

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

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

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

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

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

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ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1998 JUL 21 12:03 PM FEE \$1.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

RECITALS

- A. Developer controls the development rights to, owns, or is purchasing approximately
24.92 acres located in Park City as described in Exhibit A attached hereto (the "1997
Master Planned Area"), and has a legal interest (whether by lease, fee title, or
prescription) in certain real property consisting of approximately three thousand five
hundred (3500) acres located in unincorporated Summit, Salt Lake, and Wasatch
Counties as described in Exhibit B and depicted in Exhibit C attached hereto (the "Park
City Alpine Terrain").
- B. Developer intends to develop the 1997 Master Planned Area pursuant to the "Park City
Mountain Resort Base Area Master Plan Study" (Exhibit D) and subject to all conditions
of approval described in Exhibits E and F attached to this Agreement (respectively, the
June 25, 1997 Conditions of Planning Commission Approval and the August 21, 1997

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

- C. City has taken planning actions relating to the development of the 1997 Master Planned Area and the Park City Alpine Terrain which culminated, after a duly noticed public hearing on June 25, 1997, in a unanimous, conditional approval of the PCMR Concept Master Plan.
- D. Developer will contract in reliance on the PCMR Concept Master Plan approval.
- E. City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, *inter alia*, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.

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

AGREEMENT

Section 1. DEFINITIONS

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

- (a) "Community Development Director" shall mean the Director of the City's Department of Community Development, or his or her designee.
- (b) "Master Owners' Association" means the Park City Resort Base Area Plaza Association, a Utah non-profit corporation.
- (c) "Parcel" means one of parcels A through E described in the PCMR Concept Master Plan.

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

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

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

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

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

Mountain Bike Rental, Repair, and Sales
 Ski/Snowboard (etc) Repair, Rental and Sales
 Ski School/Skiwee/Kinderschule/Day Care
 Ticket Sales
 Summer Recreation Facilities
 Public Convention Facilities

(g) "Unit Equivalent"

Unit Equivalent

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

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

- (1) Within a hotel or condominium project with front desk nightly rental, up to 5% of the total floor area may be dedicated to meeting rooms and an additional 5% for support commercial, areas without requiring the use of a unit equivalent of commercial space.
- (2) Circulation spaces including lobbies inside or outside of units do not count as floor area of the unit, or as commercial unit equivalents
- (3) Where the unit configuration fits one of the above designations, but the square footage exceeds the footage stated for the configuration, the square footage shall control, and the unit equivalent for that size unit shall apply.
- (4) The Developer shall have the right to make its election of how to apply the unit equivalency within individual building projects. An election of the final unit configuration must be made at the time the application for final site plan is submitted, and the election of unit mixes is part of the conditional use process that the final site plan is reviewed under.
- (5) For purposes of calculating unit equivalency, "condominium" means a residential unit, which is designed to maximize its potential for continuous use as nightly lodging. Such design shall include the provision of front desk accommodation services and lockout units within a minimum of 80% of the units containing more than one bedroom attributed to each Parcel.

Section 2. OBLIGATIONS OF DEVELOPER

2.1 Conditions of Approval

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.1.14 Development Exclusion.

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

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

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

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2.2 Employee Housing

Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003.¹ The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City. Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

2.3 Ski Operations Improvements

The Developer has submitted a Mountain Upgrade Plan, which is attached hereto as Exhibit L. Development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is a subject to administrative review² and approval or rejection for improvements visible from vantage points within the City limits prior to application to Summit County for any necessary County permit. Within the areas shown on the view shed Area map, Exhibit M, the Developer shall notify the Community Development Director of the proposed project and shall submit a plan detailing the proposed location of the alignment and scope of the proposed undertaking will be submitted with such notification. The Developer and the Community Development Director shall discuss the project and the potential

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

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

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

- 2.3.1. Consistency with the Mountain Upgrade plan. The selection of lift transportation type shall be at the sole discretion of the Developer.
- 2.3.2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvicultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.
- 2.3.3. Ski run lighting shall be consistent with the Park City lighting standards. Glare shall be minimized to the greatest extent possible.
- 2.3.4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity.
- 2.3.5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health.

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

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

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

Section 3. DEVELOPMENT OF THE 1997 MASTER PLANNED AREA

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

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

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

3.2.1. Parcel Square Footage Allowance Table

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

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

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

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

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

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

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

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

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

Section 4. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

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

Section 5. IMPLEMENTATION OF THIS AGREEMENT

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

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

Section 6. GENERAL PROVISIONS

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

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

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

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

Section 7. MISCELLANEOUS

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

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

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

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

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

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If to City to:

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

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

If to Developer to:

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

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

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

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

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

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

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

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

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

Park City Municipal Corporation

By: Charles P. Klingenstein
 Charles P. Klingenstein, Mayor Pro Tem

ATTEST: City Clerk

By: Janet M. Scott
 Janet Scott, City Recorder



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Approved as to Form:


Jodi Hoffman, City Attorney

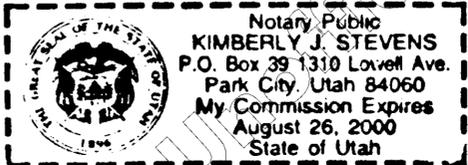
DEVELOPER:

Powdr Development Corp.,
a Utah corporation


By: Douglas Clyde, President

STATE OF UTAH)
 SS
COUNTY OF Summit

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

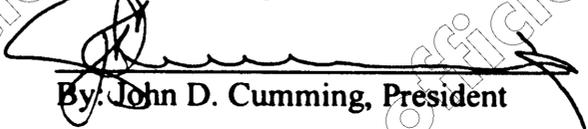



NOTARY PUBLIC

Approved as to Form:


Tom Berggren, Counsel to Powdr Development Corp

Powdr Corp.,
a Delaware corporation


By: John D. Cumming, President

Approved as to Form:


Tom Berggren, Counsel to Powdr Corp

Greater Park City Corp.,
a Utah corporation

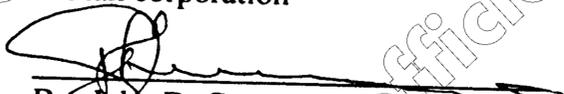
00513070 Bk01166 Pg00398

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

Approved as to Form:


Tom Berggren, Counsel to Greater Park City Corp

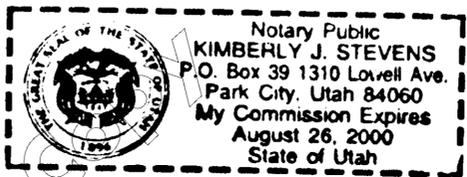
Park City Ski Holidays,
a Utah corporation


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


Tom Berggren, Counsel to Park City Ski Holidays

STATE OF UTAH)
) SS
COUNTY OF *Summit*)

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




NOTARY PUBLIC

00513070 Bk01166 Pg00399

Exhibit A

100 0 100 200 FEET

LINE	LENGTH	BEARING
L1	23.09	S 30°28'00" E
L2	48.14	S 24°20'00" W
L3	39.49	S 24°22'11" W
L4	28.75	S 27°28'14" W
L5	23.53	N 80°27'12" E
L6	23.53	N 82°21'02" E
L7	23.53	N 82°21'02" E
L8	44.33	N 24°21'47" E
L9	58.89	N 74°28'00" E
L10	23.09	N 74°28'00" E
L11	64.44	S 12°27'38" E
L12	15.84	S 77°28'00" E
L13	2.00	N 57°28'00" E
L14	21.44	N 12°28'00" E
L15	48.89	S 24°28'00" E
L16	58.89	S 24°28'00" E
L17	37.74	S 24°28'00" E
L18	10.13	S 24°28'00" E
L19	75.84	S 24°28'00" E
L20	63.87	S 24°28'00" E
L21	64.63	S 77°28'00" E
L22	60.23	N 01°28'44" E
L23	32.93	N 12°28'00" E
L24	3.99	N 80°28'00" E
L25	27.09	S 77°28'00" E
L26	48.09	S 77°28'00" E
L27	16.48	N 80°13'14" E
L28	13.38	S 22°28'00" E
L29	26.77	S 20°28'00" E

CURVE	LENGTH	RADIUS	DATA
C7	21.74	28.09	72°42'00"
C8	22.63	45.09	80°00'00"
C9	175.78	2771.02	28°21'02"
C10	71.18	85.09	81°24'12"
C11	68.88	104.48	87°14'08"
C12	64.11	138.09	80°08'28"
C13	26.79	148.09	11°36'08"
C14	17.24	18.09	88°28'00"
C15	24.97	118.09	87°28'04"
C16	64.21	478.58	10°00'00"

For Full-Size Map, See Either
Park City Municipal Corp
or Powdr Development Co.

00513070 Bk01166 Pg00400

LEGEND

-  RC-MPD ZONE
-  ROS ZONE

Exhibit A

DESCRIPTIONS

PARCEL ROS-1

Beginning at a point South 89° 35' 48" East along the Section line 712.75 feet and South 384.29 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 12° 47' 39" West 263.93 feet; thence South 77° 12' 21" East 90.71 feet; thence South 12° 47' 39" West 64.45 feet; thence South 77° 12' 21" East 132.77 feet; thence South 12° 37' 19" West 211.90 feet; thence North 40° 08' 54" West 100.48 feet; thence South 02° 12' 39" West 452.24 feet; thence North 89° 56' 15" West 419.60 feet; thence North 05° 22' 31" East 876.12 feet; thence North 40° 08' 54" West 406.25 feet to the boundary line of SNOW FLOWER CONDOMINIUMS, according to the Record of Survey Plat recorded September 25, 1978 as Entry # 149678 in the Summit County Recorder's Office; thence along the boundary line of SNOW FLOWER CONDOMINIUMS North 58° 00' 00" East 111.21 feet; thence along the boundary line of SNOW FLOWER CONDOMINIUMS North 29° 38' 00" East 202.90 feet; thence along the boundary line of SNOW FLOWER CONDOMINIUMS North 74° 25' 00" East 59.68 feet; thence South 10° 06' 00" East 181.42 feet; thence South 44° 31' 22" East 425.00 feet to the point of beginning. Description contains 11.39 Acres.

PARCEL ROS-2

Beginning at a point South 89° 35' 48" East along the Section line 1134.19 feet and South 1340.16 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 54° 32' 00" East 45.14 feet; thence North 35° 28' 00" West 25.00 feet; thence North 54° 32' 00" East 185.35 feet; thence South 00° 40' 32" West 354.52 feet; thence North 40° 08' 54" West 262.17 feet to the point of beginning. Description contains 0.74 Acres.

PARCEL ROS-3

Beginning at a point South 89° 35' 48" East along the Section line 883.69 feet and South 982.34 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 01° 55' 44" West 60.25 feet; thence North 40° 08' 54" West 97.72 feet; thence South 77° 26' 50" East 66.63 feet to the point of beginning. Description contains .05 Acres.

PARCEL RC-MPD-A

Beginning at the southeast corner of the Plaza Hotel Condominiums according to the Record of Survey Plat recorded March 19, 1992 as Entry # 355911 in the Summit County Recorder's Office, said point is located North 89° 34' 31" West 1272.65 feet along the section line and South 879.09 feet from the North Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the westerly right-of-way line of Lowell Avenue South 35° 28' 00" East 215.34 feet; thence along the centerline of vacated 13th Street (aka Cathoun Street) and a projection of the centerline South 54° 32' 00" West 409.30 feet; thence South 35° 28' 00" East 25.00 feet; thence South 54° 32' 00" West 195.63 feet; thence South 24° 22' 11" West 30.45 feet; thence South 57° 08' 14" West 29.74 feet; thence North 80° 37' 12" West 62.13 feet; thence North 32° 53' 06" West 25.53 feet; thence North 08° 35' 50" West 23.12 feet; thence North 32° 51' 33" West 46.33 feet; thence North 01° 55' 44" East 397.64 feet; thence South 77° 26' 50" East 15.84 feet; thence North 12° 08' 05" East 32.93 feet; thence East 3.96 feet; thence South 77° 30' 00" East 27.02 feet; thence North 12° 08' 05" East 21.42 feet; thence South 77° 51' 55" East 46.09 feet; thence North 12° 08' 05" East 81.80 feet to a point on an easement line which surrounds the Silver Mill House and Marsac Mill Manor, and is described on the Record of Survey Plat of MARSAC MILL MANOR AND SILVER MILL HOUSE CONDOMINIUMS, recorded August 20, 1976 as Entry #133093 in the Summit County Recorder's Office; thence along said easement line the following six (6) courses: thence 1) South 77° 16' 22" East (Plat North 57° 19' 30" East) 2.00 feet; thence 2) South 77° 14' 20" East (Plat South 32° 40' 30" East) 49.50 feet; thence 3) North 57° 20' 56" East (Plat North 57° 19' 30" East) 2.00 feet; thence 4) South 32° 39' 04" East (Plat South 32° 40' 30" East) 12.01 feet; thence along the Plaza Hotel Condominium North 57° 24' 49" East 126.35 feet (Plat North 57° 19' 30" East 127.72 feet) to the point of beginning. Description contains 4.89 Acres.

PARCEL RC-MPD-B

Beginning at a point on the Southerly right-of-way line of Millite Way, according to the Record of Survey Plat on file and recorded December 22, 1982 as Entry # 199571 in the Summit County Recorder's Office, said point is located South 89° 35' 48" East 1148.92 feet along the Section line and South 323.82 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly line of Millite Way North 54° 01' 00" East 229.36 feet to a point on a 15.00 foot radius curve to the right, of which the radius point bears South 35° 59' 00" East; thence along the right-of-way line of Millite Way and along the arc of said curve 25.57 feet thru a central angle of 97° 39' 53" to a point on a 475.30 foot radius curve to the right, of which the radius point bears South 61° 40' 53" West; thence along the right-of-way line of Empire Avenue and along the arc of said curve 84.21 feet thru a central angle of 10° 09' 07"; thence along the right-of-way line of Empire Avenue South 18° 10' 00" East 443.37 feet to a point on a 25.00 foot radius curve to the right, of which the radius point bears South 71° 50' 00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 31.72 feet thru a central angle of 72° 42' 00"; thence along the right-of-way line of Marsac Manor South 54° 32' 00" West 118.05 feet to a point on a 40.00 foot radius curve to the right, of which the radius point bears North 35° 28' 00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 62.83 feet thru a central angle of 90° 00' 00"; thence along the right-of-way line of Lowell Avenue North 35° 28' 00" West 409.88 feet to a point on a 88.00 foot radius curve to the right, of which the radius point bears North 54° 32' 00" East; thence along the right-of-way line of Lowell Avenue and Millite Way and along the arc of said curve 137.44 feet thru a central angle of 89° 29' 00" to the point of beginning. Description contains 3.16 Acres.

PARCEL RC-MPD-C

Beginning at a point South 89° 35' 48" East along the Section line 712.75 feet and South 384.29 feet from the Northwest Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 44° 31' 22" West 425.00 feet; thence North 10° 06' 00" West 181.42 feet to a point on the boundary line of SNOW FLOWER CONDOMINIUMS, according to the Record of Survey Plat recorded September 25, 1978 as Entry #149678 in the Summit County Recorder's Office; thence along the boundary line of SNOW FLOWER CONDOMINIUMS the following two (2) courses: 1) North 74° 25' 00" East 20.09 feet; thence 2) North 10° 06' 00" West 187.64 feet (Plat 187.70 feet) to a point on the southerly right-of-way line of Silver King Drive, according to the Record of Survey Plat recorded December 22, 1982 as Entry # 199571 in the Summit County Recorder's Office; thence along the right-of-way line of Silver King Drive the following six (6) courses: thence 1) North 80° 15' 14" East 16.46 feet to a point on a 4707.00 foot radius curve to the left, of which the radius point bears North 08° 44' 46" West; thence 2) along the arc of said curve 124.75 feet thru a central angle of 01° 31' 07"; thence 3) North 82° 41' 48" East 100.40 feet to a point on a 4715.00 foot radius curve to the left, of which the radius point bears North 12° 28' 55" West; thence 4) along the arc of said curve 153.32 feet thru a central angle of 01° 51' 47"; thence 5) North 75° 39' 18" East 217.47 feet to a point on a 50.00 foot radius curve to the right, of which the radius point bears South 14° 20' 42" East; thence 6) along the arc of said curve 71.18 feet thru a central angle of 81° 34' 12"; thence along the right-of-way line of Empire Avenue South 22° 46' 30" East 15.28 feet to a point on a 525.48 foot radius curve to the left, of which the radius point bears North 67° 13' 30" East; thence along the right-of-way line of Empire Avenue and along the arc of said curve 86.96 feet thru a central angle of 07° 18' 05"; thence along the right-of-way line of Empire Avenue South 30° 04' 35" East 36.27 feet; thence along the boundary line of THE SILVER KING CONDOMINIUMS, according to the Record of Survey Plat recorded April 15, 1983 as Entry # 204862 in the Summit County Recorder's Office South 59° 55' 00" West 37.16 feet; thence along the boundary line of THE SILVER KING CONDOMINIUMS South 33° 52' 00" West 230.02 feet; thence along the boundary line of THE SILVER KING CONDOMINIUMS North 66° 03' 36" West 10.13 feet; thence along the boundary line of THE SILVER KING CONDOMINIUMS South 33° 52' 00" West 71.64 feet; thence South 33° 52' 00" West 63.91 feet; thence along the right-of-way line of Lowell Avenue South 35° 59' 00" East 326.48 feet to a point on a 138.00 foot radius curve to the right, of which the radius point bears South 54° 01' 00" West; thence along the right-of-way line of Lowell Avenue and along the arc of said curve 84.15 feet thru a central angle of 39° 05' 29" to a point on a 148.00 foot radius curve to the left, of which the radius point bears South 88° 53' 31" East; thence along the right-of-way line of Lowell Avenue and along the arc of said curve 30.79 feet thru a central angle of 11° 55' 08"; thence along the boundary line of THE RESORT CENTER CONDOMINIUMS PHASE 1B, according to the Record of Survey Plat recorded August 22, 1985 as Entry # 238027 in the Summit County Recorder's Office North 77° 12' 21" West 311.21 feet; thence South 48° 38' 56" West 50.06 feet to the point of beginning. Description contains 8.50 Acres.

00513070 Bk01166 Pg00401

For Full-Size Map, See Either
Park City Municipal Corp
or Powder Development Co.

Unofficial Copy

Exhibit C

For Full-Size Map, See Either
Park City Municipal Corp
or Powdr Development Co.



