmidt <rschmidt@pegcompanies.com>
> **Subject: Transit**
>
> This is a letter of support in keeping the transit center in its current location. I own a condo at the Lodge at Mountain View and agree of the repercussions. Thank you!
> Alison Blakely
>
> Sent from my iPhone

Alexandra Ananth

From: Robert Schmidt <rschmidt@pegcompanies.com>
Sent: Monday, March 15, 2021 10:24 PM
To: Alexandra Ananth
Cc: Kristin Williams; Katie Eldridge
Subject: Fwd: Bus terminal PC Mountain

Sent from my iPhone

Begin forwarded message:

> **From:** Christine R <rhoadschristine09@gmail.com>
> **Date:** February 25, 2021 at 1:53:26 PM MST
> **To:** Robert Schmidt <rschmidt@pegcompanies.com>
> **Subject: Bus terminal PC Mountain**
>
> Hello,
>
> My husband and I own a condo in The Lodge At Mountain Villages at the base of Park City Mountain. We have managed this rental since 2012. We have a busy winter season with people coming from around the world to stay and ski and enjoy the many amenities our town has to offer. One of the positive aspects is the close proximity to the amazing bus service our town provides. Many of my guests do not rent a vehicle. Instead they use the bus system because it's so convenient. I have been alerted that the city is considering moving the bus terminal and this would negatively impact me and my guests. This will certainly negatively affect my rental income and my property value.
>
> I am asking that the bus terminal remain where it is. It's one of the reasons we purchased that condo. We also use the bus service while we stay in the condo during the off season.
>
> Respectfully,
>
> David and Christine Rhoads
> Unit 109 TLMV
> 435-214-9249

Elaine English
310A Padre Blvd, Unit 2405
South Padre Island, TX 78597

February 26, 2021

Robert Schmidt, P.E.
President, PEG Development
180 N. University Avenue, Suite 200
Provo, UT 84601

Via Email: rschmidt@pegcompanies.com

Dear Robert,

I am a unit owner at Village Loft at the Resort Center in Park City and wanted to write a quick note in support of keeping the Transit Center in its current location. I have owned the unit in Village Loft since 1987 and it has always been in the rental pool. I also lived in Park City's Old Town (near the "other" Transit Center on Swede Alley) for 10 plus years.

The resort center is challenging to navigate for new visitors and parking is not easy if they have rented a car. The current location of the transit center makes not renting a car a viable option; as it is centrally located making all points in the resort walkable, even in ski boots. The location is also helpful as some visitors have trouble with the altitude upon arriving and the location reduces the amount of distance uphill they have to walk. Last, the Transit Center is near the ice rink, which I think is an icon of the resort center. It is easily found and remembered meaning if you tell renters that you "catch the bus" near the ice rink, it makes the Center that much easier to find.

Moving the Transit Center would likely negatively impact the guest experience by making people walk farther to ride a bus which, in turn, would likely encourage more visitors to rent cars increasing the traffic issues that Park City already experiences.

Feel free to contact me should you require additional comments.

Sincerely,

Elaine English

Elaine English

Darryl English
15 Shaw Circle
New Castle, NH 03854

February 26, 2021

Robert Schmidt, P.E.
President, PEG Development
180 N. University Avenue, Suite 200
Provo, UT 84601

Via Email: rschmidt@pegcompanies.com

Dear Robert,

I have been following the development plans of the base area at the resort in Park City and understand that there is a proposal to move the transit center from in front of the skating rink to another location.

Until recently, I was a full-time resident of Park City for over 20 years, and used the bus system frequently, especially to go ski at the resort. My parents also own a condominium at Village Loft and I have been involved with managing that property as well. The transit center and the ice rink are the "landmarks" that really help visitors determine their location in the resort center. Further, because of that location, everything is in easy walking distance at the base and it also makes it easy to get into to Old Town or other destinations around town.

I believe that moving the Transit Center would negatively affect current property owners income by degrading a visitor's experience and would also encourage visitors to rent cars instead of using the transit system. I think the city should be encouraging walkability and that begins with having transportation options close by for all riders.

Sincerely,

Darryl English

Unit 148
Lodge at the Mountain Village
1415 Lowell Avenue
Park City, UT 84060
February 28, 2021

Robert Schmidt, P.E.
President, PEG Development

Dear Mr. Schmidt:

I am the owner of Unit 148 at The Lodge at the Mountain Village and use it for a rental property. I understand the City is considering moving the Transit Center from its current location. I would like to register my concern and opposition to this.

The Transit Center is a major selling point for rental guests in my unit. They enjoy the convenience of commuting directly to the Transit Center at its current location and do not feel the need to bring a car to the Lodge. This helps rental guests save on transportation costs, reduces traffic congestion in and around Park City, and makes the unit more attractive for rental activity. I am concerned moving the Transit Center from its current location will increase traffic congestion, inconvenience rental guests, and reduce rental income.

Best regards,

Jeffrey J. Hardee

March 3, 2021

Eric Lipton
1385 Lowell Ave
Unit 221
Park City, UT 84098

Dear Mr. Schmidt:

It has come to my attention that the City is strongly considering moving the transit center from its current location in front of The Lodge at Mountain Village. I cannot stress enough how damaging this will be to me and to the other owners and renters who reside in and visit The Lodge. At a time when it is in all of our interests to limit vehicle usage in and throughout the City, relocating this transit center will have the opposite effect. Many of the rental property managers specifically mention in their Pre-Arrival emails that the Lodge is right on the City's free bus route, and no car is necessary when lodging in the Mountain Village. Catch a shuttle or rideshare from the airport, and that's it. No car needed while you're here.

One of the core attributes of residing in or vacationing at the Mountain Village, or patronizing the businesses operating there, is the ease of access, and convenience the transit center offers. I strongly believe that eliminating this bus stop will have damaging effects on the City's initiative to limit traffic and/or such a decision would be destructive to the businesses in the mountain village.

Is it not in the City's best interest to promote access, convenience, and prosperity for its residents and visitors, as well as improve traffic flow? I cannot understand why such a decision would even be considered.

Mr. Schmidt, I hope you will do all that you can to implore Park City to leave our transit center as is.

Very Truly,
Eric Lipton
ericlipton@hotmail.com

Dear City Planners,

We own 4 condos in The Lodge at Mountain Village, address 1415 Lowell Ave. We have been part time residents and full-time owners for about 6 years. We have moved to the Lodge and invested in our homes at The Lodge because of its proximity to the mountain and to the Transit center.

Our fellow Lodge owners and commercial Lodge business owners feel the same way. So much so, that in the last couple years The Lodge has redesigned and upgraded the outdoor areas and several of our structures to host the transit center traffic. During this same period, the individual condo owners in the Lodge have collectively invested over $3,000,000 in improvements and upgrades to their units (that is an approximate cost to about $30,000 per resident. Such a large investment was made because all of our rental condos, ice skatng rink, restaurants, and ski businesses depend on the pedestrians that walk across the public space. The majority of this traffic is from skiers disembarking at the transit center. If the transit center is moved, it will ruin many of the businesses and condo owners that depend on such traffic and us local owners and residents that invested so heavily, will lose out.