00513070 Bk01156 Pg00402

DEVELOPMENT
EXCLUSION
AREAS

PARK CITY
MOUNTAIN RESORT

	Development Exclusion Area		Tree Line
	Shadow Lake Lease Area		50 Foot Contour
	Mining Reservations		50 Foot Contour
	Lease Line		Existing Building
	Property Line		Existing 50' L&L
	Existing Road		



PARK CITY
MOUNTAIN RESORT

BASE AREA

MASTER PLAN

STUDY

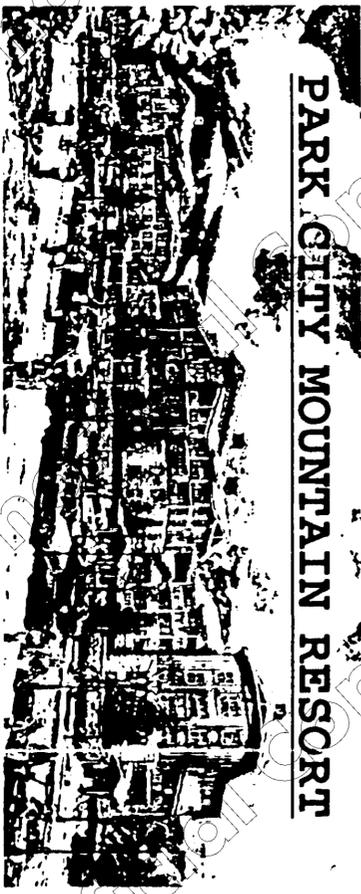


005 13070 B01166 Ps00403

Exhibit D

CONCEPT MASTER PLAN
MARCH 13, 1998





PARK CITY MOUNTAIN RESORT

Rendering is representational of mass only.
Clipping and approval is required.

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BSA No. 9601

**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**

005 13070 Bk01166 Pg00404



Parcel Square Footage Allowance Table					
Parcel	Gross Residential	Residential Support	Accessory Use to Resort Operations and Accessory use @ 10%	Retail/Commercial	Total
A	287000	28700	35000	(1)	350810
B	284000	29400		(1)	323519
C	158000	15800	18000	(1)	192863
D	83000	8300		(1)	102338
E	141000	14100	32000	(1)	187157
TOTAL	974000	97400	85000		1158787

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

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

**PARK CITY MOUNTAIN RESORT:
BASE AREA MASTER PLAN
Development Parcel Summary
(in approximate gross sq. ft.)**

May 21, 1997

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

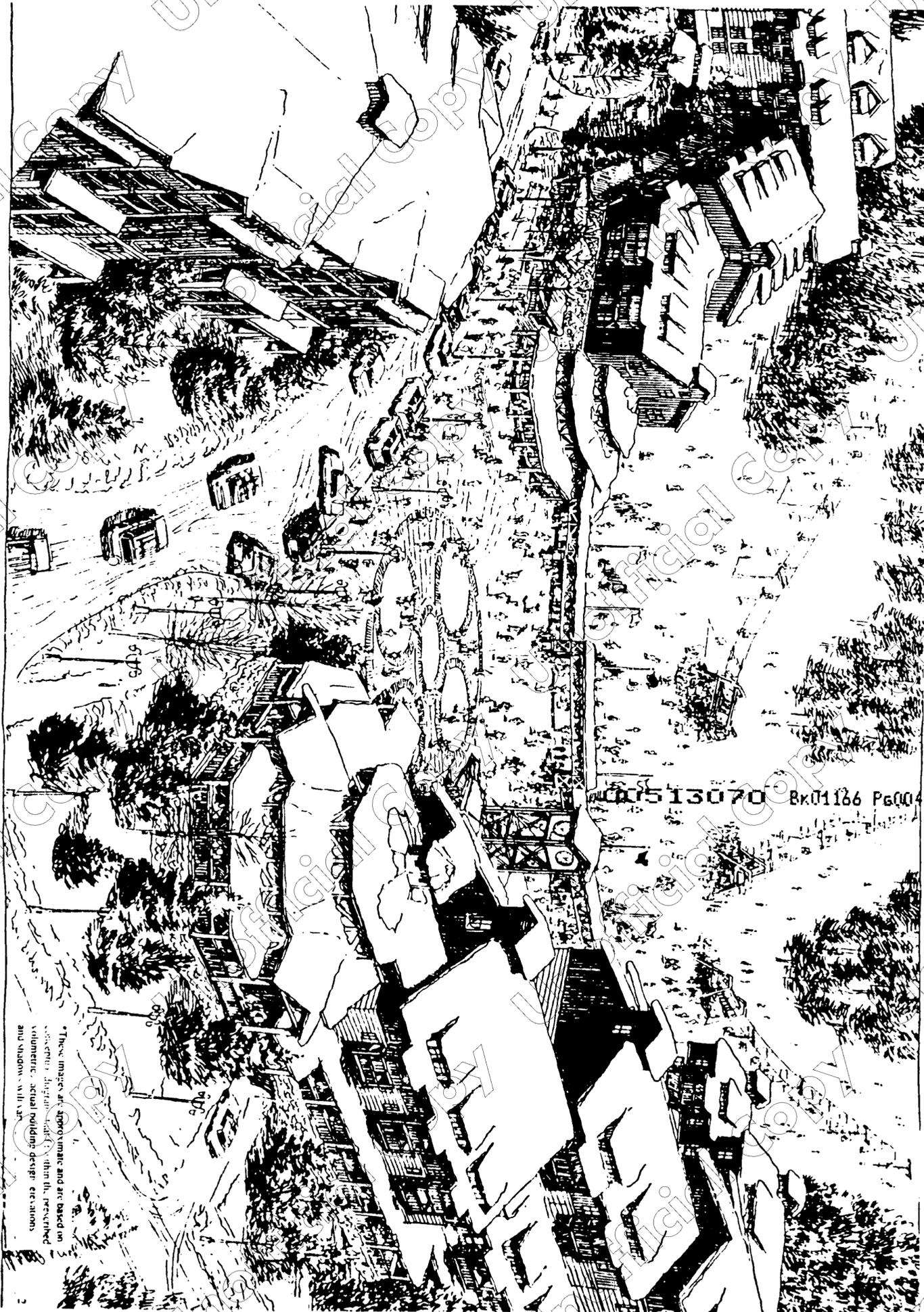
The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will control the size of the building.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

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

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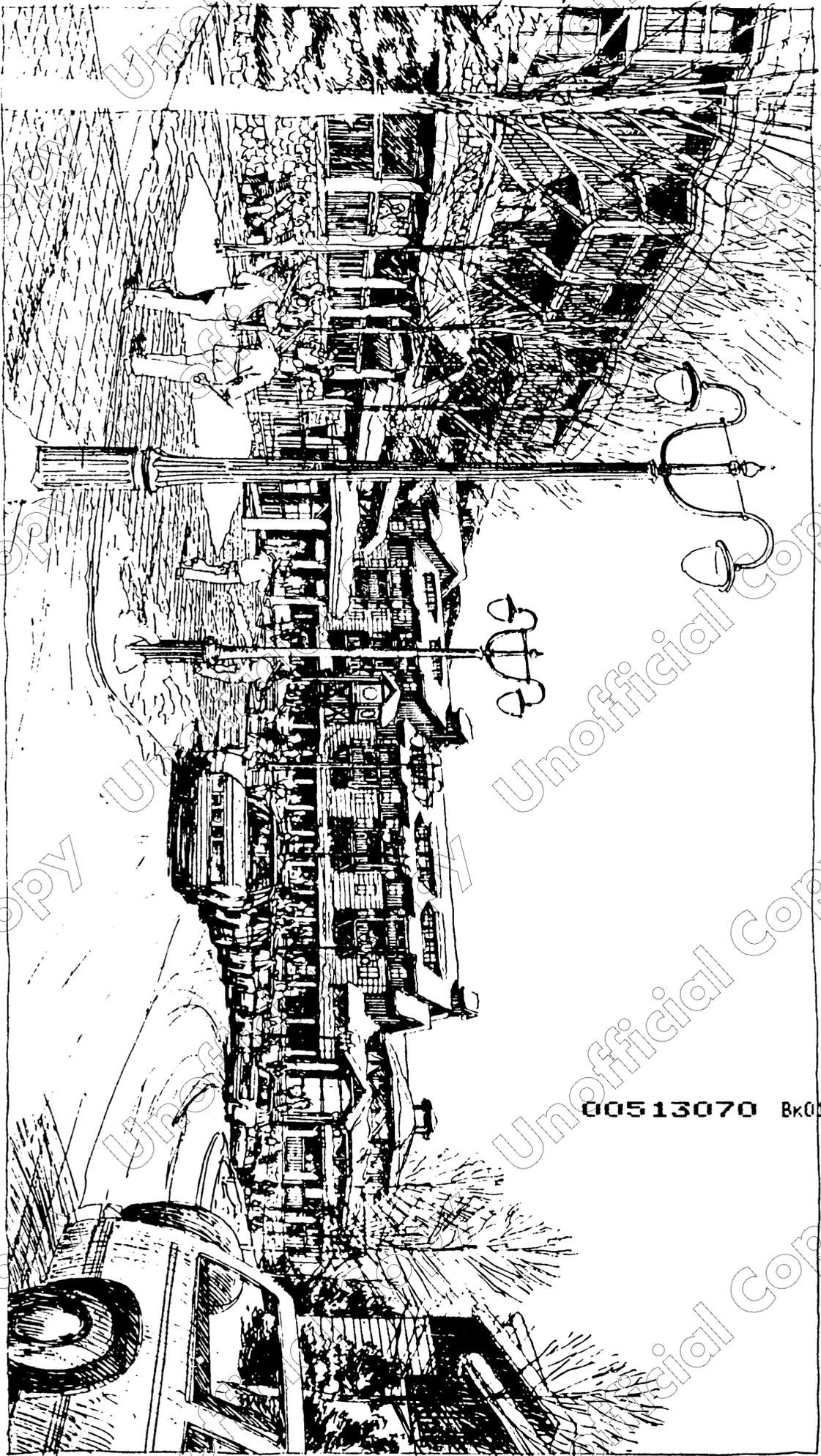
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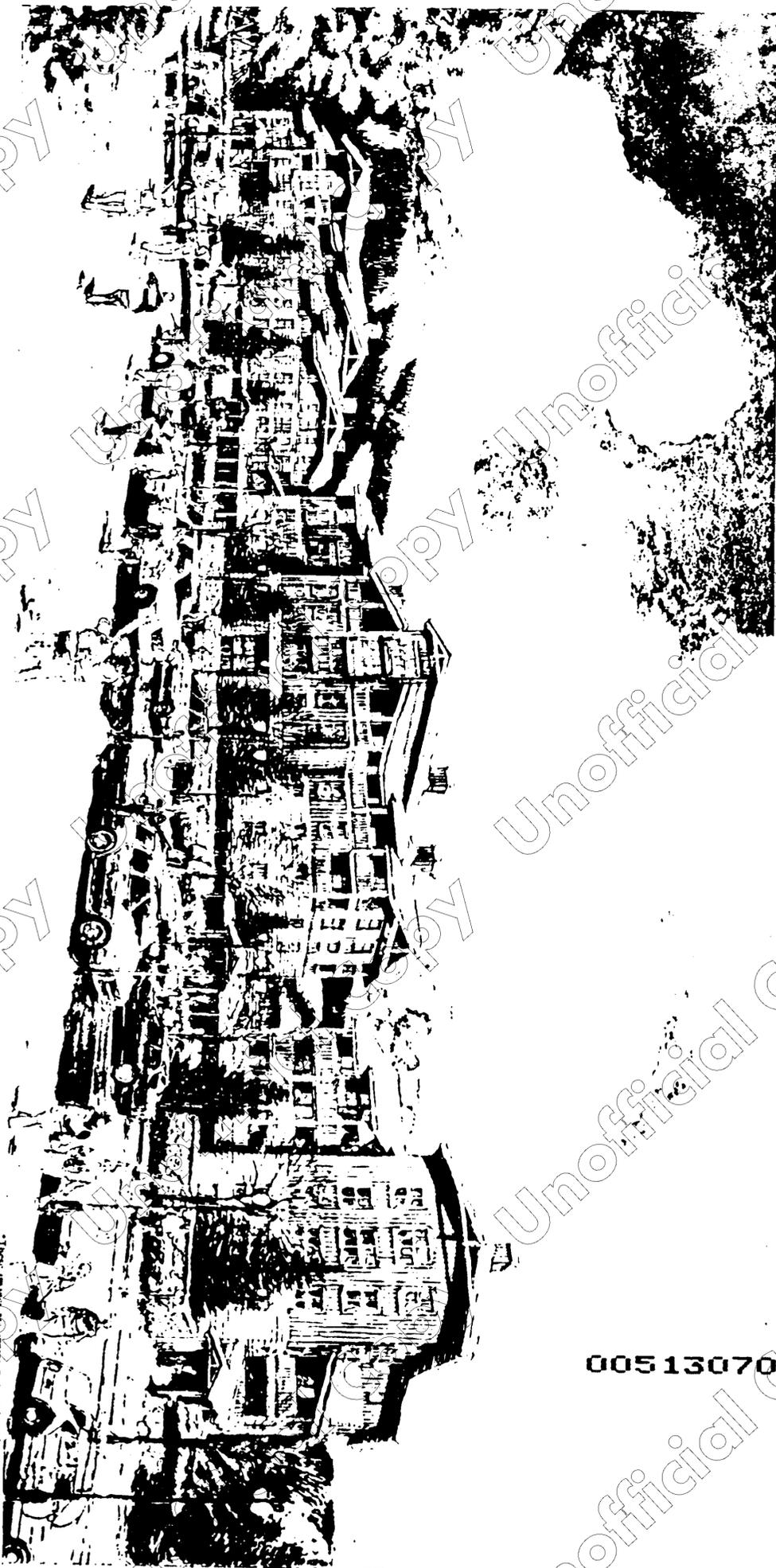
*These images are approximate and are based on
computer digital models when the prescribed
volumetric, actual building design, elevations
and shadows will vary.



LOWELL AVENUE LOOKING NORTH

* These images are approximate and are based on
contemporary diagrams that typically provide
symmetrical, actual building design elevations
and shadows will vary.

00513070 Bk001166 Pg00407



LOWELL AVENUE LOOKING NORTHWEST

These maps are approximate and are based on
conventional drawings that do not show the prescribed
variances. Actual building design elevations
and setbacks will vary.

005 13070 Bk01166 Pg00408

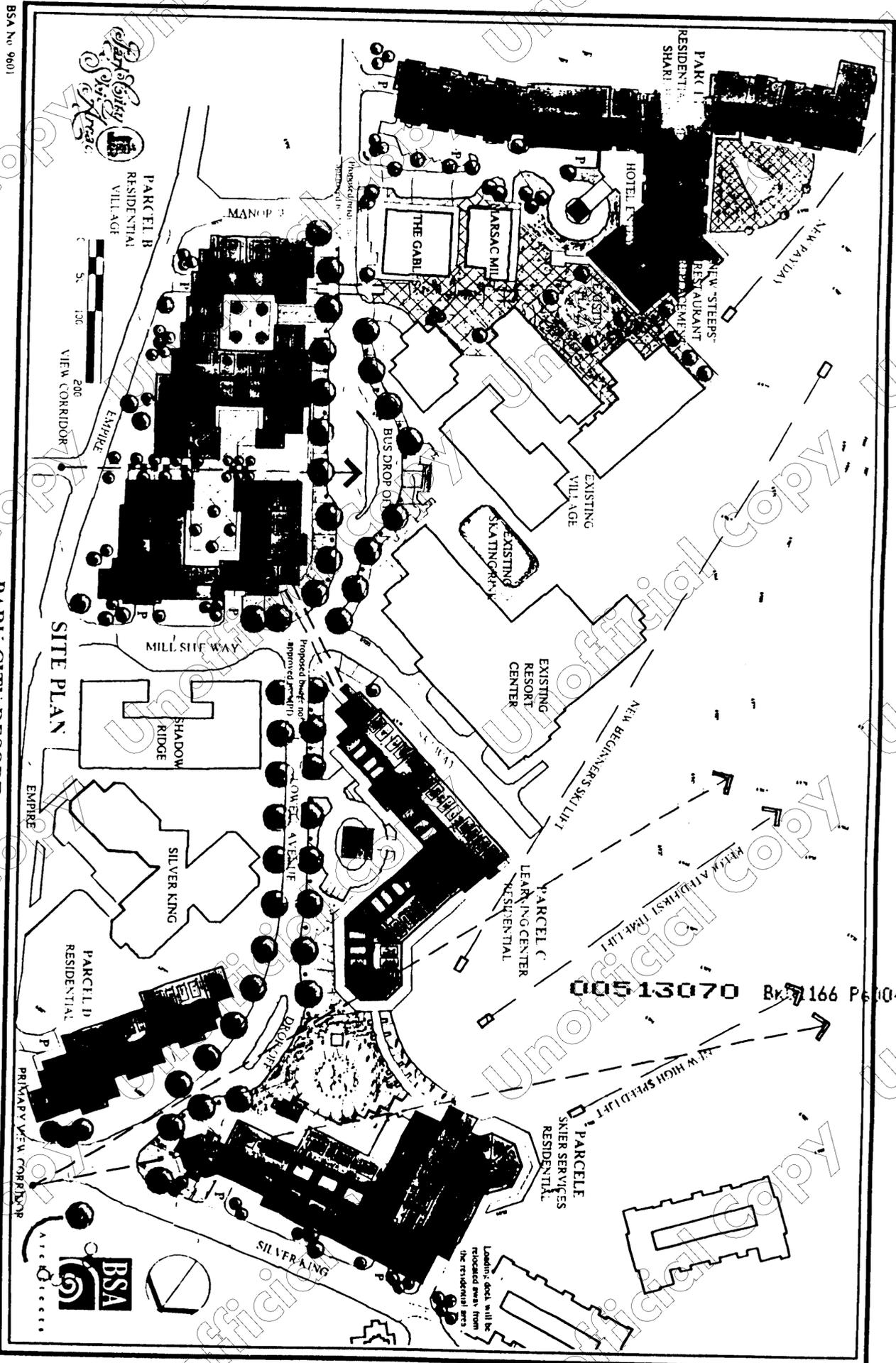


SITE INFORMATION

Architects 5



00513070 Bk01166 Pg00409



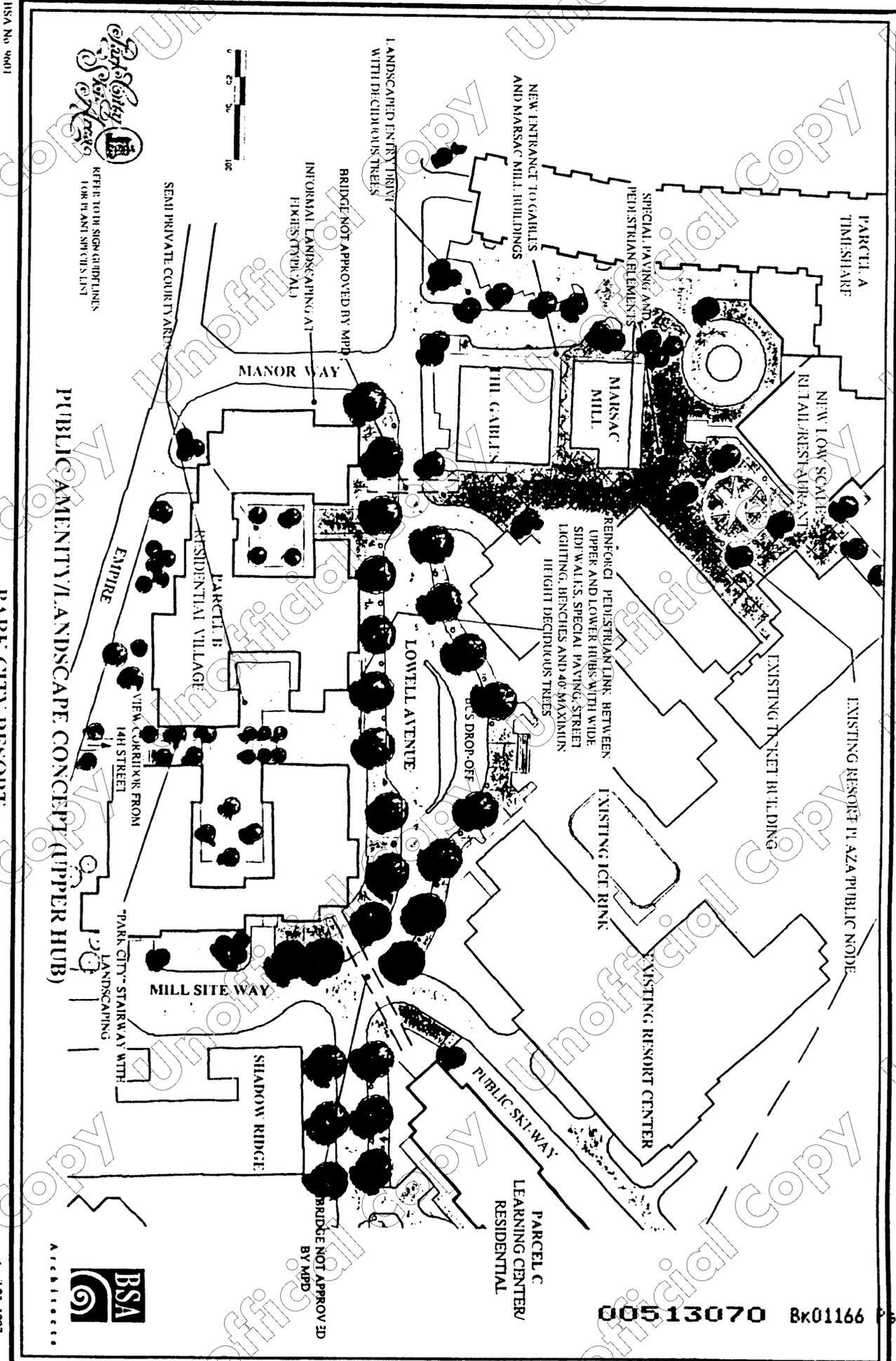
PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. Mar. 14, 1997



BSA

Architects



HSA No. 9601



REFER TO THE SIGN GUIDELINES FOR PLANT SPECIES LIST

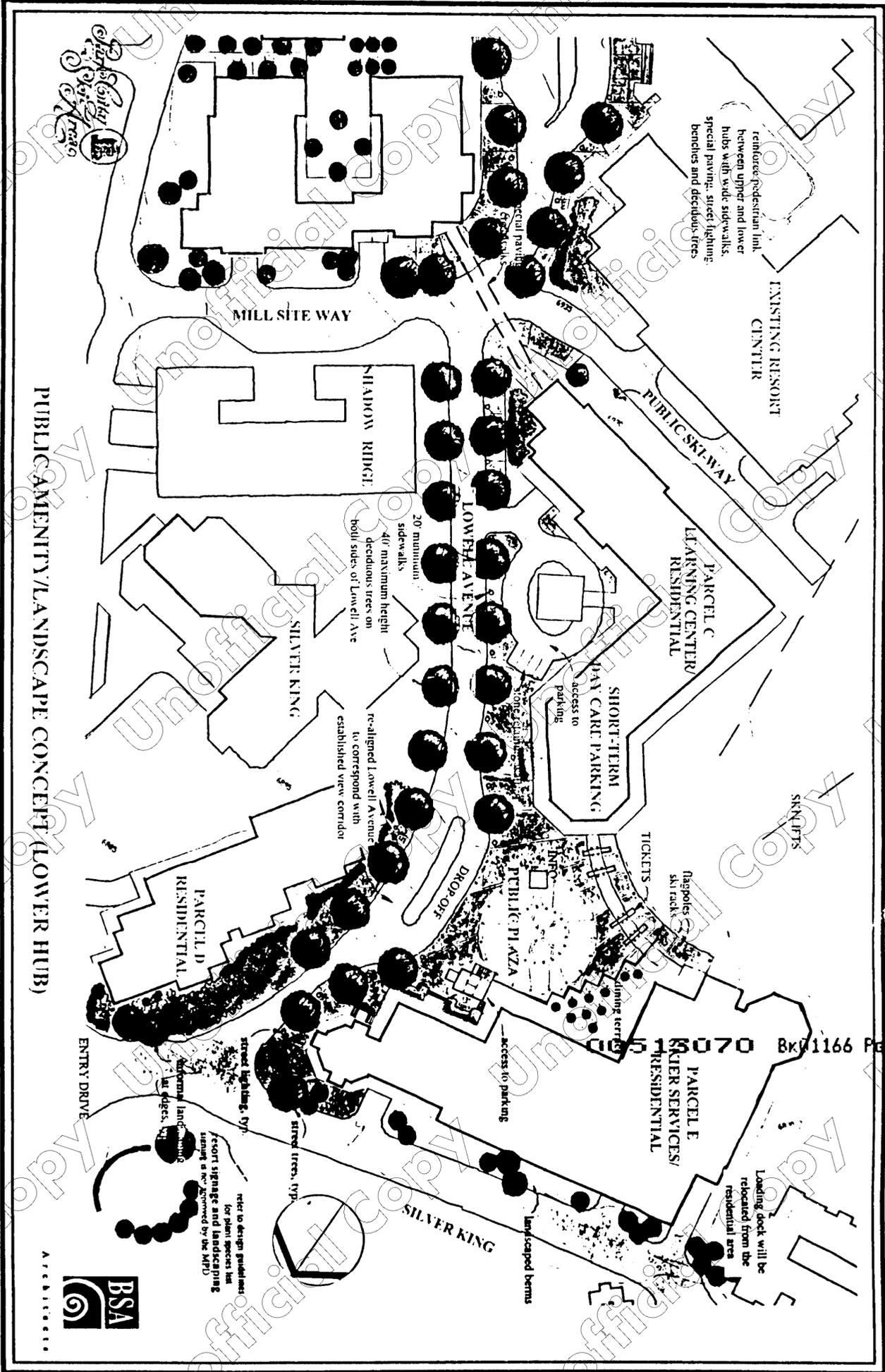
**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**

PUBLIC AMENITY/LANDSCAPE CONCEPT (UPPER HUB)



April 23, 1997
REV JUNE 11, 1997

00513070 Bk01166 P00411



**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**

PUBLIC AMENITY/LANDSCAPE CONCEPT (LOWER HUB)

BSA No. 9601



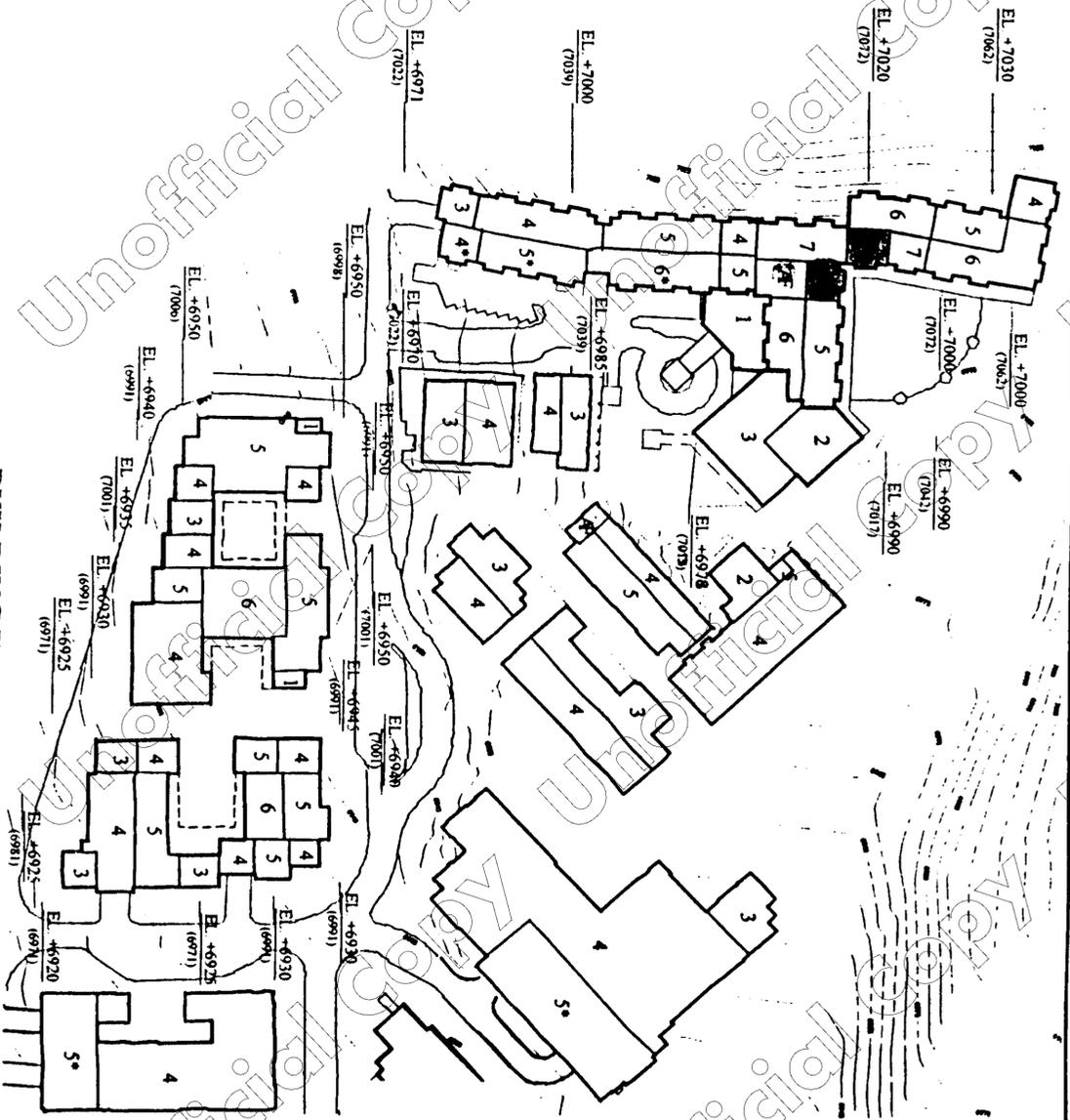
April 23, 1997
Rev. Mar. 14, 1997



BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

BUILDING HEIGHT DIAGRAM
FOR PARCELS A & B

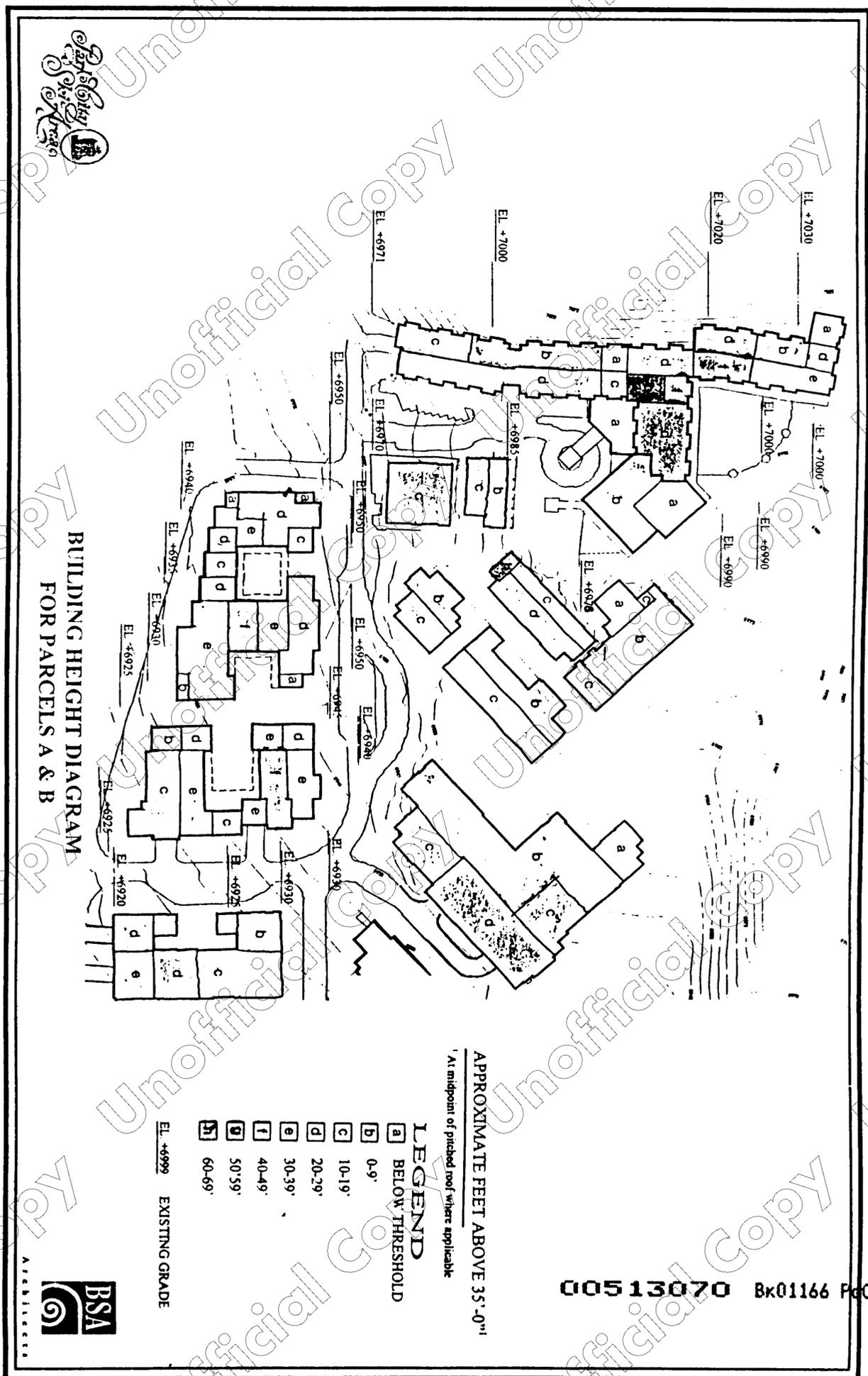


00513070 Bk01166 P00414

- LEGEND**
- 1 STOREY
 - 2 STORES
 - 3 STORES
 - 4 STORES
 - 5 STORES
 - 6 STORES
 - 7 STORES
 - 8 STORES
 - 9 STORES
 - ARCHITECTURAL FEATURE ABOVE 100'
 - ▲
 - EL. +6999 (6999) EXISTING GRADE
 - EST. BLDG. EAVE HEIGHT ONE LEVEL ABOVE GRADE GARAGE