Park City thrives mainly because of the outstanding skier experience it offers. The transit center is at the most advantageous spot for these important winter visitors since it enables them to travel to the ski area and arrive at a central location where they have their choice to ski downhill to 3 lifts or walk slightly uphill to 2 other lifts, or walk directly out to ski school. Even more importantly, it allows people to stay all over Park City and get to the ski resort quickly and easily, while also allowing all these people to leave the resort after skiing and head in any direction. This easy experience is unmatched in the industry and gives Park City an edge when skiers are choosing where to vacation. In addition to a great ski start, these skiers can shop for last minute items, rent equipment, get a tune up, eat, and take advantage of many other amenities right here at the Resort Center transit center.

If the transit center is moved, the entire Resort Center area will suffer, and the skiers who bring a huge financial windfall to Park City will have a less convenient experience. Please leave the transit center in its current location and perhaps work on upgrades to overcome any shortfalls the planners fell it may have.

Thank you,

Randy and Kathy Kirsch

1415 Lowell Ave
Park City UT 84060
602-647-7070

To: Park City Planning Commissioners and
Ms. Alexandra Ananth, Project Planner

March 15, 2021

Re: Park City Mountain Base Development by PEG Companies -
Transit Center Location and Parking

1) Transit Center Location - *As stated in my two previous letters dated September 21, 2020 and January 18, 2021 to the Commission, our HOA and both residential and commercial owners are adamantly opposed to a relocation of the Transit Center from its current location in front of the Lodge at Mountain Village and ice rink to a location further north amidst the planned new buildings.*

While we understand and agree that it would be beneficial if the Transit Center could incorporate improvements and additional amenities such as restrooms, ski lockers, additional mountain information, and wayfaring signage, we believe those features could be added without moving the Transit Center from its existing location. Even if there is room for only *some* of those amenities at the current location, our owners believe it is still preferable to maintain the Transit Center's current location.

Guest experience would be impaired if the Transit Center is moved to a location which would require a further walk to the lifts, particularly for skiers with equipment. The Transit Center's current location is the most convenient location for skiers who off load from the buses loaded down with skis, poles and backpacks and walk in boots to Payday and Crescent lifts.

Additionally, moving the Transit Center would diminish the value of businesses and property at the existing base. Stakeholders in the existing base development, over many years, have made significant investments in their businesses and properties and look to the City to assist their existing residents to preserve, or at minimum not *impair* their property values. The City's interest should be similarly aligned given that it collects more tax revenues from businesses that thrive and from properties whose values increase.

Our HOA Board has reviewed the recent transportation proposals and believe that of the three proposals considered, Scenario 2b best achieves the goal of minimizing pedestrian and vehicular traffic conflict while allowing the current Transit Center to remain in its central location – serving both the existing base AND the new development. Scenario 2b provides: pedestrians a car-free crossing on Lowell Ave.; increases bus bays to allow for at least seven buses; and anticipates that travel times between Silver King/Empire and the Transit Center to be a favorable 3 minutes or less because of dedicated transit lanes which prohibit auto traffic. Scenario 2b also preserves the 2-way traffic on Empire Avenue which is preferred by most of the surrounding neighborhood and eliminates bus traffic from the Transit Center on this road.

For all of the reasons above, our owners strongly urge the Commission to support transportation Scenario 2b or similar, which maintains the Transit Center in its present location.

2) Parking – We oppose any plans to further reduce the number of skier parking spaces on the site. Although we understand goals to encourage increased usage of public and shared transportation and decrease the number of vehicles on the road, the current plan has already significantly decreased the number of parking spots from the original 1998 development plan of 1800 spaces to 1200 spaces. Parking is already incredibly tight at the resort and convenient off-site parking is not reasonably located

and skier frustration levels over parking are extremely high. Tightening parking even further may encourage *some* to use remote lots and ride buses. However, at some point, it just drives skiers to other resorts, particularly in this climate where most skiers have passes good at other mountains and can ski a variety of other resorts. No longer are folks tied to one mountain with their season pass. Pushing skiers elsewhere would not benefit the businesses nor the tax base in this community.

Additionally, the pandemic has reduced the public's willingness to use public transportation and it may be a *very* long time – years, even, before that pendulum swings back. Further, Park City, Summit County and the greater Salt Lake area continue to boom in population and will continue to grow as more and more people have been enabled to work from anywhere and can move permanently or part-time to Park City and the surrounding area rather than just vacation here. This leaves us with a parking situation that is only going to get *much* worse. This year parking lots filled up even earlier than in past years and lift ticket reservations limited the number of skiers on the mountain.

There is no doubt improving public transit plans and thoughtful traffic planning is critically important to manage growth and environmental impacts. Overbuilding parking *can* be a detriment; however, it would be absolutely irresponsible in the current climate and with the forecasts of future skier and resident growth to *further* reduce the number of parking spaces below 1200. Once this development is built there will be no way to squeeze any desperately needed parking back into the site and consequently it will be the City, the Community and the resort which would have to live with that mistake for generations to come.

Therefore, we implore the Commission to not further reduce the number of skier parking spaces in this project below 1200.

Thank you for listening to your residents, and property and business owners, and for the time, attention and careful planning you all continue to invest in this important project.

Belinda Simile, President
Jim Doilney, Vice President

Marsac Mill Manor and Silver Mill House Condominium Association
aka Resort Plaza Condominiums

From: **Thomas McCausland** tnmccausland@yahoo.com
Subject: PC Resort Center Transit Loation
Date: February 26, 2021 at 12:14 PM
To: rschmidt@pegccompanies.com
Cc: Davis Trent tdavis@compass-management.com, Jim Simmons jsimmons@allseasonshoa.com

We are writing this as 17 year full time Park City residents and 27 year condo owners. We bought a unit at the Lodge at the Mountain Village in 1994. One of the major reasons for selecting this location was convenience…ski-in, ski-out and having the transit center bus pickup and drop-off right at our door step. Over the years before moving here full time we stopped renting a car and used shuttle service to come up the mountain and the Park City transit system to navigate around town. It was (and still is) perfect.

My wife and I are concerned about the continuing discussion about moving the current Resort Center Transit Center to a less convenient and in our opinion less secure location. It is no secret that the success of a public transit system lies in convenience for the users. The stops need to be strategically located to allow access from the densest population locations and the most popular use destinations. I believe that the closest proximity to these locations exponentially increases ridership and enhances value to riders. The other factor is frequency of service and reliability of the scheduled frequency.

The current Resort Center Transit Center location is the ideal spot. It is a dense location and delivers skiers, guests and shoppers to the core Park City access point for skiing and recreation. Guests and residents can travel by bus from their homes, condos and hotels from around town, from Salt Lake City, Park and Rides and overflow parking areas hopefully without driving into town or not driving at all. The current convenient location is also an important consideration for owners and guests of the many lodging properties at the Park City base. Guests and owners can navigate the town for shopping, dining, entertainment, the Sundance Festival and Deer Valley. They can use shuttles to arrive and public transportation to navigate our town and leave the car at home. You will find that many rental management companies advertise this as a plus. If you ask visitors about the Park City experience the free transit is a plus, especially for families.