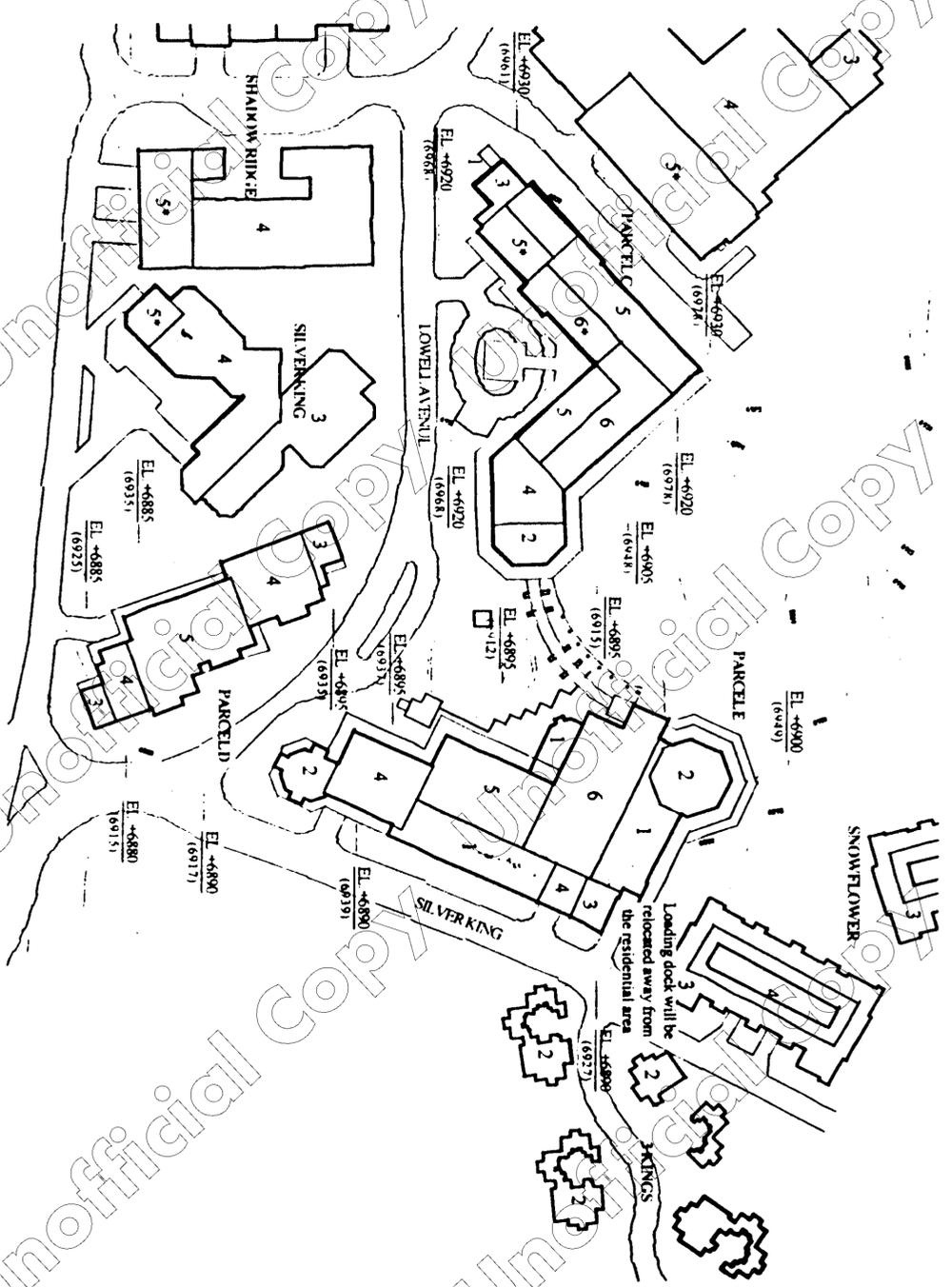
April 23, 1997





HSA No. 9601

PARK CITY RESORT BASE AREA MASTER PLAN STUDY BUILDING HEIGHT DIAGRAM FOR PARCELS C,D & E



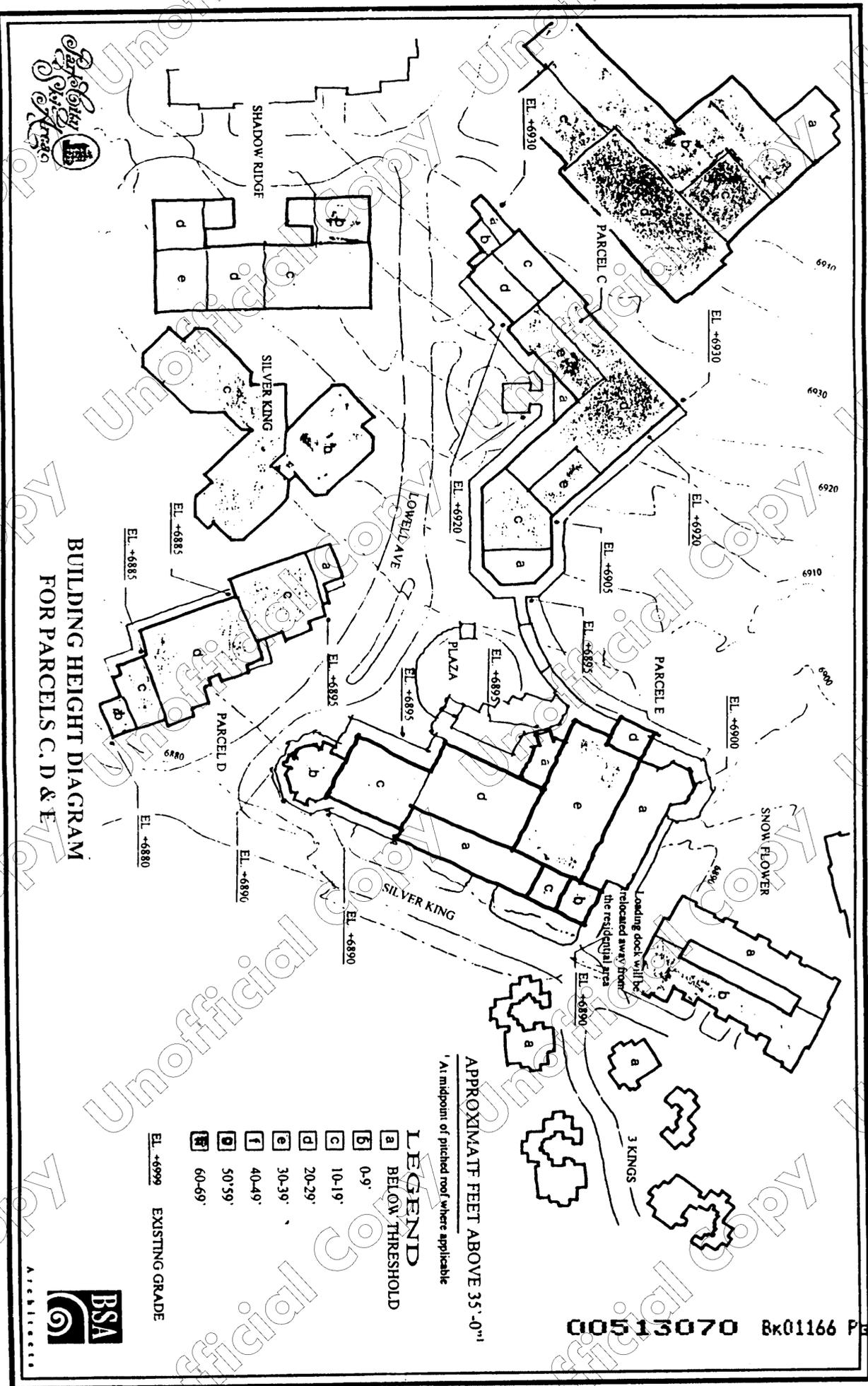
- LEGEND**
- 1 STOREY
 - 2 STORES
 - 3 STORES
 - 4 STORES
 - 5 STORES
 - 6 STORES

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

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April 23, 1997
Rev. Mar. 14, 1997

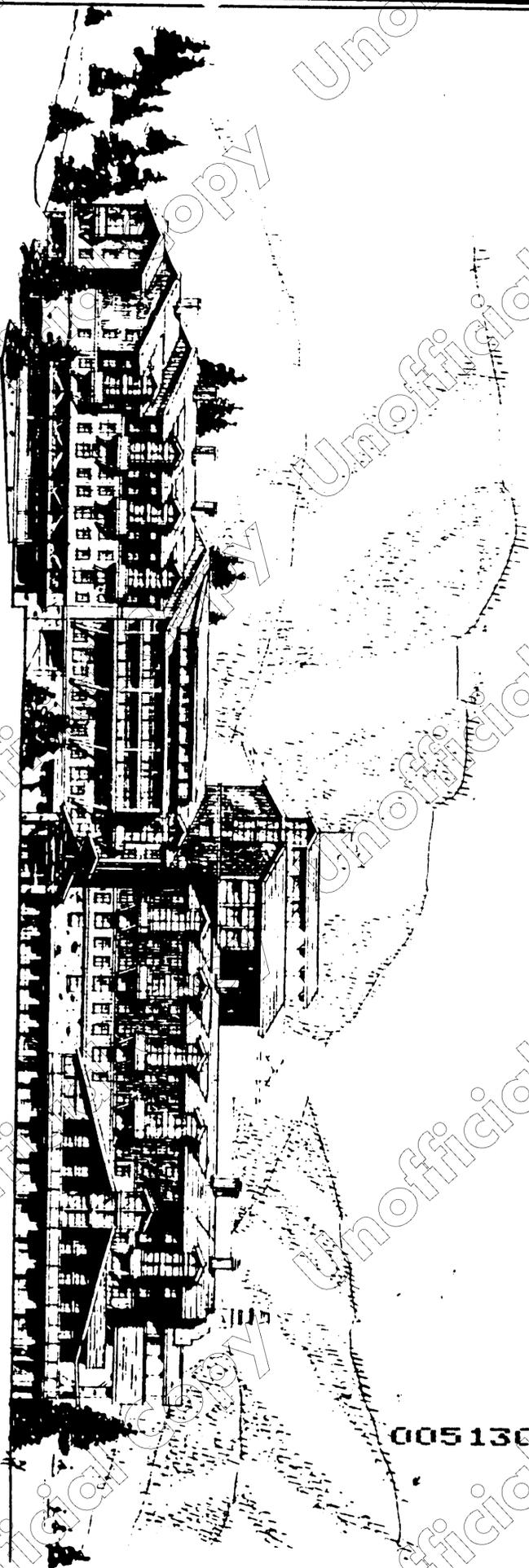




PLEASE NOTE: THE FOLLOWING ELEVATIONS ARE
INDICATIVE OF ARCHITECTURAL CHARACTER FOR
ALLOWABLE MASSING, SEE VOLUMETRICS

BUILDING ELEVATIONS





NORTHEAST ELEVATION (view from Plaza)

Parcel A: TIMESHARE ELEVATION STUDY

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

BSA/R No. 960118

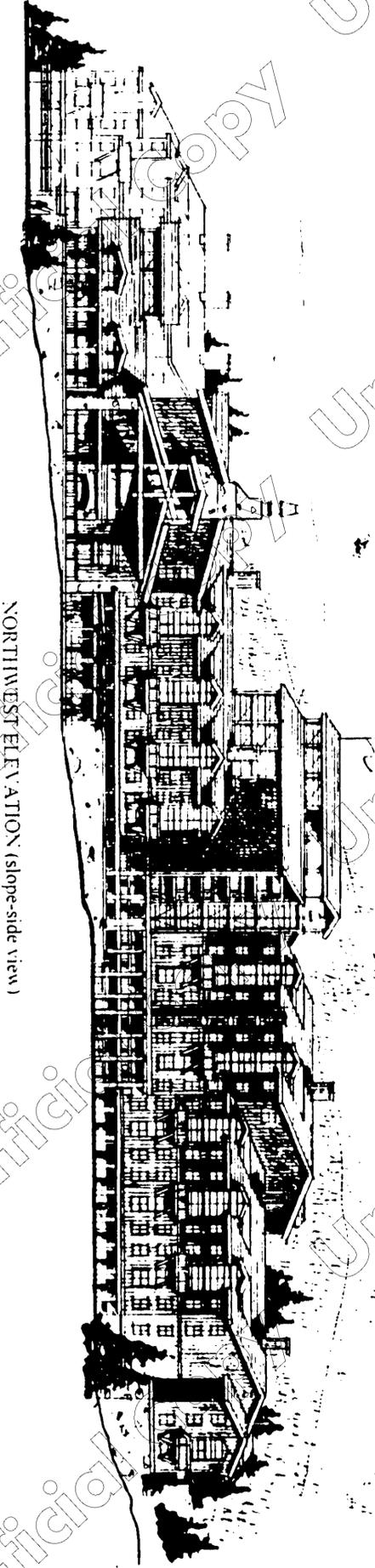
* These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.



ARCHITECTS

July 31, 1996

00513070 Bk01166 P-00419



NORTHWEST ELEVATION (slope-side view)

Parcel A: TIMESHARE ELEVATION STUDY

PARK CITY RESORT:
BASIS AREA MASTER PLAN STUDY

BSA/R No. 96011R

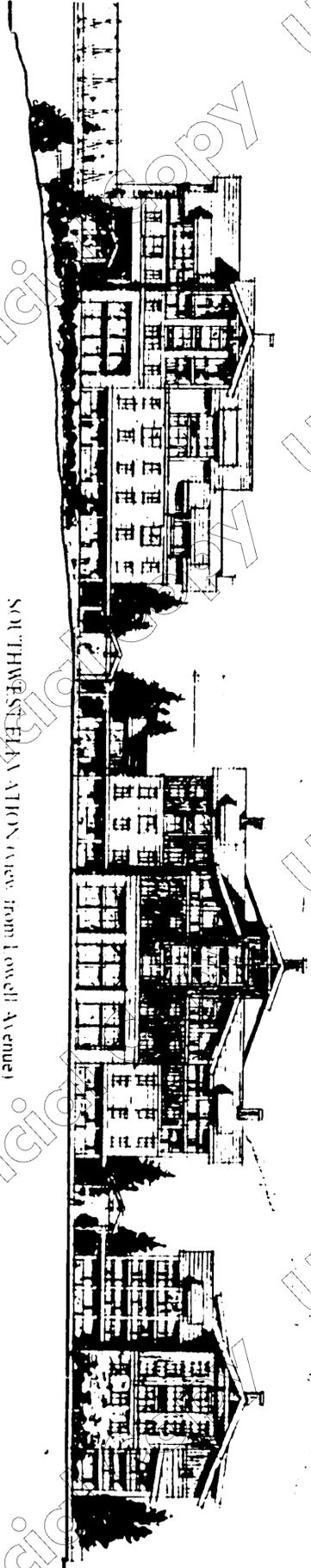
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics, actual building design, elevations, and shadows will vary.

005 13070 Bk01166 Pg00420



ARCHITECTS

July 31, 1996



SOUTHWEST ELEVATION (view from Lowell Avenue)

Parcel B ELEVATION STUDY

BSA#ER No. 960118

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

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



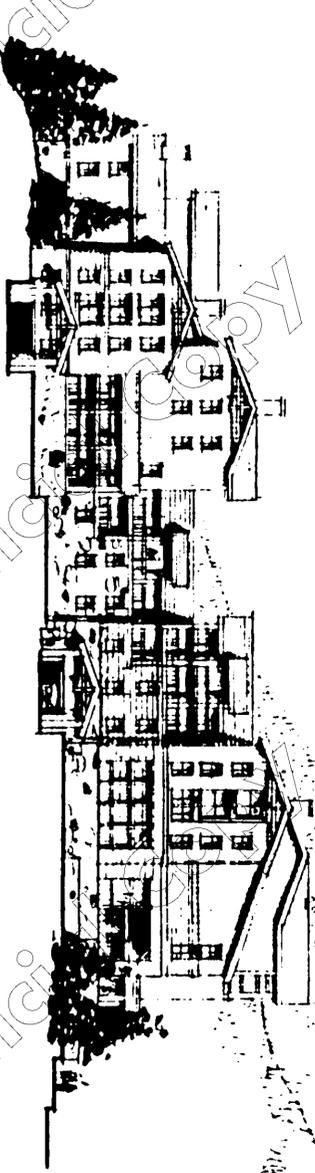
Architects

July 31, 1996

00513070 Bk01166 Pg0421



NORTHWEST ELEVATION (View from Shadow Ridge)



Parcel B - ELEVATION STUDY

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

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

ARCHITECTS



BSA No. 9601.25

July 17, 1997

16

00513070 Bk01166 Ps00422

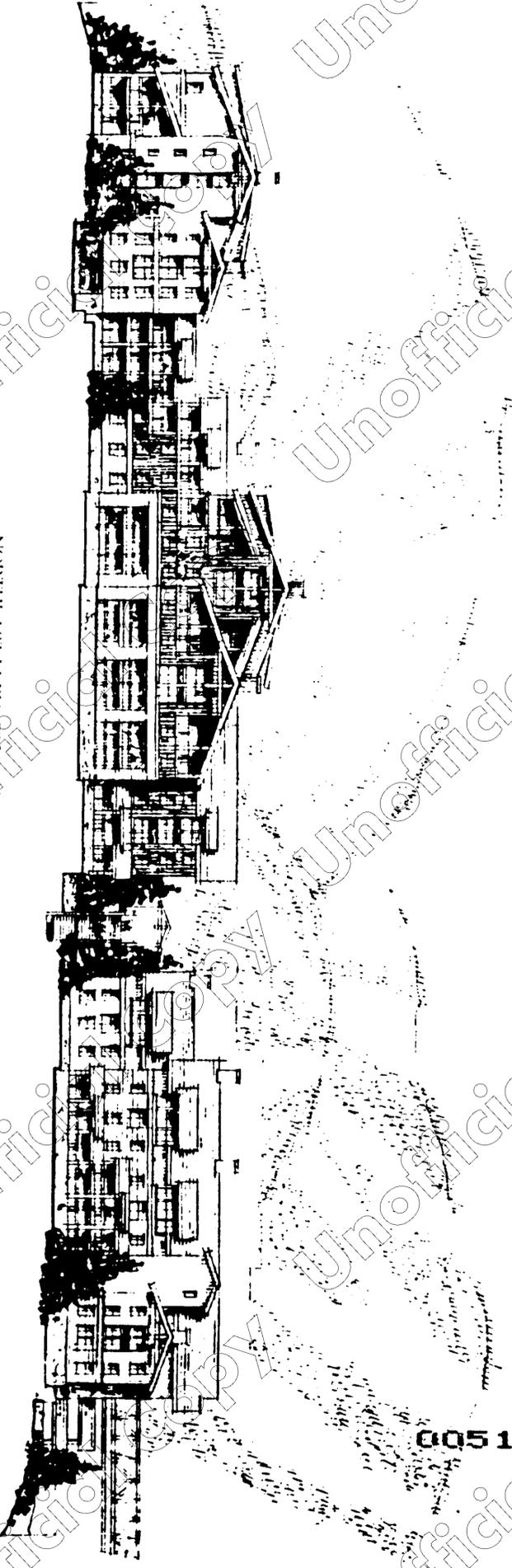


BSA No. 0601 25

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

Parcel B: ELEVATION STUDY

NORTHEAST ELEVATION (View from Empire Avenue)