For those of us as owners who rent our condo to guests (and thus are a Park City small business) and the owners of the commercial businesses the proximity of the current Transit location clearly is an advantage for rental fees and occupancy as well as the income for the many local small businesses that occupy the commercial spaces. The value of the properties and revenues are enhanced by the current location which brings in tax revenue for the city. Any proposed change to the current location will have a negative economic effect on all of us. At a time when many small businesses are trying to survive we should not do anything that puts these businesses in jeopardy.

We should be doing everything in our power to encourage the usage of our public transit system. We believe that the proposed move would be unnecessary and make the location less convenient thus discouraging usage causing more people to opt for cars and thus more traffic. This is not consistent with the objectives of Park City's vision.

The current Park City base Transit Center has a long history of success and has proven to be an asset for the town. Since the beginning it has been a mainstay of ridership and its current convenient location has been a major contributor to its success. Access and a frequent schedule are the keys. Don't change what isn't broken.

Tom and Linda McCausland

Alexandra Ananth

From: Jessica Nelson
Sent: Monday, March 15, 2021 10:08 AM
To: Alexandra Ananth
Subject: FW: Base development

Jessica Nelson
she, her, hers
Planning Analyst
Park City Municipal Corporation
parkcity.org
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5060

WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

-----Original Message-----
From: JULIE BRESLIN <breslinbd@aol.com>
Sent: Sunday, March 14, 2021 2:45 PM
To: planning <planning@parkcity.org>
Subject: Base development

My name is Julie Breslin. My family is an original Three Kings, building 1 owner from 1972. Since then my husband and I have been forced to move 2 times. Each time further down Three Kings and now reside at the end of the Three Kings Court cul de sac. We had our retirement dream property at 1895 Three Kings for 12 years. That dream can crashing down with the the Water Treatment Plant construction. That project forced us to move for our safety and sanity. The size and scope of the base redevelopment puts all we know and love about PCMR in jeopardy. Do not allow this development to destroy the lives of true locals who have lived and loved this community for decades. The impact of the surrounding neighborhoods will be devastatingly life changing. Hold the developers feet to the fire to proceed in a less impactful and more responsible manner. Protect the ones you serve.
Julie Breslin
2217 Three Kings Court
702-234-3240

Alexandra Ananth

From: Manager <manager@pclodge.com> on behalf of rob@pclodge.com
Sent: Tuesday, March 9, 2021 4:27 PM
To: Alexandra Ananth
Cc: rschmidt@pegcompanies.com
Subject: Transit Center at the Base of Park City Mountain Resort

IDENTITY PROPERTIES
Park City Resort Lodging

Date: March 9, 2021

To: Park City Planning Commissioners
and Alexandra Ananth Park City Planning Department

From: Rob Slettom, President Identity Properties

Identity Properties has been actively managing properties at the Park City Mountain Resort base for over 40 years. I know you have received many letters from concerned owners of condominiums we manage. I fully agree with the concerns presented by both residential and commercial owners regarding the critical importance of leaving the transit center where it is today.

The proposed change presents some interesting challenges.

1. From the proposed location to the central plaza Legacy Lodge and ticket office have 70 stairs to climb. Visitors from areas with a lower altitude may find this challenging, not to mention climbing stairs in ski boots. The current transit location allows for several more easily navigable routes. One with 18 stairs via the fire lane ramp and the other by the ice rink has 26 stairs.
2. The proposed drop-off between the hotel and the existing Resort Center Lodge north building will present a tunnel effect. This area also received reduced sunlight at various times during the winter months.

I appreciate all of the work you are putting in reviewing a very complex proposal for the base area improvements.

March 8, 2021

TO: Alexandra Ananth
Senior Planner for Park City

FROM: Kelly Hudson
Owner
Silver Mill House 5052
210-867-6000

RE: Transit Center Relocation

Dear Alexandra and Planning Commissioners:

Concerning the relocation of the Park City Mountain Resort transit center by the ice-skating rink. This Transit Center is a vital part of our amenities supporting the values of our investments in the Resort Plaza. Based on the location and amenities (especially the location of the Transit Center at the Resort Plaza) I have purchased two locations in this complex in the last 10 years. This Transit Center is our lifeline on attracting guests who not only rent our properties but who shop in our retail areas including our restaurants and who depend on the convenience of access to the ski resort.

Moving the Transit Center would cut this traffic flow off for the Resort Plaza. Moving the Transit Center would devalue our properties by removing a vital part of our foot traffic flow. Our complex is a unique location for visitors due to the character of the buildings and its access to the mountain in large part due to the Transit Center in its present location servicing our area and surrounding areas. With the new development, this need is only going to increase. Our guests also use the buses to spread themselves around Park City to shop and eat based on this Transit Center.

Please maintain this as an important hub for our Transit System and keep the Transit Center where it is. This is of MAJOR importance to all of us who have invested so heavily in this location. We are counting you to keep this location more than I can ever express in a letter.

Thank you for your attention and consideration of my plea. Alexandra, this is crucial to us. Please keep the Center where it is.

Very Best,

Kelly Hudson

Cc: Robert Schmidt P.E,
President,
PEG Development

Dear Park City Planning Commission,

I understand that the Planning Commission is currently considering relocating the Transit Center from its current location to a location further north by Parcel C. I am writing to express my strenuous objection to this proposed move and my concern that this move will have significant personal and economic consequences for current owners and renters in the Resort Center and Resort Plaza locations, among others. I have long been a supporter of Park City and PCMR and feel a great deal of goodwill toward both. That said, our goodwill and willingness to continue investing in the local community are, of course, contingent upon the return favor of Park City not drastically reducing our investment returns by way of capricious moves such as that which has been proposed.

I am an owner of two units in the Marsac Mill Manor building. Me and my family love our units not only because of the proximity to PCMR, but also because of the proximity to the Transit Center. We use the units on a seasonal basis and do not keep automobiles locally, so this access to transportation is of essential importance to our family when we are visiting. One of the things we most like about PCMR is the ease of access and transportation. The proposed move takes away one of the primary motivations for our continued return to PCMR and our investment in properties in this area.

We also rent our units while we are away and we have no doubt that our strong rental performance and income from our properties is in large part due to the units' proximity to the Transit Center. We believe that the proposed move would significantly reduce our rental income and, consequently, the value of our property and all neighboring properties. This is not merely supplemental income, but rather money that we depend on to service payments on the property, pay HOA dues and otherwise enable us to own our condominiums. Our condo units are no "get rich quick scheme" – we could make far more money investing elsewhere. But we own what we love because we love it and we believe in it. Your proposed move of the Transit Center would likely result in our inability to generate sufficient income to service our expenses and, quite possibly, our need to sell. I doubt that our situation is much different from many of our neighbors.