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



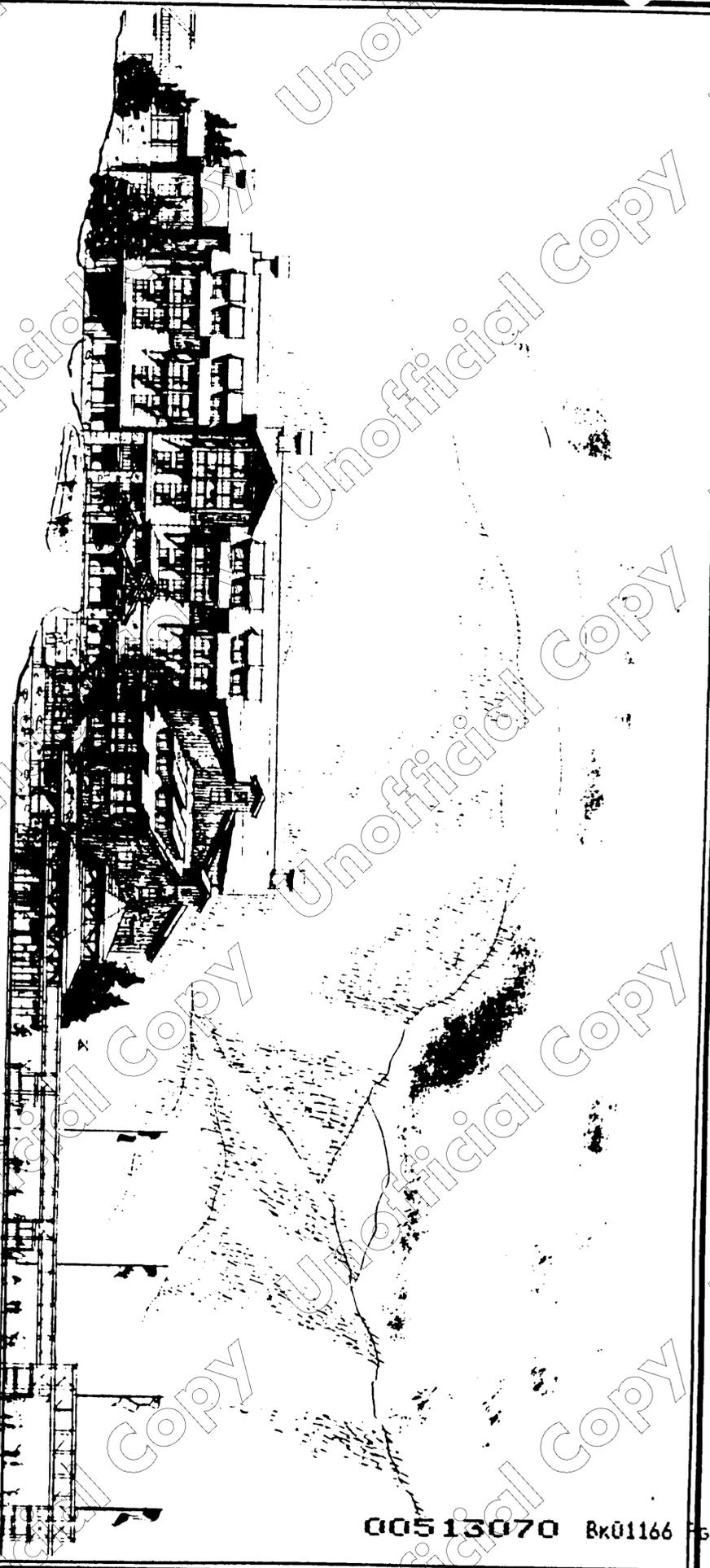
V I S I T A T I O N

July 17, 1997

005 13070 Bx01166 Pg00423



BS&ER No. 96011R



NORTHEAST ELEVATION (view from Lowell Avenue Drop-off)

Parcel C: ELEVATION STUDY

PARK CITY RESORT:
BASELINE MASTER PLAN STUDY

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



July 31, 1996

00513070 Bk01166 500424

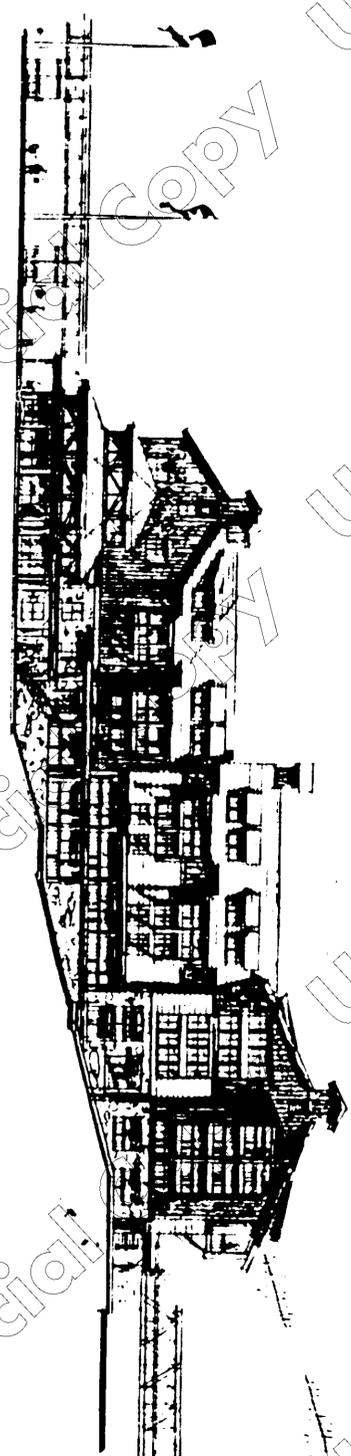


BSA/R No. 9601 1R

PARK CITY RESORT:
BASIN AREA MASTER PLAN STUDY

Parcel C: ELEVATION STUDY

NORTHWEST ELEVATION (slope-side view)



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



ARCHITECTS

005 13070 Bx01166 P600425

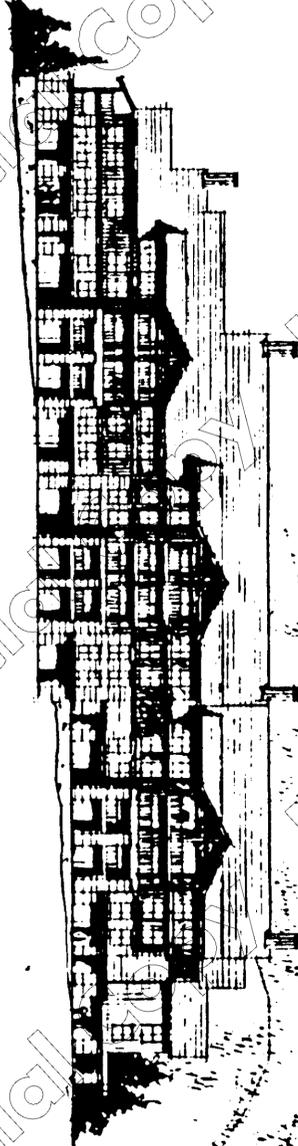
July 31, 1996



NORTHEAST ELEVATION (view from Entry)



NORTHWEST ELEVATION (view from Lowell Avenue)



Parcel D: ELEVATION STUDY

PARK CITY RESORT:
EAST ARLA MASTER PLAN STUDY

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



HSR&ER No. 9601 18

July 31, 1996

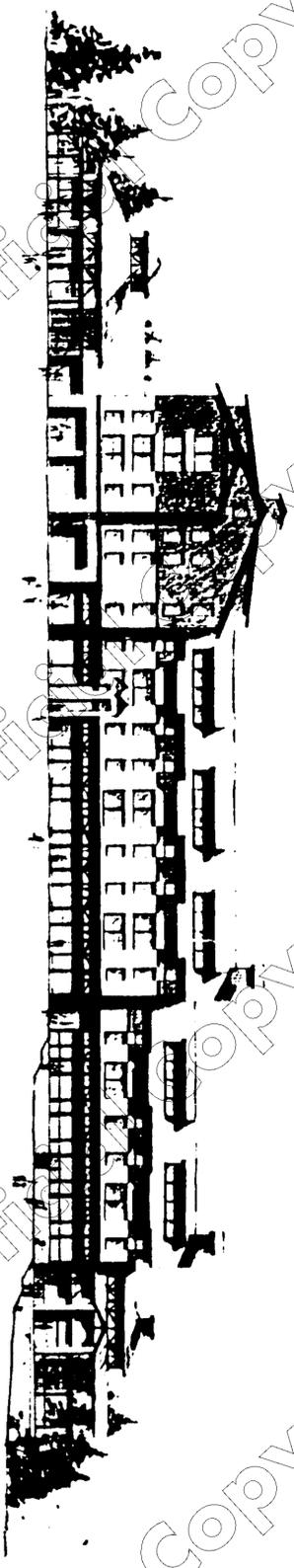
005 13070 Bx01166 Pd00426



BSA No. 9601

PARCEL E: NEW ELEVATION PROFILE
PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

SOUTH ELEVATION (View from Plaza)

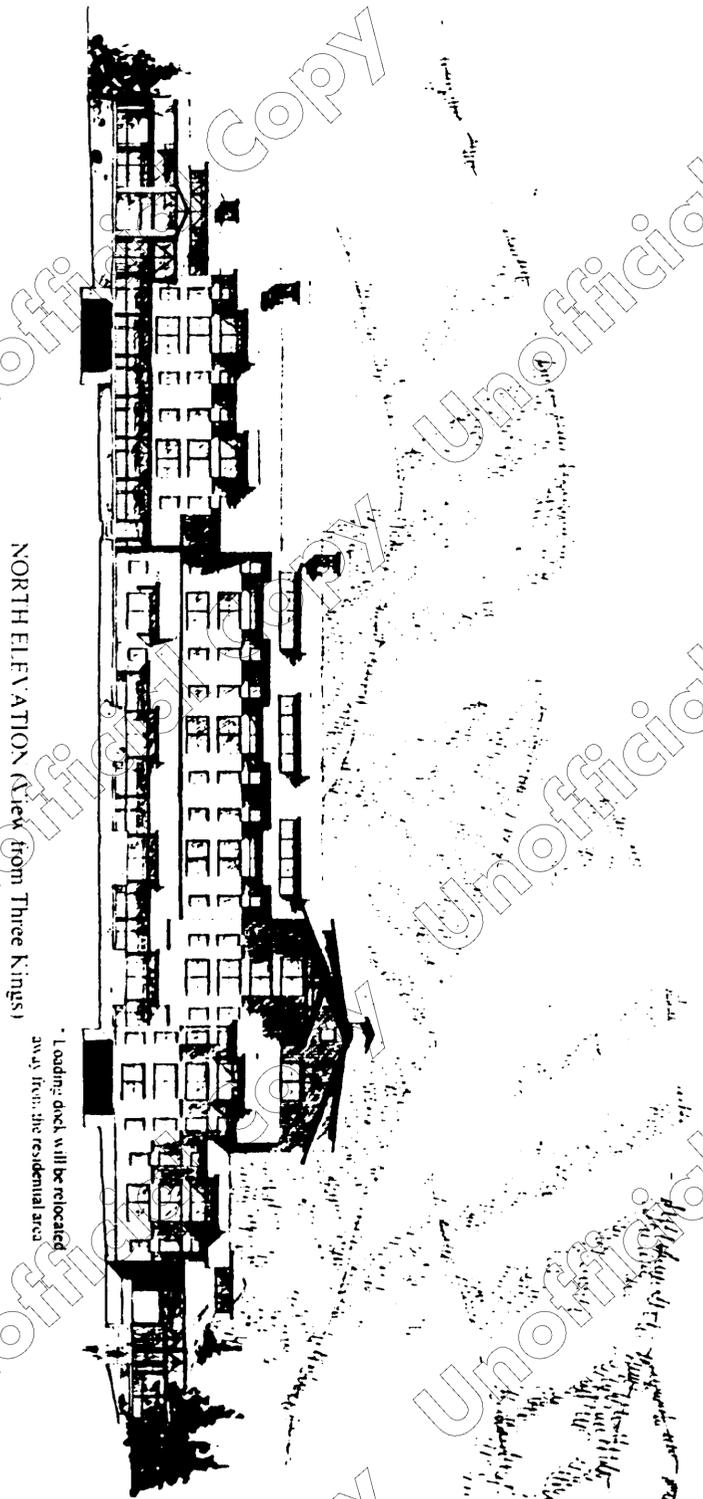


*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.



April 23, 1997
Rev. May 14, 1997

00513070 Bx01166 P-00427



NORTH ELEVATION (View from Three Kings)

* Loading dock will be relocated away from the residential area

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



BSA No 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. Mar. 14, 1997

00513070 Bk01166 P00428



3D MODELING



005 13070 Bk01166 Pg00429



SITE MODEL: ENTRY VIEW

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

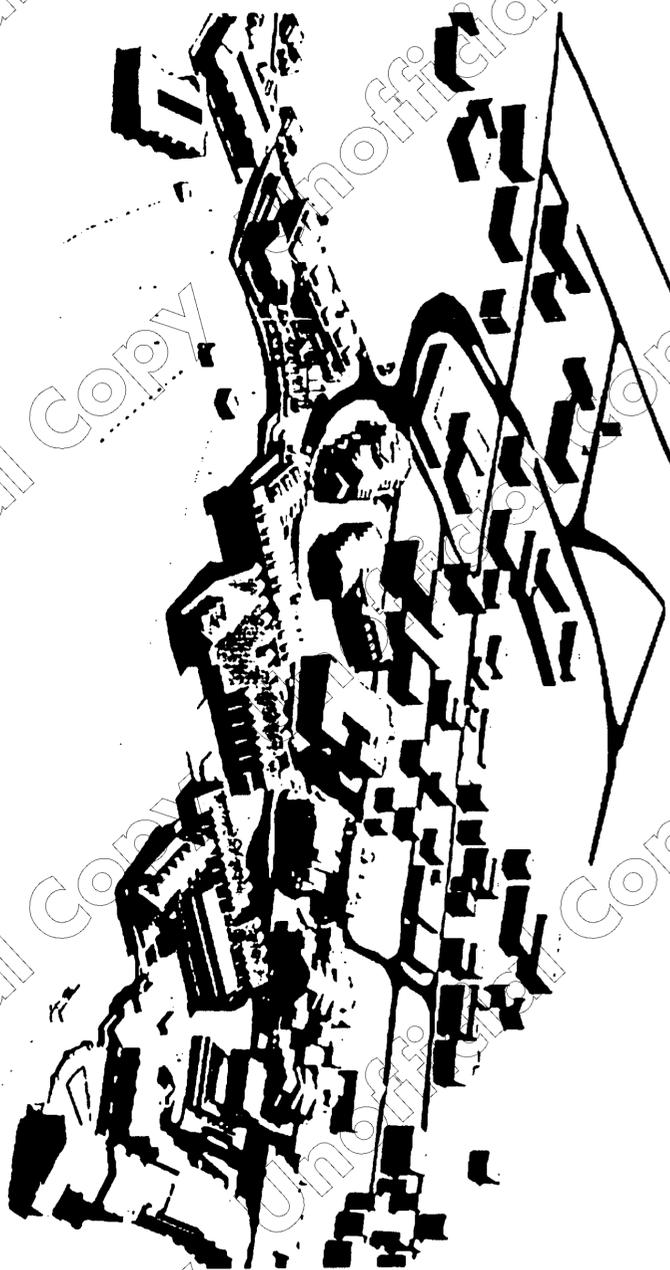
BSA No. 9601



April 23, 1997

00513070 Bx01166 P00430

BSA No 9601



SITE MODEL: SLOPE-SIDE VIEW

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



April 23, 1997

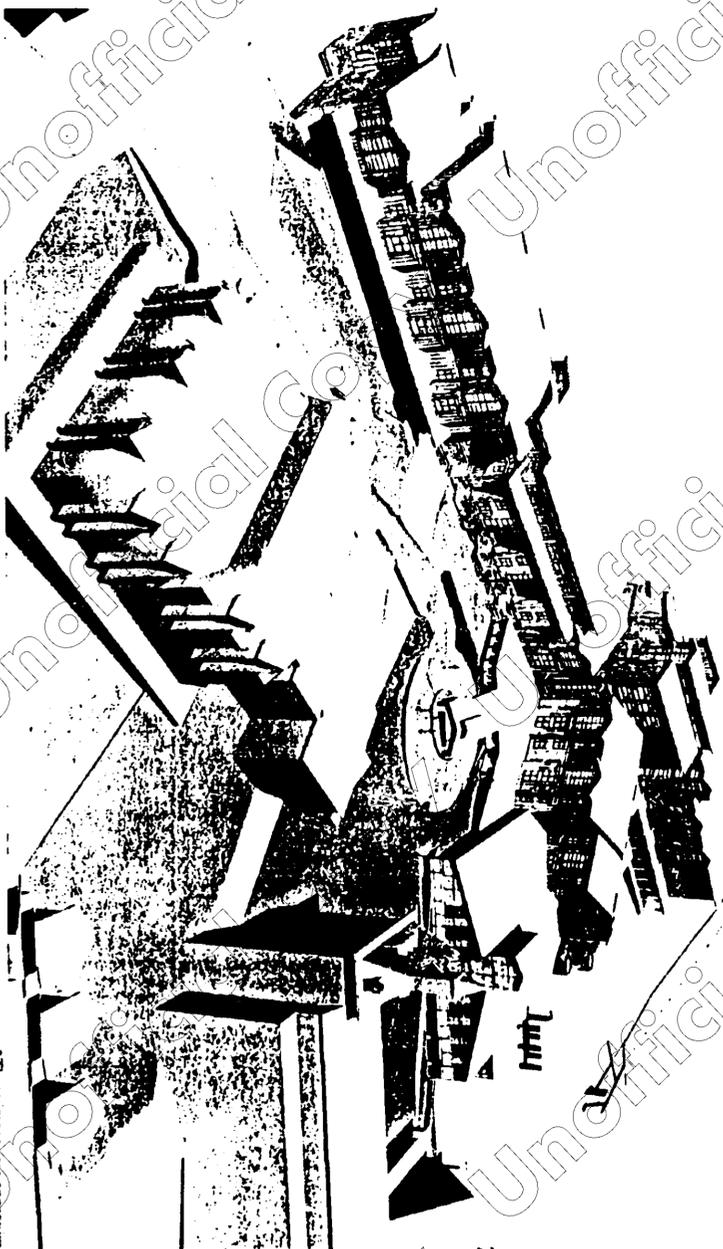
005 13070 Bk01166 Ps00431



BSA No. 9601

PARCEL A: REVISED BUILDING MODEL

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



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

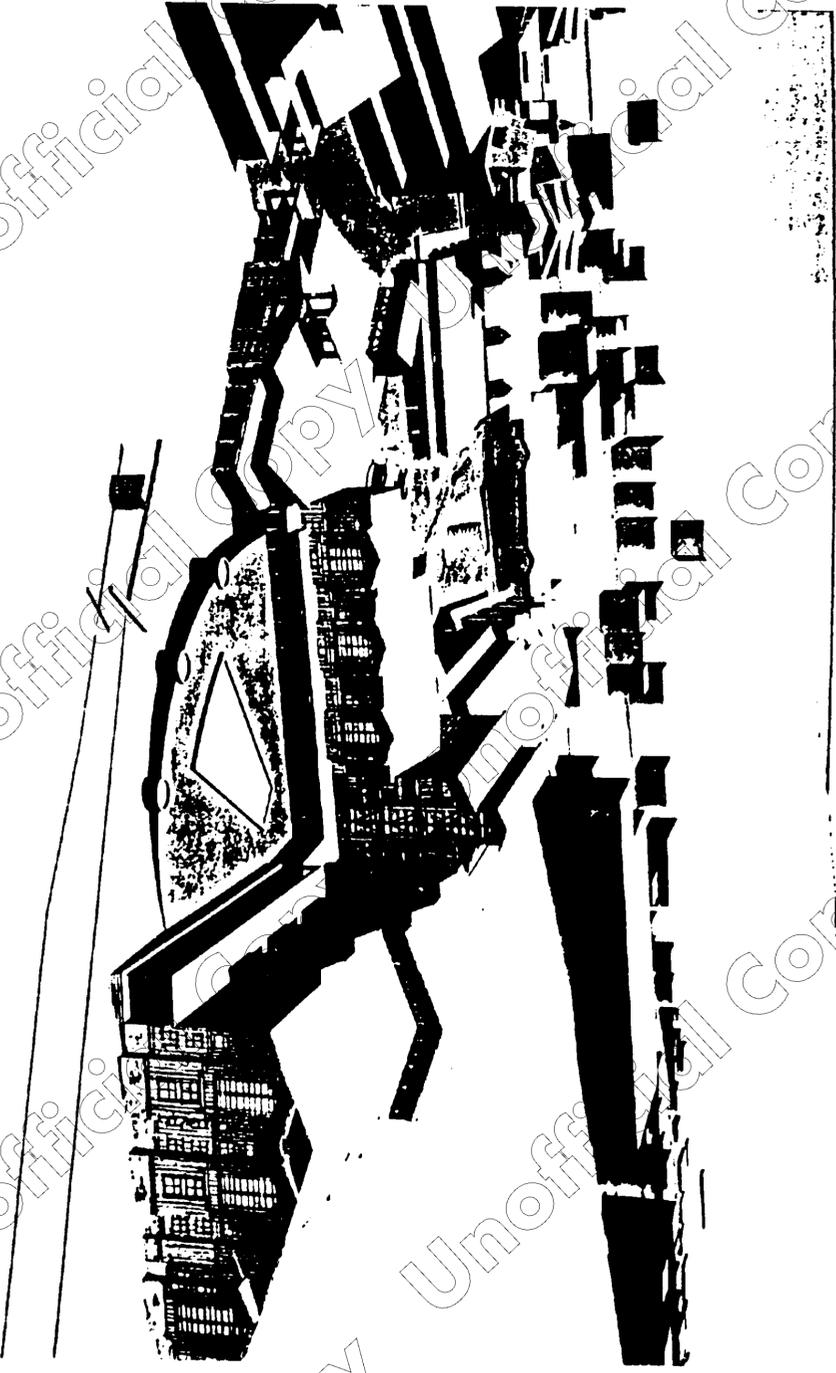


April 23, 1997

00513070 Bx01166 P600432



BSA No. 9601



PARCEL A: REVISED BUILDING MODEL

**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**

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



April 23, 1997

00513070 Bx01166 P.00433

Unofficial Copy

BSA No. 9604



PARCEL B-BUILDING MODEL

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

This model of Parcel B-Building and the surrounding area is a conceptual illustration that is within the preliminary design phase of the project. It is not intended to represent the final design or construction of the project.



April 28, 1997

00513070 Bk01166 E00434



BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL B: BUILDING MODEL



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

005 13070 Bk01166 P600435



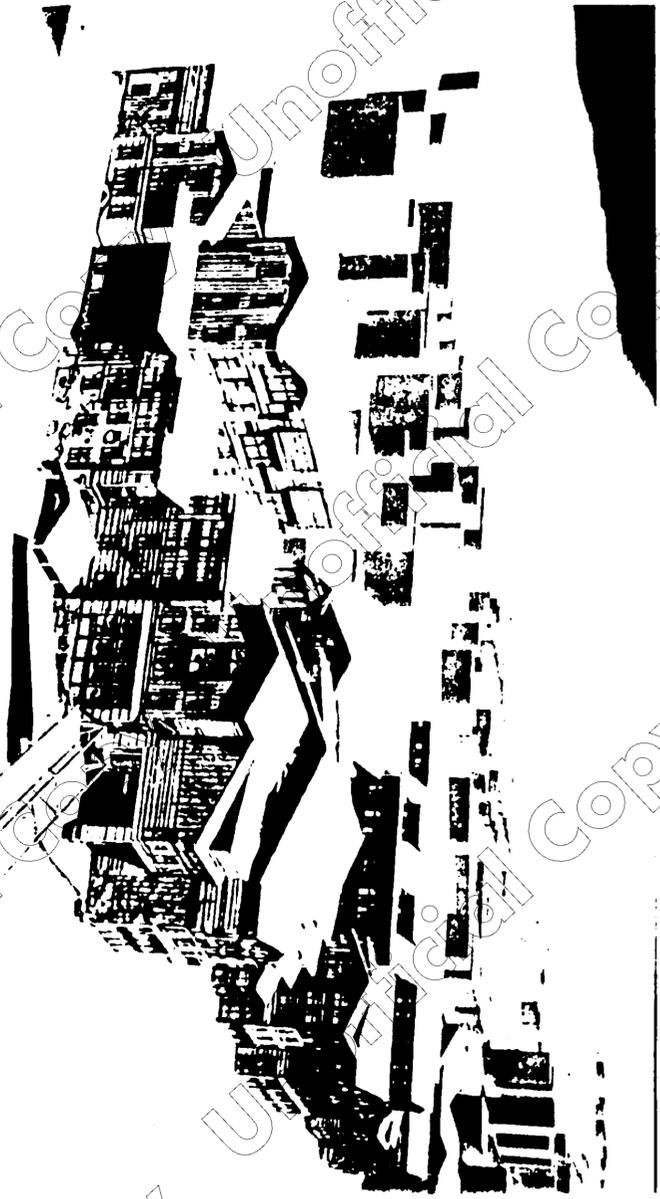
July 17, 1997

BSA No. 9601



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL B: BUILDING MODEL



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

* Bridge is not approved



July 17, 1997

00513070 Bk01166 P00436

BSA No. 9601



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL C: BUILDING MODEL

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



March 5, 1997

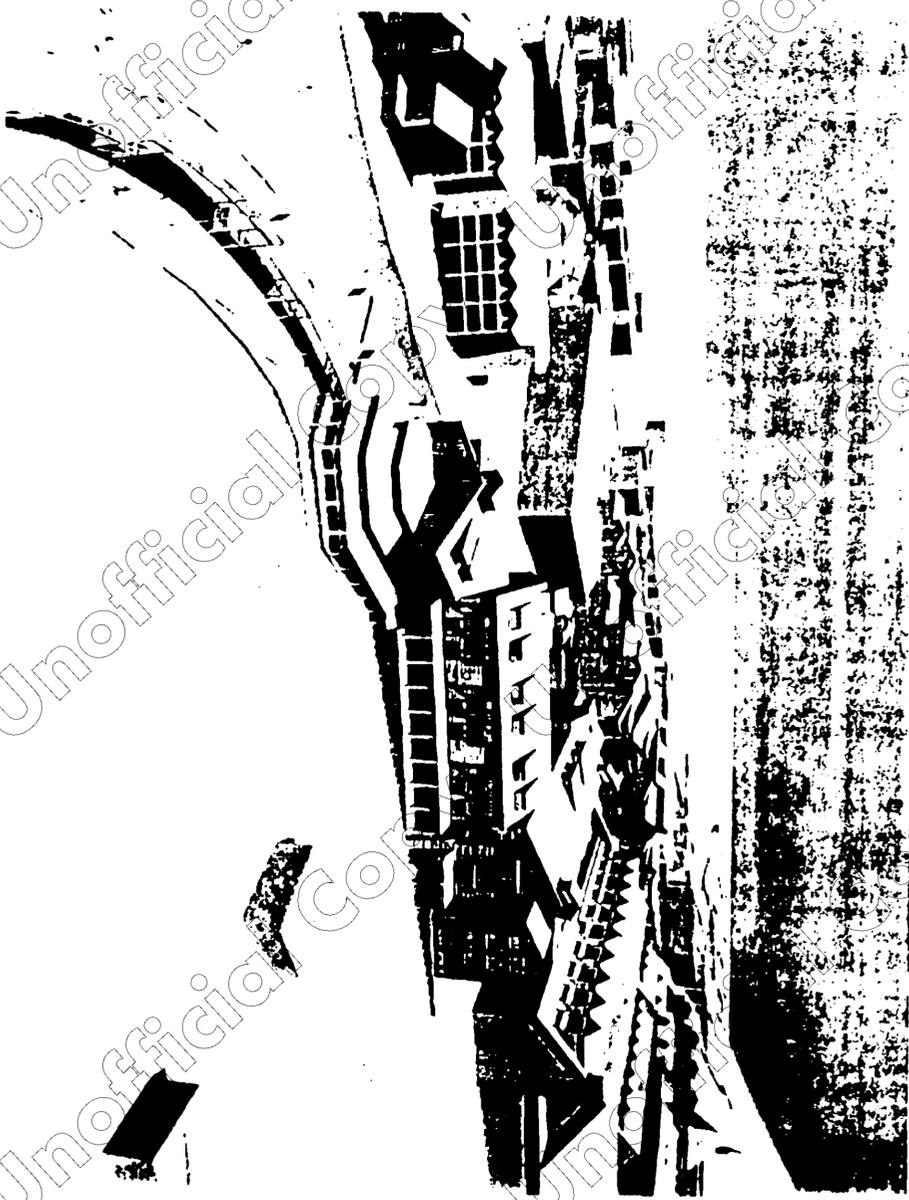
00513070 Bk01166 Pg00437



ISSUER No. 9601.18

PARK CITY RESORT:
BASE ARCHITECTURE PLAN STUDY

PARCEL C - BUILDING MODEL



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



July 31, 1996

34

005 13070 Bx01166 600438



BSA/E: No. 9001 18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL D. BUILDING MODEL



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

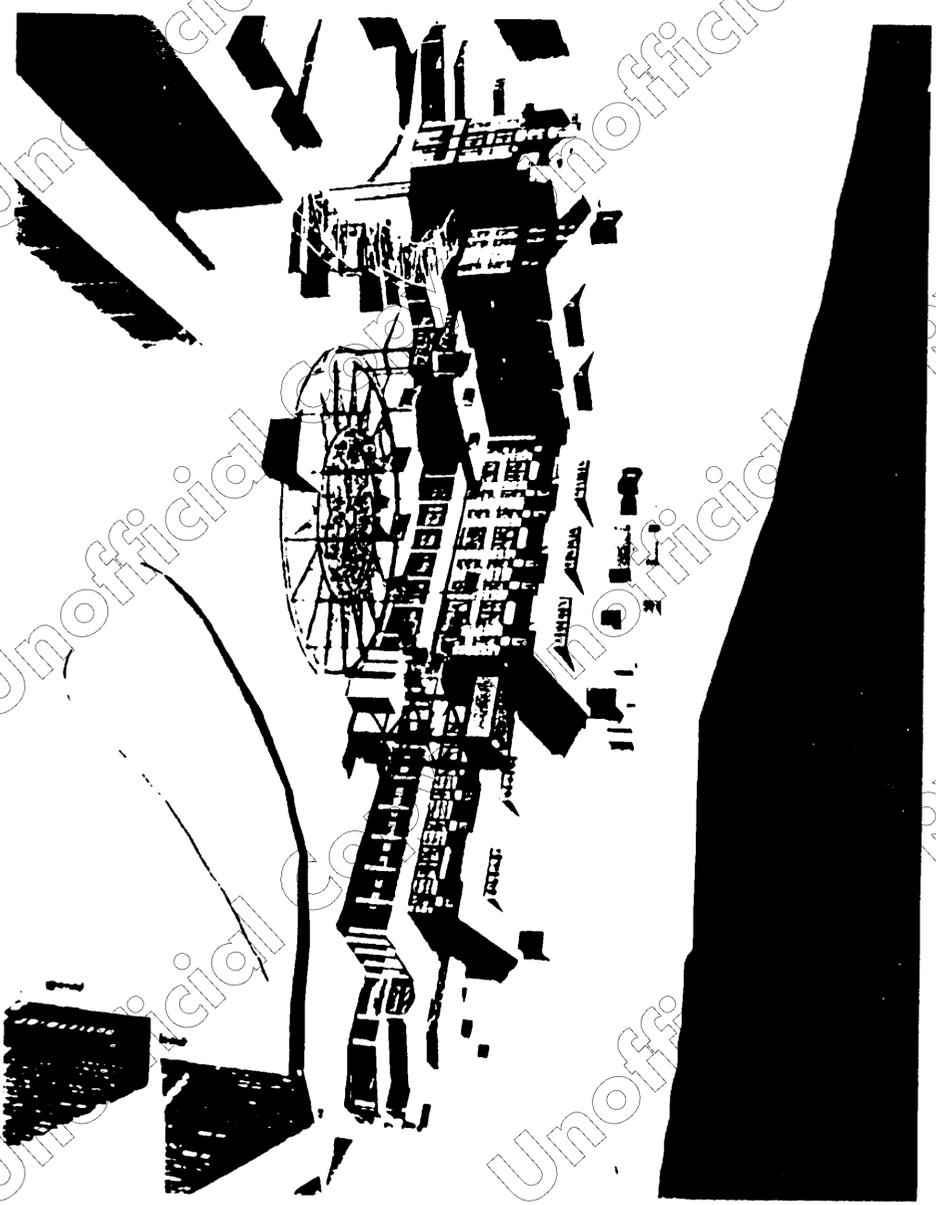


July 31, 1996

33

00513070 Bk01166 600439

BSA No. 9401



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL E BUILDING MODEL

These images are approximate and are based on architectural diagrams that fit within the prescribed parameters, actual building design, elevation, and shadow, with V.P.



July 17, 1997

005 13070 Bx01166 00440

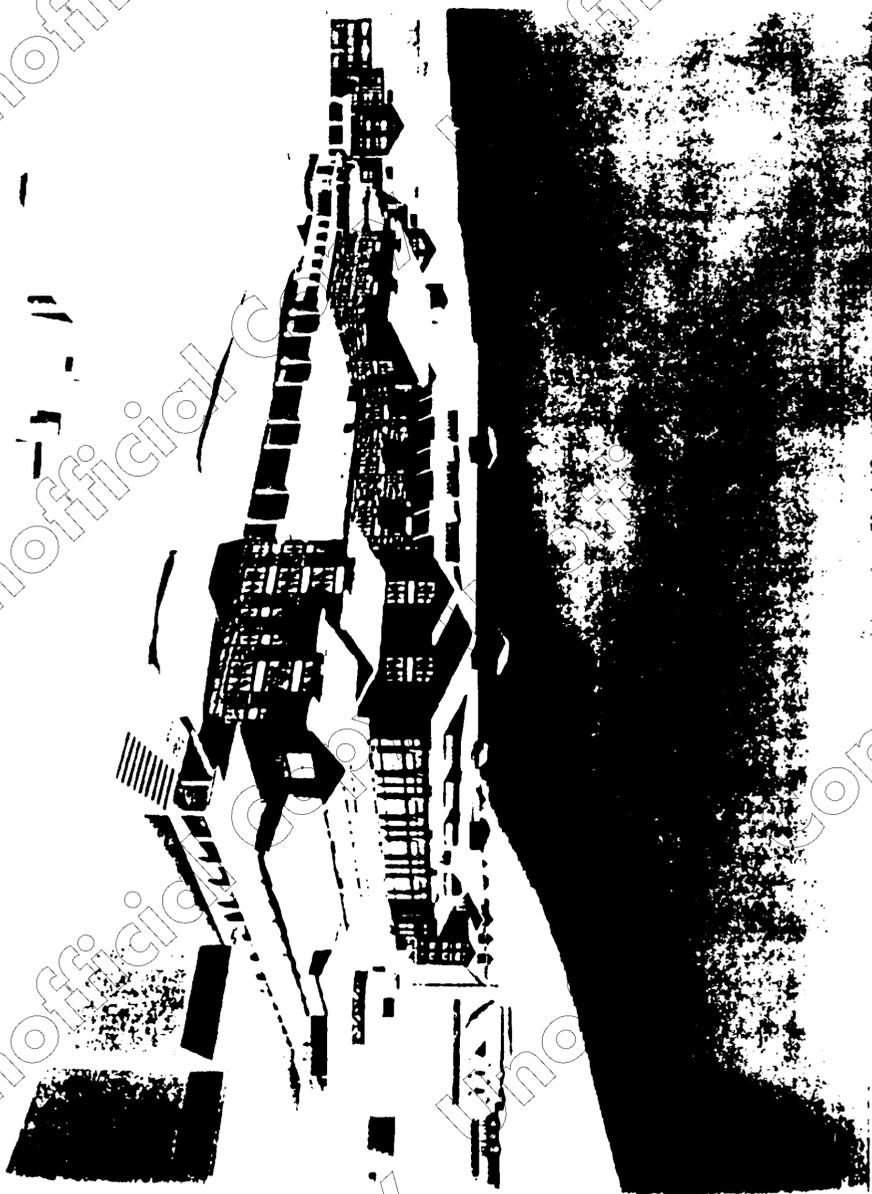
Unofficial Copy

BSA No. 9601



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL E: BUILDING MODEL



*These images are approximate and are based on computer generated images that define the prescribed building design elevations.