I hope that you will consider the plight of owners and renters in the local community who have long depended on the current location of the Transit Center. These same owners and renters have long supported PCMR – spreading the word of good skiing and good times and ensuring that visitors return again and again. There are many places to ski, but we have long supported the mountain and invested in the surrounding area and we ask that you return the favor and consider the impact of short-sighted and potentially catastrophic proposals such as this.

Best regards,

Dana James Hall

danajameshall@gmail.com

Dear Planning Commission:

The current proposal before the Planning Commission for the PCMR Base Area raises several concerns, one of which is traffic circulation.

In 2019, the city hired a consultant and spent many hours and dollars on a new vision study for Park City. The Vision 2020 Think Tank Report identified traffic and transportation as the biggest opportunity for Park City over the next decade. While I was not a part of this process and only followed it on the city website and Park Record, we can all agree traffic is a major problem for our community. As stated in the Staff Packet for both the January 20th and February 17th, 2021 Planning Commission Meetings, the redevelopment of the base area is a generational opportunity for the City to ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The General Plan also addresses traffic specific to the Resort Center including increasing opportunities for public transit (dedicated bus lanes), circulation modifications to improve the user experience of arriving and leaving the Resort Center, decreasing resort impacts on surrounding residential communities and discouraging resort thru traffic on Three Kings Drive. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The Land Management Code (LMC) also requires Master Planned Developments (MPD) have Site Planning which includes adequate internal vehicular, pedestrian, and bicycle circulation. In fact, pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

The 1998 Development Agreement Findings of Fact identified the need for a management plan to minimize neighborhood impacts, provide for significant pedestrian circulation and improve the efficiency of the road and transit system to name a few. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

Approving a development without correcting the existing traffic issues is unacceptable. The intersection of 224, Park Avenue and Deer Valley cannot support any additional traffic. Also, in a year with limited lift ticket availability and poor snow accumulation, all surface lots are full even during the week. The digital signs along 224 announcing lots are full do not adequately deter the number of cars arriving in hopes of finding a spot or parking on a side street. Unless dedicated bus lanes are developed all of the way to the resort center transit hub from various points, most people will opt to use their own vehicles as the bus offers no time savings if it is stuck in the same traffic. **It is imperative the Planning Commission only approve a plan which meets the required objectives and city code which the current application fails to accomplish.**

Sincerely,

Linda and Brent Gee
1401 Woodside Avenue, Unit 108
Park City, UT 84060

To the Planning Commission of Park City:

I'm reaching out to the Park City Planning Commission to urge you to only approve responsible, thoughtful development of Park City Mountain's base area, a development in keeping with PC codes and guidelines. Owning property at 1401 Woodside Avenue, we consider ourselves vested members of the Park City community.

Here are my concerns with the current proposal:

- With the excessive heights, over **90** feet (seven stories) in places, the surrounding neighborhoods will be dwarfed.
- There are limited pedestrian walk-throughs on the property, disincentivizing walking, riding, and biking to the base of the resort. Additionally, this poses an imbalance between resident and visitor quality of experience.
- The density moves toward rentals and visitors, and away from residents, community, and family; increasing residents' feelings of disconnect and reducing high-trust connections.
- The PEG parking plan is decidedly underserving everyone: resident and day skiers, employees and workers, maintenance crews, etc. Parking is supposed to be entirely underground and in satellite lots.
- Day skier parking will be located between two parcels, versus spread throughout the project.
- Increased traffic congestion in an already crowded area.
- With busses sitting in the same traffic there is no incentive to use transit vs drive. A "transit-first" approach insists upon improved connectivity and safety for both pedestrians and cyclists.
- The current development plans are dramatically different from the original 1998 plan.

In short, this development needs to reflect key values identified in the General Plan, Vision 2020 Plan, and required criteria for a Master Planned Development in the Land Management Code. **We ask you, our Commissioners, to please require the developer to follow the rules.**

Sincerely,

Linda and Brent Gee
1401 Woodside Avenue
Park City, UT 84060

Alexandra Ananth

From: Steve McComb <smmcomb@gmail.com>
Sent: Friday, March 5, 2021 9:56 AM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Douglas Thimm; Sarah Hall; Laura Suesser
Subject: Baja Cantina

Dear Commisioners,
I am sorry to be so late to be engaging in discussions regarding the PEG development on the surface lots at PCMR. It has been a tough year and other than my landlord no one at PEG has contacted me about their plan for during and after construction. You may not be aware but Vail has informed the Baja Cantina that any employee parking in their lots during peak times will be towed. My employees and customers have been parking in the PCMR parking lot for the past 37 1/2 years. Now it seems I must find a way to let all my customers know that this is no longer available to them. This is an additional hardship and I wonder at this time, how devastating this will be to my business. You also may not be aware but it is very difficult to find employees and to keep them. Having no place to park makes this increasingly more difficult for the small workforce available to us. Furthermore, the city has allowed large electronic billboards to be placed on the 2 entries into town posting "lot full at PCMR, please park at the Canyons". Yet, there is parking available in the underground for retail customers at the resort but not everyone knows this. Development on these lots in inevitable and in the end, if Baja Cantina survives, it may be good for our business and our employees, but after surviving the Covid pandemic our next disaster will be construction of the PEG development. I may be wrong, but I assume that ridership on the public busses is down because it is far safer to be in your own car at this time. It has come to my attention that moving forward, there is discussion to reduce the number of parking spots while increasing the demand for them. This makes absolutely no sense.You invite people to come but give them no place to park. It has also come to my attention that there are discussions to locate the transit center drop off to the Silver King lot, which again, makes no sense to me. Who is going to take public transportation and then walk 2 blocks uphill in ski boots? The problem with the current pandemic is that your meetings are virtual and non-engaging. I would like a response to my concerns and to be part of the discussion for my business and my employees moving forward.

--
All The Best,
Steve McComb

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, February 17, 2021 3:22 PM
To: Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine
Cc: Trent Davis; Alexandra Ananth
Subject: PEG Development

Hello Planning Commissioners,

We have reviewed the Staff Report and the proposed Hotel Loop Transit Hub. This concept appears to have some flaws.

The existing Transit Center gives pedestrians multiple options to access the main base area. Pedestrians can access the ice rink plaza, the upper plazas and all the existing lodging, the main ski lifts, the surrounding commercial and the lower Peg Development parcels by walking downhill, not uphill. Under the proposed "Hotel Loop" the pedestrian options are limited and one forces pedestrian to walk out to the ski hill then up hill on the snow to access the main base area or to the First Time Lift. These all bypass the existing base area commercial. Asking skiers to walk up the ski hill to the upper chair lifts is unsafe and not a good experience.

The easement road to the Lodge Arrival / Departure Lounge is where private transportation companies drop off and pick up. In addition multiple vendors and suppliers short term park in this area to load and unload. Under the Hotel Loop plan there is no accommodations for this. The busses appear to be taking up this space.

Reducing on-site parking and replacing it with off site will only work if the infrastructure is in place. Until the infrastructure is in place offsite parking will not work.