*Loading dock will be relocated away from the residential area



July 17, 1997

00513070 Bk01166 P00441



PHOTOMONTAGES



005 13070 Bk01166 Pg00442

15-A-1-99-01



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PHOTOMONTAGE: RESORT ENTRY



June 1, 1999

00513070 Bx01166 E00443



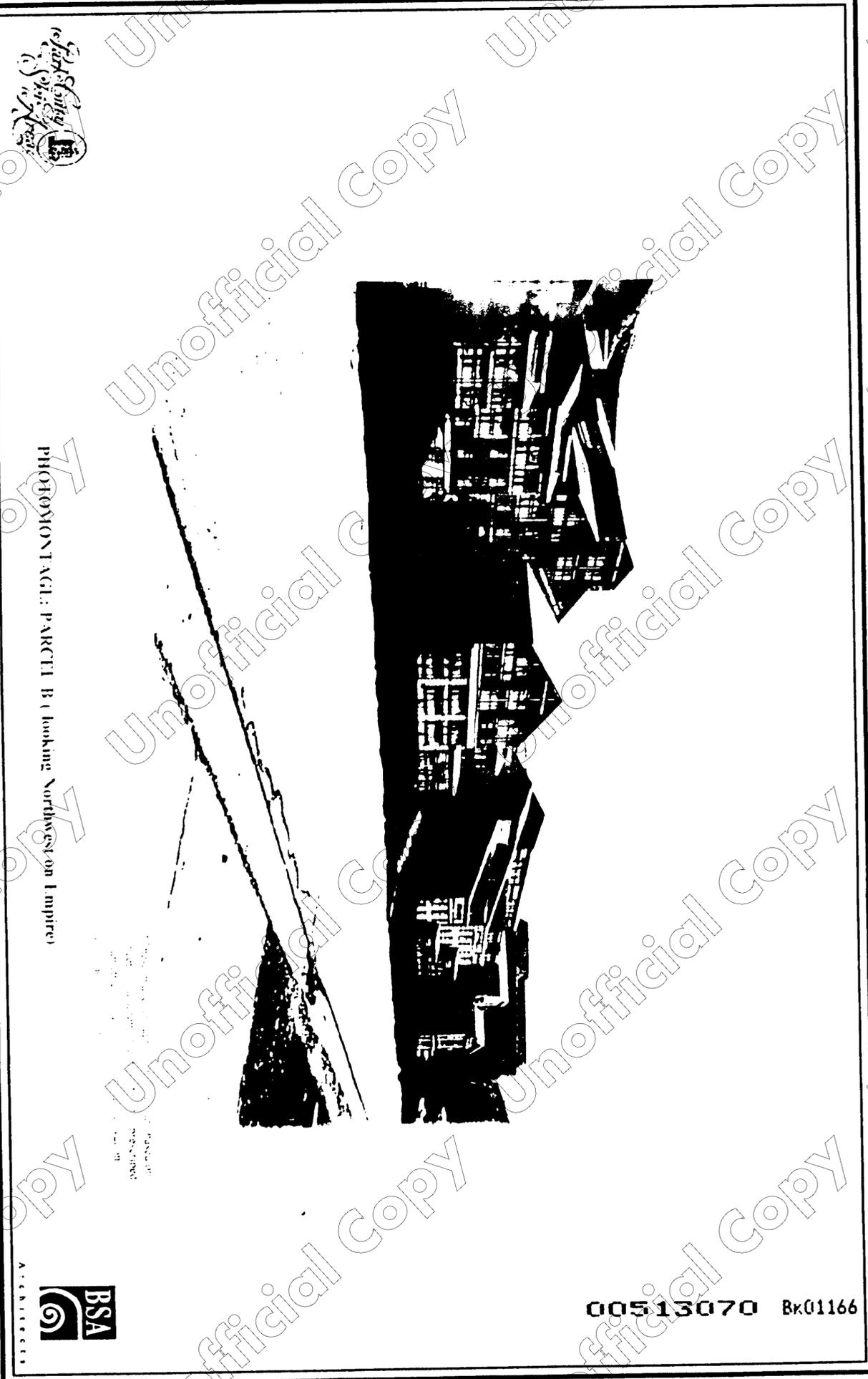
PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PROHOMONTAGE: PARCEL F (Distant View from Lowell Avenue)



00513070 Bk01166 Pg00444

MAY 17 1997



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

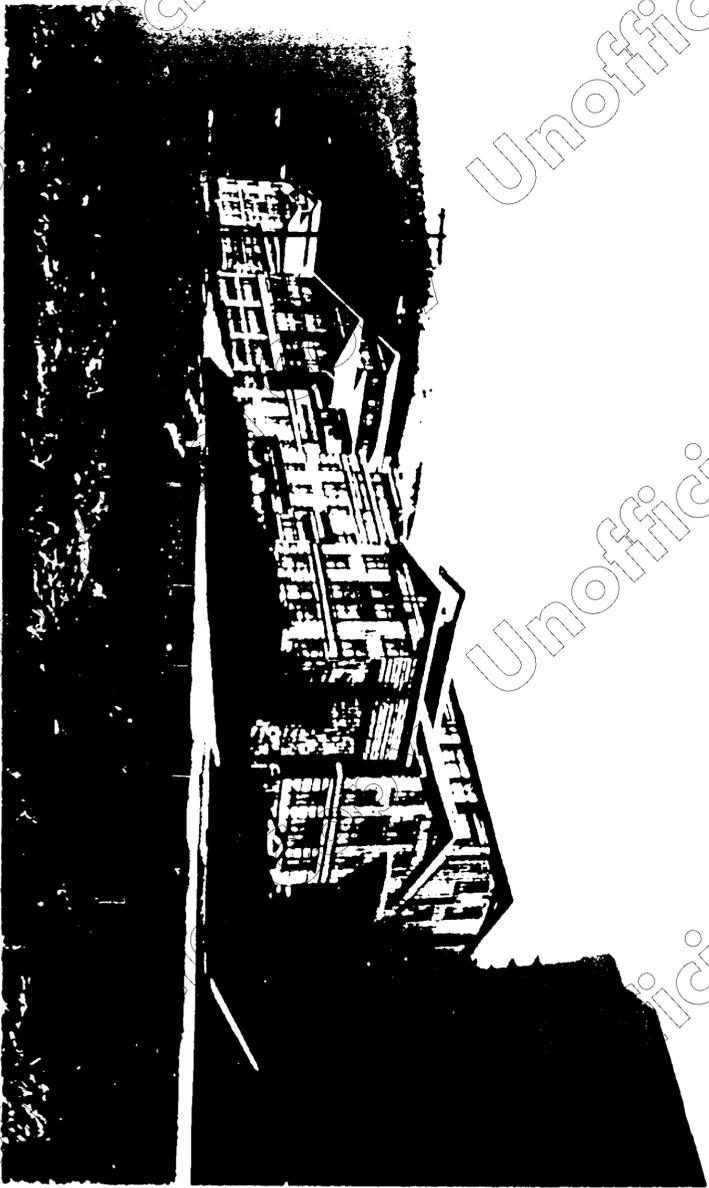
PHOTO MONTAGE: PARCEL B (looking Northwest on Empire)



June 17, 1997



00513070 Bx01166 600445



PHOTOMONTAGE: PARCEL B (looking Southwest on Empire)

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

BSA No. 0901



July 1, 1997

00513070 Bk01166 Pg00446

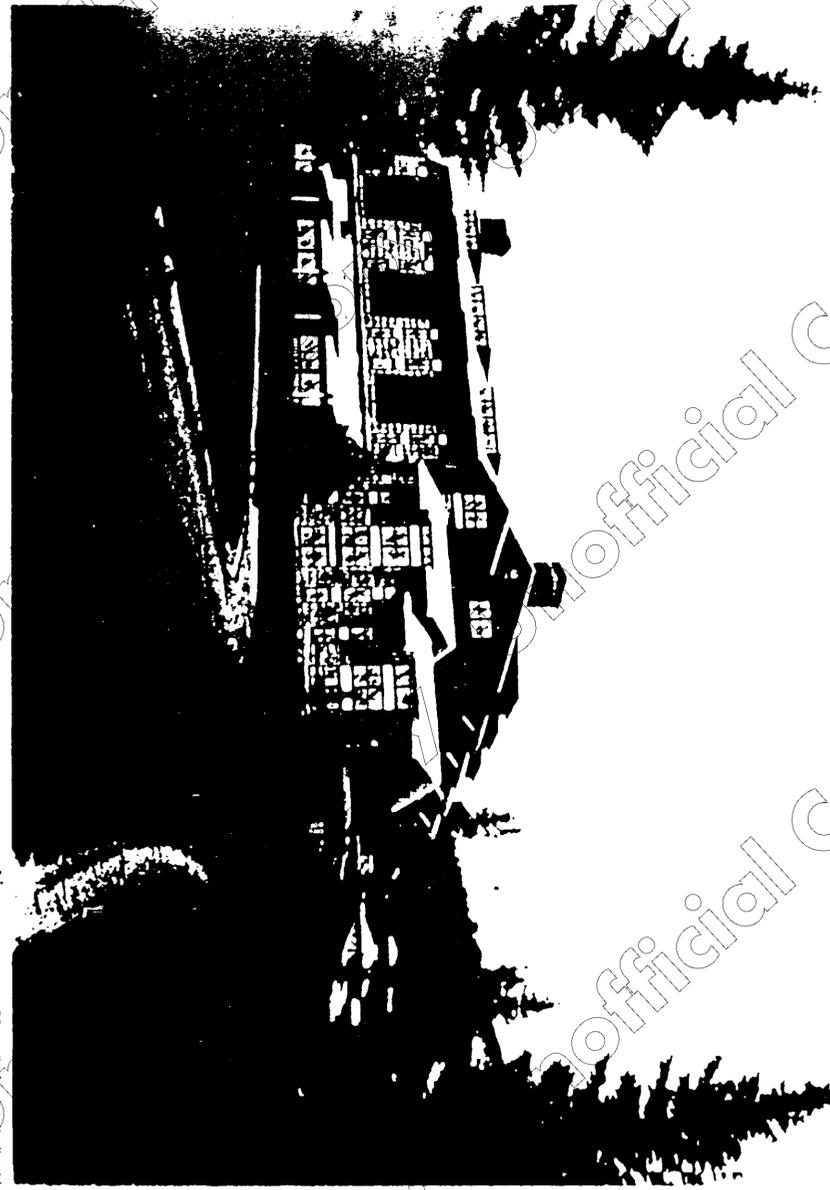
Unofficial Copy

PLAN No. 001



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PHOTOMONTAGE: PARCEL 1 (view from Three Kings)



*Including areas will be indicated
on the residential site.



Jun. 17, 1997

00513070 Bx01166 P00447



SHADOW STUDIES



Architects

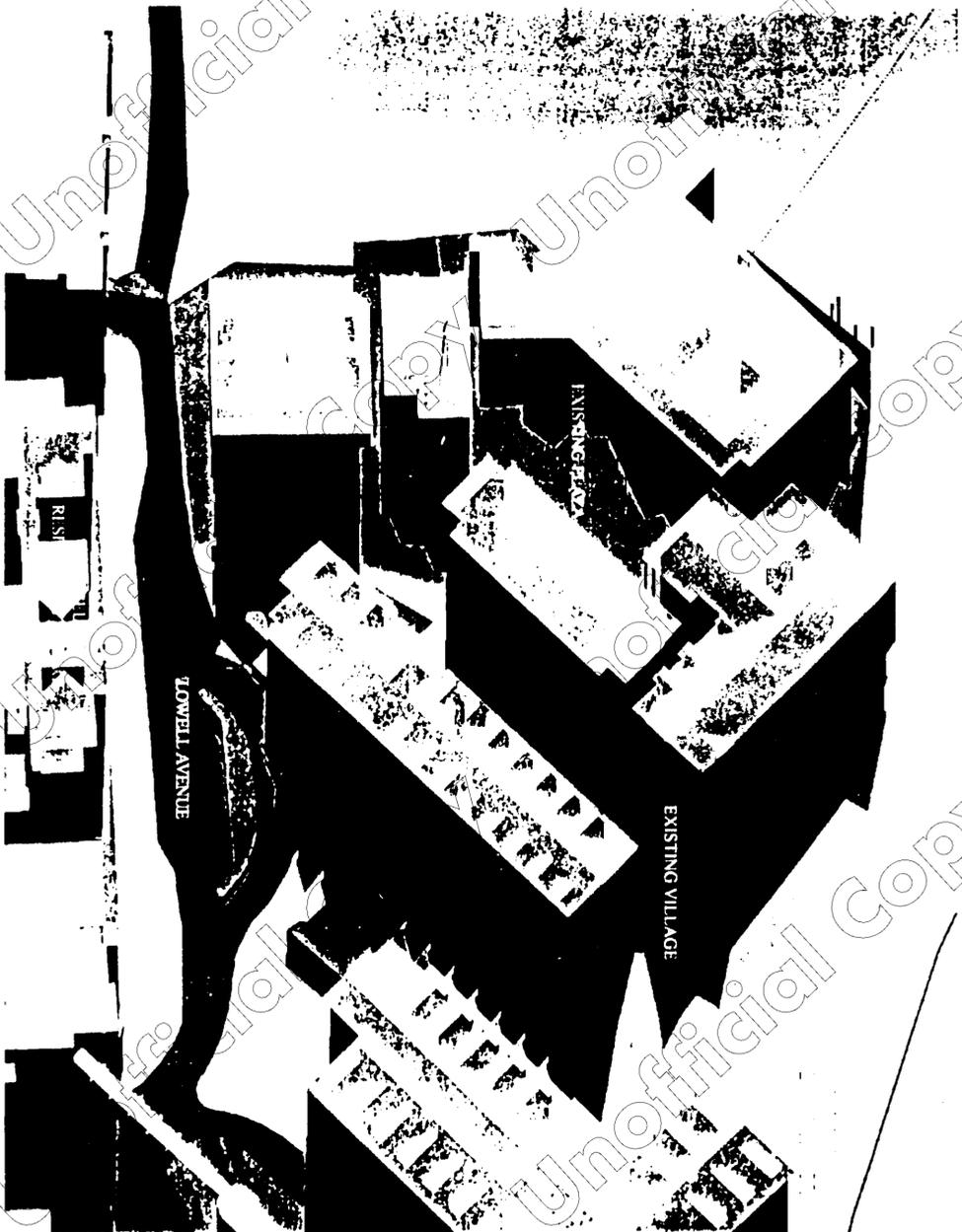
005 13070 Bx01156 Pg00448



BSA No. 960.

**SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 10:00am**

**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**



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



Apr. 23, 1997

005 13070 Bx01166 600449



BSA No. 9001



SHADOW STUDIOS: EXISTING GONDOLEA BUILDING
DECEMBER 21 AT 12:00pm

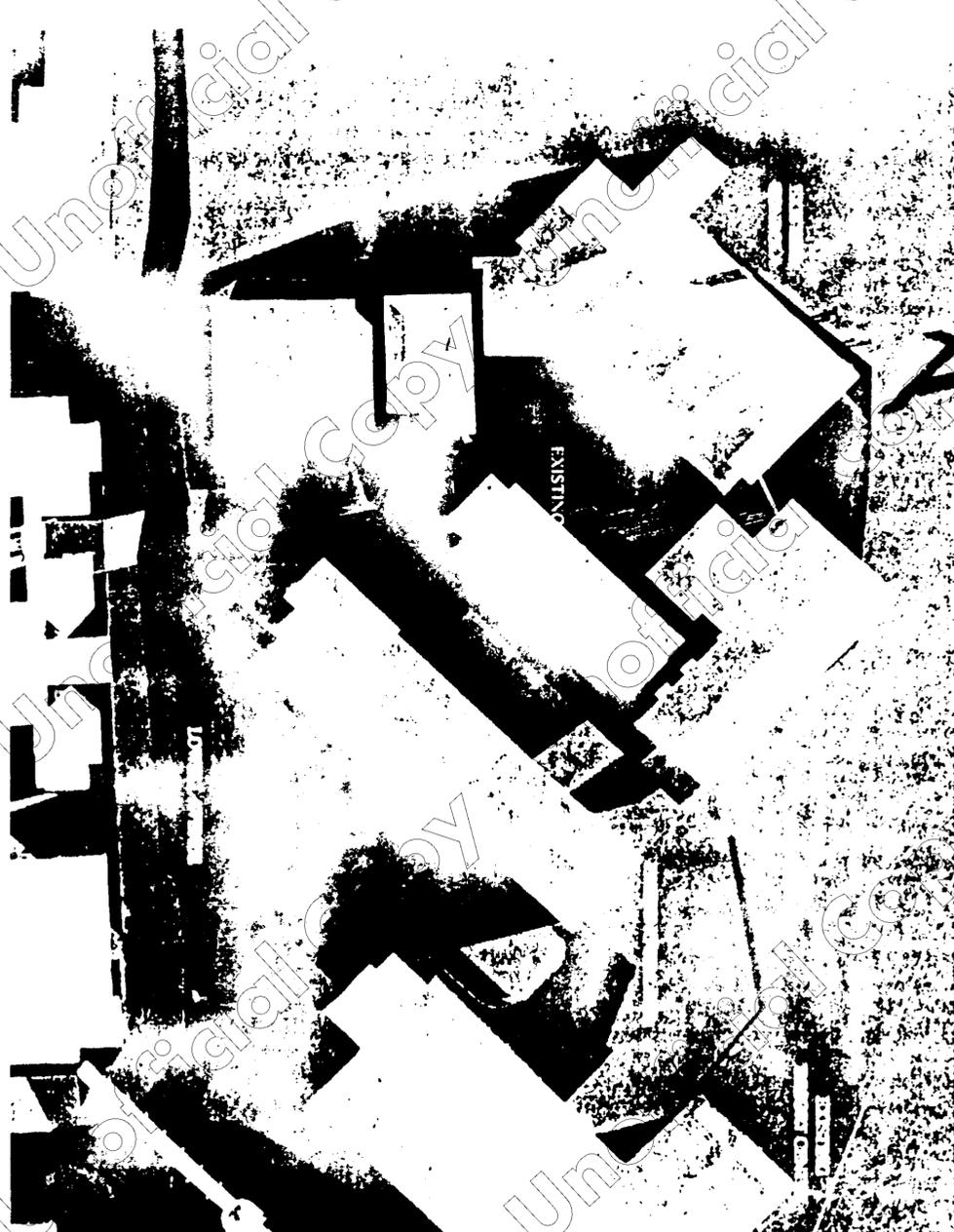
PARK CITY RESORT
BASEAREA MASTER PLAN STUDY

*These images are approximate and are based on conceptual diagrams. They do not include the prescribed volumetric, actual building design elevations and shadows will vary.