Sincerely
Trent Davis
Village Venture / Resort Center Limited
435-731-0115

IMPORTANT WARNING: This email (and any attachments) is only intended for the viewing and use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. No unauthorized distibution, transmission or re-disclosure is permitted. Failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email and delete this message from your computer.

Alexandra Ananth

From: Tom Jacobson <tom@tomjacobsonlaw.com>
Sent: Wednesday, February 17, 2021 2:56 PM
To: Alexandra Ananth
Cc: Gretchen Milliken; Andy Beerman
Subject: PCMR

Alexandra:

Though we will speak Friday about Empire Pass, I wanted to thank you and your colleagues for the tough job you are tackling with PCMR and PEG. Having been in the entitlement game for many years and addressing some very difficult projects I know the issues at PCMR present some real challenges.

I have tried to stay out of the controversy because I understand the history and saw many years ago this was eventually going to be a problem because no one designed a second access to the base of the mountain. I have a couple of comments I hope will help you folks in addressing this issue next week with Planning Commission.

There is a basic circulation and transportation issue that cannot be overcome without substantial off site improvements. Counting on visitors to use busses has not proven successful in other parts of the country without some incentive. It will be years before we can change the culture to afford a rail line from Salt Lake, convince visitors not to use rental cars and get Utahns to leave their cars at home. We know from what has occurred over the last few weeks we cannot reduce the number of parking spaces at either ski resort without finding a place to put those cars some place in the Park City area. The sad news is there really is not a good place to build a Park and Ride that can hold the number of skiers we get using cars. The second problem we have is that we don't have enough busses to transport people from a Park and Ride to the ski resorts. One of my friends worked for the transit agency in Los Angeles and worked out the plan for the 1984 Olympics. The number of busses and employees he needed to run two routes was staggering and was paid for by the Olympic Committee. We don't have those kind of public funds and people will continue to pay extraordinary amounts for parking unless the transit is at least reasonable. Because skis and equipment take up space, you will be lucky to get 35 people in a standard bus. If you load and go every minute that only moves 2100 people an hour. That is about what one chair lift moves in one hour.

As the purpose of this development is to bring more people into this small area, there needs to be a serious effort to address how with current technology and funding we get people into the area as well as its effects on the other areas impacted during the winter.

If I can be of any further help do not hesitate to call.

Thomas N. Jacobson
Attorney at Law
3079 Fairway Hills Court
Park City, Utah 84060
(435) 615-9911
Cell—(951) 314-4258
Fax—(951) 682-7884
84

Alexandra Ananth

From: lawrence ballash <lawrenceballash@sbcglobal.net>
Sent: Wednesday, February 17, 2021 2:08 PM
To: Alexandra Ananth
Subject: PCMR DEVELOPMENT INFRASTRUCTURE

Hello

As a condo owner on Three Kings drive, this is of concern to me.

Where will the storm, sanitary, and sewer discharge be tied in to?

I would guess the sewer main under Three Kings drive is not large enough to handle the discharge from such a large project, plus 3Kings road slopes downhill then uphill.
As an owner I would be considerate of any backup into our condo sewer lines which carry waste water from our showers, toilets and garage drains.

Same concern for storm and sanitary runoff from the parking lot and roof drains on proposed building. Where do they tie into?
Will that water be allowed to run downhill towards our condos?

Are there plans for any pumping of this water uphill towards larger lines nearer Park Ave.?

thanks for you consideration,
Larry Ballash

Alexandra Ananth

From: bobbiwhitehead@verizon.net
Sent: Wednesday, February 17, 2021 9:58 AM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Douglas Thimm; Sarah Hall; Laura Suesser; planning
Subject: Concerns pertaining to tonights meeting
Attachments: Planning Comm letter.pdf

Dear Planning Commission:

The current PEG proposal before the Planning Commission for the Park City Mountain Base Area raises numerous concerns:

- traffic circulation and existing congestion compounded with new development
- parking
- lack of sidewalks and width
- unsafe and few crossings
- need of an outside lot and dedicated bus service to resort
- inadequate access for biking and hiking

In 2019, the city hired a consultant and spent many hours and dollars on a new vision study for Park City. The Vision 2020 Think Tank Report identified traffic and transportation as the biggest opportunity for Park City over the next decade. While I was not a part of this process and only followed it on the city website and Park Record, we can all agree traffic is a major problem for our community. As stated in the Staff Packet for both the January 20th and February 17th, 2021 Planning Commission Meetings, the redevelopment of the base area is a generational opportunity for the City to ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions. The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.

Pedestrian traffic is at dangerous risk now and with the new proposal.

The General Plan also addresses traffic specific to the Resort Center including increasing opportunities for public transit (dedicated bus lanes), circulation modifications to improve the user experience of arriving and leaving the Resort Center, decreasing resort impacts on surrounding residential communities and discouraging resort thru traffic on Three Kings Drive. The current proposal does not fit these criteria.

The Land Management Code (LMC) also requires Master Planned Developments (MPD) have Site Planning which includes adequate internal vehicular, pedestrian, and bicycle circulation. In fact, pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

The 1998 Development Agreement Findings of Fact identified the need for a management plan to minimize neighborhood impacts, provide for significant pedestrian circulation and improve the efficiency of the road and transit system to name a few. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

Approving a development without correcting the existing traffic issues is unacceptable. The intersection of 224, Park Avenue and Deer Valley cannot support any additional traffic. Also, in a year with limited lift ticket availability and poor snow accumulation, all surface lots are full even during the week. Unless dedicated bus lanes are developed all of the way to the resort center and new transit hubs are developed from various points, most people will opt to use their own vehicles as the bus offers no time savings if it is stuck in the same traffic. It is imperative the Planning Commission only approve a plan which meets the required objectives and city code which the current application fails to accomplish.

Sincerely,
Bobbi Whitehead
Silver King Condos, 416

Alexandra Ananth

From:	Anna Dopkin <annadopkin@gmail.com>
Sent:	Tuesday, February 16, 2021 12:20 PM
To:	Alexandra Ananth; Gretchen Milliken; John Kenworthy; Douglas Thimm; Sarah Hall; Laura Suesser
Cc:	Anna Dopkin
Subject:	Responsible development at Park City Base

Dear Planning Commission,

I'm writing to urge you to approve responsible, thoughtful development of Park City's base area. We currently own property at 1024 Empire Avenue and consider ourselves vested members of the Park City community.

The current proposal before the Planning Commission for the PCMR Base Area raises a number of concerns for residents like us. This proposal includes buildings up to seven stories high, dormitory-style design with narrow setbacks. The developer is also not increasing day-skier parking and only locating day-skier parking between two parcels rather than spread throughout the project. There is a significant lack of connectivity between the existing resort base and adjacent Parcel B with the proposed development at the north end of Lowell including Parcels C, D & E. The additional residences, hotel and commercial retail spaces will only serve to increase the traffic in an area which is already a traffic bottleneck. People will choose to sit in traffic for 45 minutes plus in their own vehicle versus a transit bus when that bus is sitting in the same traffic. Dedicated bus lanes with continuous turn options must be incorporated into the plans to help reduce vehicular traffic. A "transit first" approach insists upon improved connectivity and safety for both pedestrians and cyclists; neither of which is included in the proposal.

In short, the development needs to reflect key values identified in the General Plan, 2020 Vision Plan and required criteria for a Master Planned Development in the Land Management Code. These values all contribute to the overall well-being of residents and visitors physically and mentally. Please ask the developer to bring forth a proposal which enhances the resort experience without negatively impacting the overall quality of life we all enjoy in Park City.

Sincerely,

Anna Dopkin

annadopkin@gmail.com

Alexandra Ananth

From: Anna Dopkin <annadopkin@gmail.com>
Sent: Tuesday, February 16, 2021 12:16 PM
To: Alexandra Ananth
Cc: Anna Dopkin
Subject: Future Traffic Circulation

Dear Planning Commission:

The current proposal before the Planning Commission for the PCMR Base Area raises several concerns, one of which is traffic circulation.

In 2019, the city hired a consultant and spent many hours and dollars on a new vision study for Park City. The Vision 2020 Think Tank Report identified traffic and transportation as the biggest opportunity for Park City over the next decade. While I was not a part of this process and only followed it on the city website and Park Record, we can all agree traffic is a major problem for our community. As stated in the Staff Packet for both the January 20th and February 17th, 2021 Planning Commission Meetings, the redevelopment of the base area is a generational opportunity for the City to ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The General Plan also addresses traffic specific to the Resort Center including increasing opportunities for public transit (dedicated bus lanes), circulation modifications to improve the user experience of arriving and leaving the Resort Center, decreasing resort impacts on surrounding residential communities and discouraging resort thru traffic on Three Kings Drive. **The current proposal does not fit these criteria and will increase traffic and congestion considerably due to the density of the project.**

The Land Management Code (LMC) also requires Master Planned Developments (MPD) have Site Planning which includes adequate internal vehicular, pedestrian, and bicycle circulation. In fact, pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

The 1998 Development Agreement Findings of Fact identified the need for a management plan to minimize neighborhood impacts, provide for significant pedestrian circulation and improve the efficiency of the road and transit system to name a few. **The current proposal does not meet the requirements and will increase traffic and congestion and the potential for vehicle and pedestrian or cyclist conflict will increase.**

Approving a development without correcting the existing traffic issues is unacceptable. The intersection of 224, Park Avenue and Deer Valley cannot support any additional traffic. Also, in a year with limited lift ticket availability and poor snow accumulation, all surface lots are full even during the week. The digital signs along 224 announcing lots are full do not adequately deter the number of cars arriving in hopes of finding a spot or parking on a side street. Unless dedicated bus lanes are developed all of the way to the resort center transit hub from various points, most people will opt to use their own vehicles as the bus offers no time savings if it is stuck in the same traffic. **It is imperative the Planning Commission only approve a plan which meets the required objectives and city code which the current application fails to accomplish.**

Thank you for your time,

Dear Planning Commission,

I'm writing to urge you to approve responsible, thoughtful development of Park City's base area. ***We currently own property or reside at 65 Thaynes Canyon Drive, Park City, UT 84060 and consider ourselves vested members of the Park City community.***

The current proposal before the Planning Commission for the PCMR Base Area raises some concerns for residents. This proposal includes buildings up to seven stories high, dormitory-style design with narrow setbacks. The developer is also not increasing day-skier parking and only locating day-skier parking between two parcels rather than spread throughout the project. There is a significant lack of connectivity between the existing resort base and adjacent Parcel B with the proposed development at the north end of Lowell including Parcels C, D & E. The additional residences, hotel and commercial retail spaces will only serve to increase the traffic in an area which is already a traffic nightmare. People will choose to sit in traffic for 45 minutes plus in their own vehicle versus a transit bus when that bus is sitting in the same traffic. Dedicated bus lanes with continuous turn options must be incorporated into the plans to help reduce vehicular traffic. A "transit first" approach insists upon improved connectivity and safety for both pedestrians and cyclists; neither of which is included in the proposal.

In short, the development needs to reflect key values identified in the General Plan, 2020 Vision Plan and required criteria for a Master Planned Development in the Land Management Code. These values all contribute to the overall well-being of residents and visitors physically and mentally. Please ask the developer to bring forth a proposal which enhances the resort experience without negatively impacting the overall quality of life we all enjoy in Park City.

Sincerely,

Dylan Gillette

A volunteer sent this letter via RRAD, a non-profit organization dedicated to responsible, thoughtful development in Park City.

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Monday, February 15, 2021 2:30 PM
To: John Kenworthy; Rebecca Ward; Alexandra Ananth
Cc: mrdougblee@aol.com; ndeforge@fabianvancott.com
Subject: Question re: Hotel Employment Stats

Good afternoon.

During the last Planning Commission meeting regarding the Affordable Housing MPD on February 10th, it was stated a 3-4 star hotel generates 3.5 employees per room. Was this a statistic provided by Cascadia during their study on Affordable Housing or in some other study completed or researched by Park City? I'm curious as the PEG proposal is for a 4-star 250 room hotel which at 3.5 employees would result in 875 new employees rather than only 530 as stated in their submission. This is a significant difference and doesn't account for any new employees related to retail space, grounds-keeping, parking, condo services, etc. It is an important figure to know since it not only directly correlates to the amount of housing the applicant must provide should the project be approved, but also needs to be included in transportation and pedestrian analysis which is on the agenda for this Wednesday, February 17th.

Thank you in advance for your response.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From:	deb <der0813@aol.com>
Sent:	Monday, February 15, 2021 7:49 AM
To:	Alexandra Ananth; planning; John Phillips; Douglas Thimm; Laura Suesser; John Kenworthy; sarah.hall@parkkcity.org; Gretchen Milliken
Cc:	ndeforge@fabianvancott.com; mrdougblee@aol.com; jstafsholt@msn.com; nhlazenby@aol.com; sherieharding@gmail.com; bvhutah@gmail.com; danawilliamsy7012@gmail.com
Subject:	Staff Packet for 2.17.21 Meeting

Good morning, Alexandra.

Took the weekend to review the staff packet released on Friday afternoon and have an overall concern to express.

In multiple instances, it is pointed out the applicant either did not provide the information, provided an inadequate amount of information or was tardy in the submission of the information. In fact, it is stated that as a result, the review was limited. It is also stated the applicant has made assurances they will have the missing pieces available to present on Wednesday evening. This is unacceptable.

The commissioners and the public look to the staff to have prepared a thorough accurate report; however, if the submission is incomplete this can not be accomplished. As you are aware, this happened in September as well. The applicant presented a lot of new information during the meeting, some of which conflicted with what they had submitted for review and staff was put on the spot to explain it, verify it or otherwise with no opportunity to fully review. There is no doubt whatsoever, the same tactic will be applied by the applicant again. They will make assertions, double back or change earlier information and no one will be able to adequately address, confirm or refute their presentation during the meeting. It will be put off until the next meeting which diminishes the efficiency and effectiveness of this meeting.

Should future meetings be postponed if insufficient submissions are received on time? Perhaps this would encourage the applicant to meet deadlines and improve efficiency of the meetings, saving all of us valuable time. I have no doubt you are held to yours.

Sincerely,

Deb Rentfrow
RRAD President

Exhibit K: Master Planned Development Process

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

The purpose of the MPD Chapter is to describe the process and criteria for review of Master Planned Developments (MPDs) in Park City. The Master Planned Development provisions set forth Use, Density, height, parking, design theme and general Site planning criteria for larger and/or more complex projects where the MPD process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this section is to result in projects which:

A. complement the natural features of the Site;
B. ensure neighborhood Compatibility;
C. strengthen the resort character of Park City;
D. result in a net positive contribution of amenities to the community;
E. provide a variety of housing types and configurations;
F. provide the highest value of open space for any given Site;
G. efficiently and cost effectively extend and provide infrastructure;
H. provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood;
I. protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; and
J. encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
K. Encourage opportunities for economic diversification and economic development within the community.

The Planning Commission is the primary review body for MPD's. The Planning Commission shall approve, approve with modifications, or deny a requested MPD with written findings of fact, conclusions of law, and in the case of approval, conditions of approval. All MPD applications shall be reviewed for consistency with the goals and objectives of the Park City General Plan.

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

A. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
B. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
C. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;

D. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
E. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
F. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
G. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
H. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
J. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
K. The MPD has been noticed and public hearing held in accordance with this Code.
L. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
O. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

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

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

After an MPD is approved the developer must subdivide individual parcels, and seek Conditional Use permits if required by the Planning Commission at the time of the MPD approval.

Exhibit L: Additional Background Information

On July 8, 2020, the Planning Commission determined the applicant's site plan was a "Substantive Modification" to the 1998 Master Planned Development, as defined in LMC § 15-6-4(K)(2), and would therefore justify review of the entire Master Plan and Development Agreement (DA).

Although unit Density is vested under 1998 DA, the applicant's site plan has been newly applied for and is being reviewed under the current MPD Code. Exceptions to Setbacks and Building Height have also been newly applied for and will be evaluated under the current MPD Code. Without limiting the Planning Commission's review of the full MPD, staff understands current expectations of the Commission are to focus primarily on the following:

Topic	How Reviewed	Relevant Code
Unit Density	1998 DA including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels; shifted density = Substantive Amendment/ Blended Review	1998 DA; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Building Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
Parking	Substantive Amendment to Exhibit K of the 1998 DA; Reduction newly applied for	15-6-5(E) and comparison to mitigation in 1998 DA
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in 1998 DA
Affordable Housing	Blended proposal per 2015 COA; Newly applied for Housing Authority review	Current LMC/Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new Housing Resolution; pending review of Housing Authority
Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

Project History

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

On July 8, 2020, the Planning Commission made a formal determination that the applicant's proposed new site plan was a substantive modification to the MPD and therefore will justify review of the entire master plan and Development Agreement by the Planning Commission.

The public hearing process was opened on August 26, 2020, with a focus on the site plan, programming, architecture, landscape design and Open Space, and consideration of the applicant's requested exceptions to perimeter Setbacks and Building Height requirements; a hearing on September 23, 2020, focused on transit and pedestrian connectivity, traffic, parking and circulation. A meeting on October 28, 2020, focused on Sustainability, Utilities, Project Phasing and Construction Mitigation. A public hearing on November 18, 2020, focused on changes to Building B. The December 16, 2020, public hearing focused on Sustainability. A public hearing on January 20, 2021, focused on potential transportation and circulation scenarios being evaluated, as well as the applicant's Updated Architectural Plans.

The February 17, 2021 Staff Report recommended that transit facilities and amenities could be better integrated into the applicant's site plan, and provided an example to help illustrate what staff means by this statement. The applicant chose to postpone this public hearing and the application was continued to March 24, 2021.

Approval of the proposed amendment to the DA will result in either a new or amended DA, superseding the 1998 DA. Should this project be approved, subdivision and conditional use permit (CUP) approvals will be required for each parcel prior to the issuance of any building permits.

MEMORANDUM

Date: February 11, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort Parking Study

UT19-1481

This memorandum discusses the parking study completed for the proposed Park City Mountain Resort development located in Park City, Utah. The study identifies the Park City parking requirements and considers shared parking between land uses. The proposed Park City Mountain Resort development is located on four parcels adjacent to the existing Park City Mountain Resort, as shown in Figure 1.

Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types in Section 15-3-6. The City parking rates for land uses within the proposed area of the resort are summarized in Table 1.

Table 1: Park City Parking Rates

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

Being programmed within the project are 1,200 parking spaces for day skier use, separate from the existing 300 day skier stalls provided by Vail. Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 2,223 parking spaces, including the day skier parking. A detailed table outlining required parking is provided in Appendix A.

Nearby Resort Experience

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area and identifies:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering has also collected overnight parking demand data at a nearby ski resort. Based on a total of 34 data points collected over four peak nights between 2017 and 2019, it was found that the overnight demand was an average of 0.68 stalls per occupied unit and an 85th percentile of 0.99 stalls per occupied unit.

Time-of-day Shared Use

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Mountain Resort

project along with the day skier parking needs. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the *Parking Generation* (5th Edition, 2019) manual.

Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. The day skier parking being programed into the site, 1,200 stalls, will not be included within the share parking calculations to remain conservative, and will remain at a fixed level. Also, as discussed previously, a parking demand of 0.99 stall per occupied unit is anticipated based on 34 data points. Therefore, a parking demand rate of 1.0 stall per occupied unit was assumed for most residential and hotel units. A percent occupied rate of 85% was assumed for residential and hotel units, consistent with the traffic analyses. PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Hales Engineering identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. Internal capture rates were estimated and matched with those presented in the traffic analyses. A summary of these calculations are provided in Appendix B and shown graphically in Figure 2.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm. This includes fixed day skier parking stalls (reserved) in both Parcel B (760 stalls) and Parcel E (440 stalls) during each hour of the day. It is anticipated that at the peak parking demand hour (9:00 pm), an additional 138 stall surplus will still be available on-site (8%) at all times for the combined parking lot supply of 1,721 parking stalls.

Conclusions / Recommendations

Hales Engineering concludes the following:

- The proposed project is programming 1,200 day-skier parking stalls (current surface stalls on Parcels B, C, D and E) be provided somewhere on the site during and after construction of the project.
- Park City parking rates would require a parking supply of 2,223 stalls (including the programmed 1,200 stalls for the day-skiers).
- Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.
    - Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.
        - The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

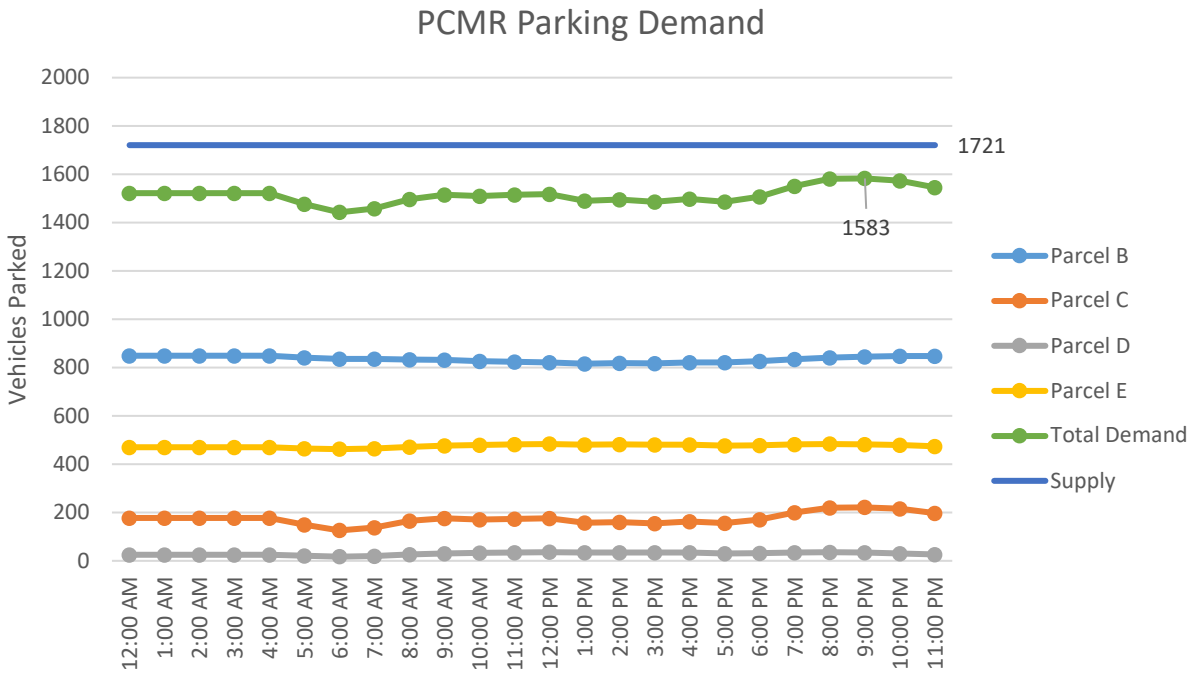


Figure 2: PCMR Parking Demand by Time of Day

- Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.
- Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.
- The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 7 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation.
    - Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.
- A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.
- The following potential measures could be implemented to encourage alternative modes of arrival to the resort:
    - Advertise remote day skier parking at Ecker Hill park and ride lot
    - Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
    - Promote other remote lots including high school, etc.
    - Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

APPENDIX A

Required Parking (City Code)

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S	MAX AREA	PARKING REQ'S	Rate	PARCEL B					PARCEL C						PARCEL E				PARCEL D			TOTAL
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1.5	32	8	7		71		9				14	34			51	16		24	160
Apt/Condo>=2000 SQFT	none	2 per DU	2	14	0	3		34		2				4				0			0	38
Total Residential Required				85	61	39		185	249	20				269				59			42	555
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																				0
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								945						269				499			42	1755
TOTAL REQUIRED								945						527				612			139	2223
TOTAL PROVIDED								906						185				535			95	1721

APPENDIX B

Proposed Alternative Parking Calculations

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S	MAX AREA	PARKING REQ'S	Rate	PARCEL B					PARCEL C						PARCEL E				PARCEL D			TOTAL
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1	32	8	7		47		9				9	34			34	16		16	106
Apt/Condo>=2000 SQFT	none	2 per DU	1	14	0	3		17		2				2				0			0	19
Total Residential Required				55	57	0		144	249	13				262	42			42	34		34	482
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																				0
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								904						262				482			34	1682
TOTAL REQUIRED								904						520				595			131	2150
TOTAL PROVIDED								906						185				535			95	1721

Time	Parcel	Parcel B						Parcel C					Parcel D				Parcel E					All Parcels	
	Land Use	Condos	Afford. Housing	Employee Housing	Day Skier	TOTAL	SUPPLY / DELTA	Hotel Rooms	Meeting Space	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	Day Skier	TOTAL	SUPPLY / DELTA	TOTAL	SUPPLY / DELTA
	Required Parking	55	57	0	760	872	906	249	100	158	507	185	34	97	131	95	42	113	440	595	535	2106	1721
	Internal Capture / Unoccupied	15%	15%	0%	0%			15%	80%	80%			15%	80%			15%	80%	0%				
	ITE Land Use #	330	221	N/A	N/A			330	Meeting	820			330	820			330	820	N/A				
12:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
1:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
2:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
3:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
4:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
5:00 AM		33	48	0	760	841	65	149	0	0	149	36	21	0	21	74	25	0	440	465	70	1476	245
6:00 AM		28	47	0	760	835	71	123	2	2	127	58	17	1	18	77	21	2	440	463	72	1443	278
7:00 AM		28	47	0	760	835	71	123	10	5	138	47	17	3	20	75	21	4	440	465	70	1458	263
8:00 AM		30	43	0	760	833	73	134	20	12	166	19	19	7	26	69	23	8	440	471	64	1496	225
9:00 AM		31	41	0	760	832	74	138	20	18	176	9	19	11	30	65	24	13	440	477	58	1515	206
10:00 AM		29	37	0	760	826	80	127	20	24	171	14	18	15	33	62	22	17	440	479	56	1509	212
11:00 AM		29	35	0	760	824	82	127	20	27	174	11	18	17	35	60	22	20	440	482	53	1515	206
12:00 PM		28	33	0	760	821	85	125	20	31	176	9	18	19	37	58	22	22	440	484	51	1518	203
1:00 PM		24	32	0	760	816	90	106	20	31	157	28	15	20	35	60	18	23	440	481	54	1489	232
2:00 PM		24	34	0	760	818	88	108	20	32	160	25	15	20	35	60	19	23	440	482	53	1495	226
3:00 PM		23	34	0	760	817	89	104	20	31	155	30	15	19	34	61	18	22	440	480	55	1486	235
4:00 PM		26	35	0	760	821	85	115	20	28	163	22	16	18	34	61	20	20	440	480	55	1498	223
5:00 PM		25	36	0	760	821	85	111	20	25	156	29	16	15	31	64	19	18	440	477	58	1485	236
6:00 PM		30	36	0	760	826	80	134	16	21	171	14	19	13	32	63	23	15	440	478	57	1507	214
7:00 PM		38	36	0	760	834	72	170	12	18	200	-15	24	11	35	60	29	13	440	482	53	1551	170
8:00 PM		44	37	0	760	841	65	199	8	13	220	-35	28	8	36	59	34	10	440	484	51	1581	140
9:00 PM		47	38	0	760	845	61	210	4	8	222	-37	29	5	34	61	36	6	440	482	53	1583	138
10:00 PM		47	40	0	760	847	59	212	0	4	216	-31	29	2	31	64	36	3	440	479	56	1573	148
11:00 PM		44	43	0	760	847	59	197	0	0	197	-12	27	0	27	68	34	0	440	474	61	1545	176