April 23, 1997

00513070 Bk01166 Pg00450

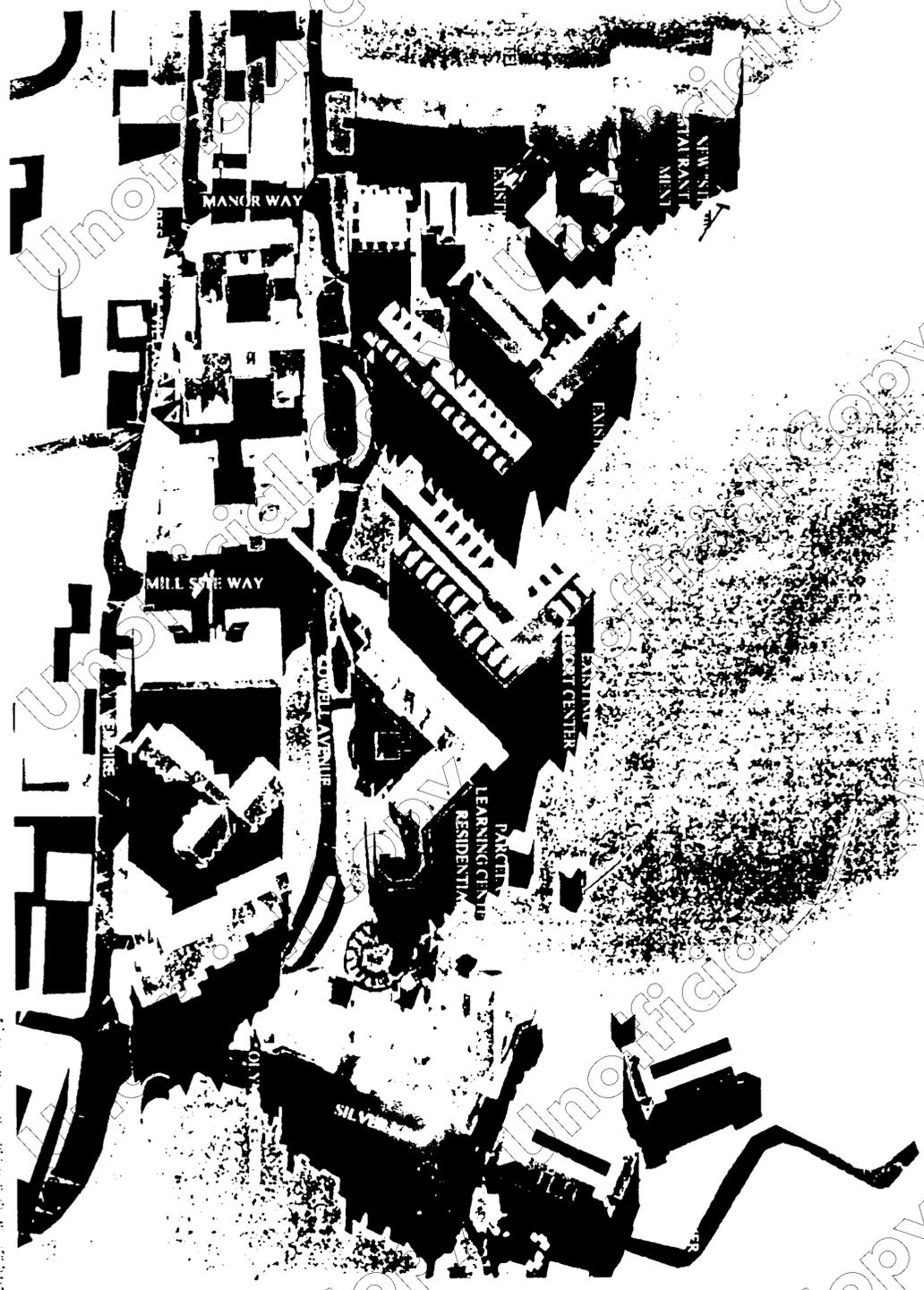


SHAWA STUDENT LIVING CONDOMINIUM BUILDING,
DECEMBER 21 AT 3:00pm

PARK CITY RESORT
COURTESY OF THE BSA



Unofficial Copy

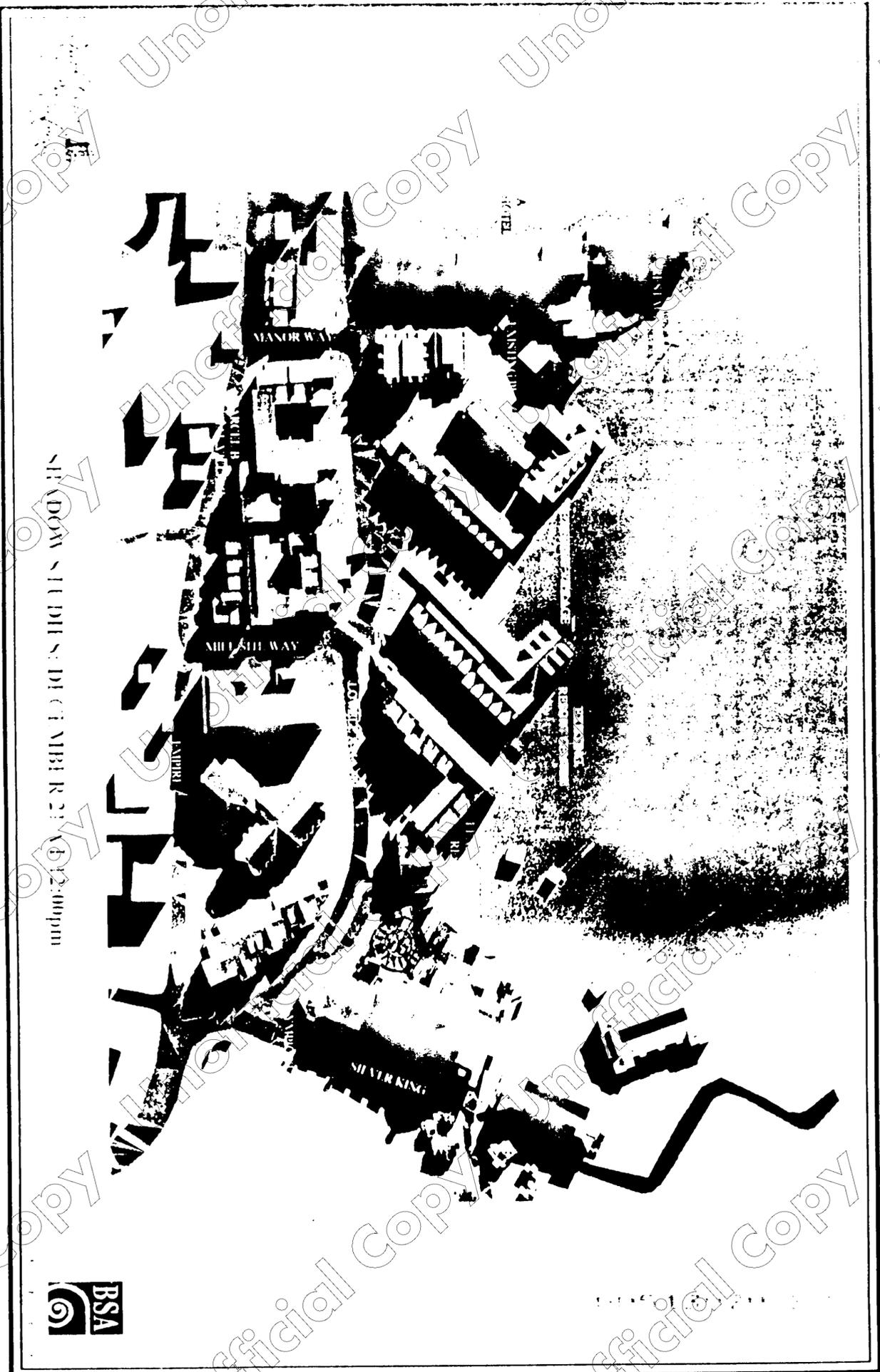


PARK CITY RESORT
BASE CAMP MASTER PLAN STUDY

SIMSDOM STUDIES: DECEMBER 21 AT 10:00am



00513070 Bx01166 600452

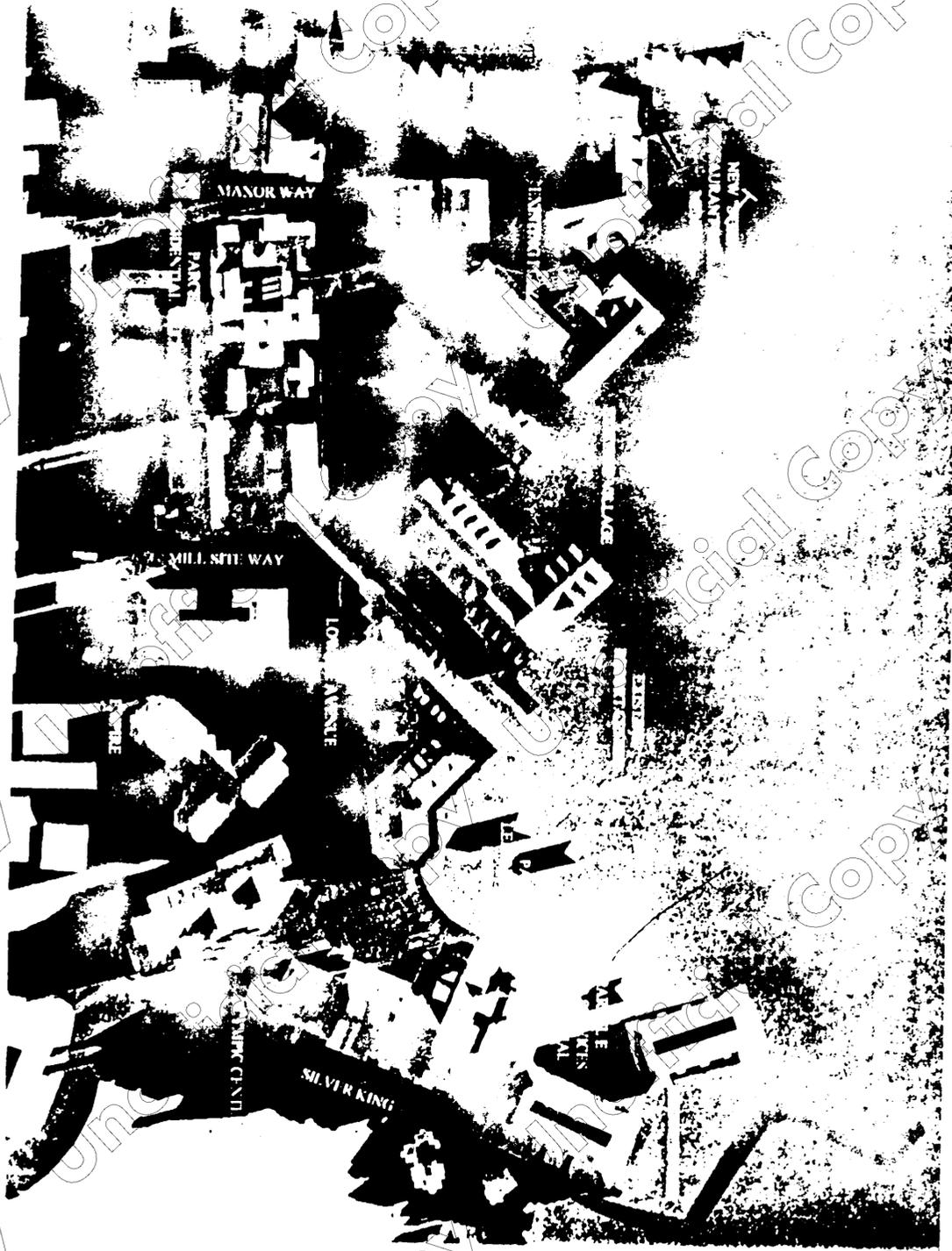


PARK CITY RESORT

SUN DOWN STUDIOS DECEMBER 21 12:00pm



MANOR WAY
MILL SITE WAY
SILVER KING
LINDA JAMES
LONG AVENUE
SHADOW STUDIOS, DECEMBER 21 AT 3:00pm
PARK - HANRSORI





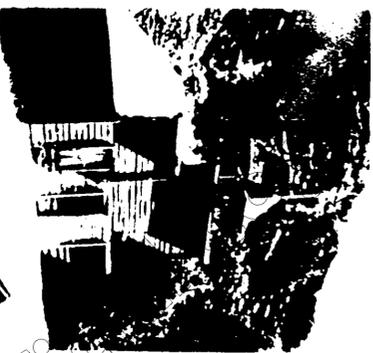
PARK CITY RESORT
VOLUMETRICS



* Contextual Analysis section (pages 51-58) has been omitted.

005 13070 Bx01166 P600455

Park City
Historic
District



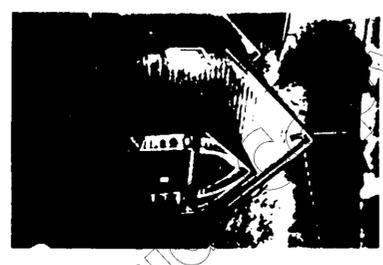
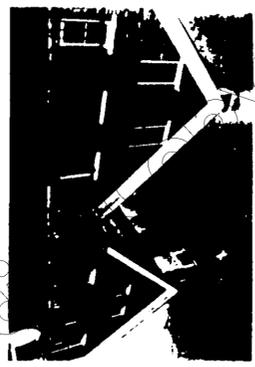
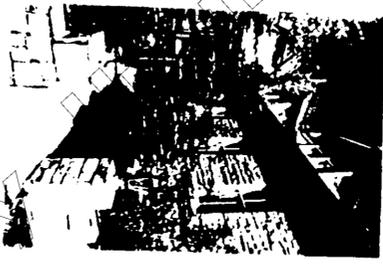
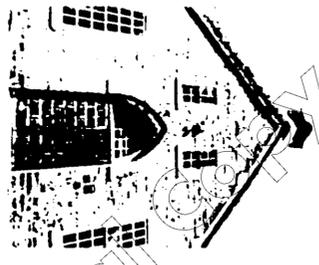
Mills and Mines

PARK CITY RESORT:
1834
NRI MASTER PLAN STUDY

005 13070 Bx01166 600456

BSA
Architects

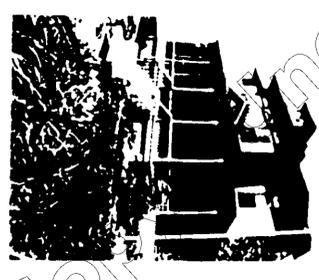




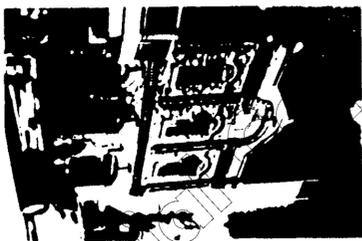
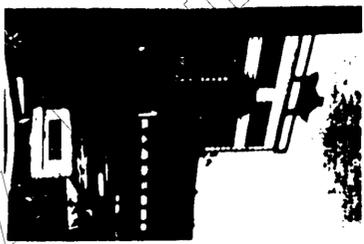
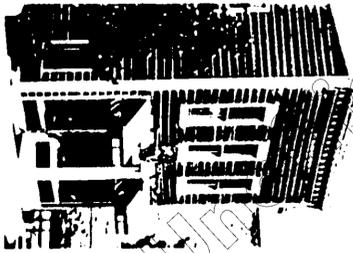
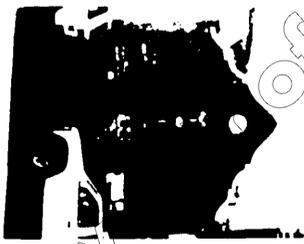
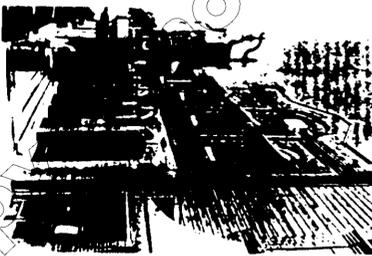
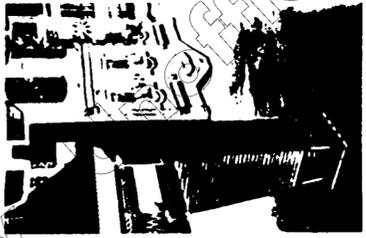
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

Old Town: Public Buildings

005 13070 Bx01166 Pg00457



Charles S. Wiley
Residential Architecture

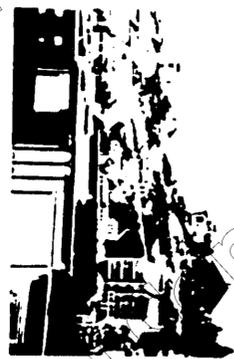
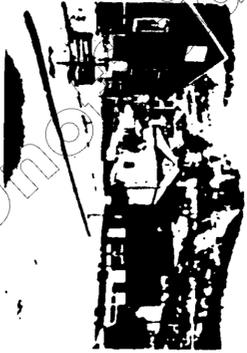


PARK CITY RESORT:
BASE ARCHITECTURAL STUDIOS

Old Town
Commercial Buildings



00513070 1166 Pg00458



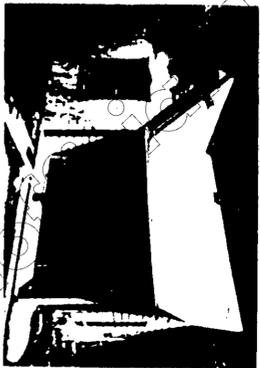
PARK CITY RESORT:
BASE MAP AND VISUAL PLAN STUDY

Old Town Views



005 13070 Bk01166 Pg00459

Scoutmaster's
Key
to
Success



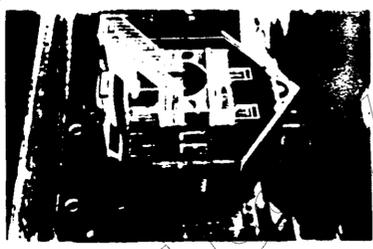
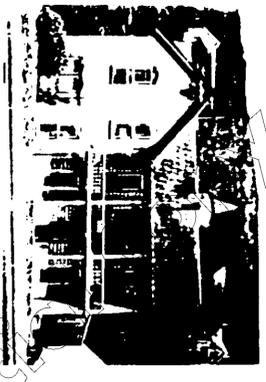
Old Town Cottages

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY



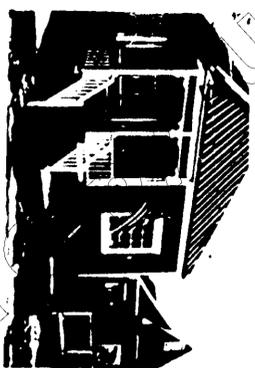
005 13070 Bk01166 Pg00460

Park City
Resort
Base

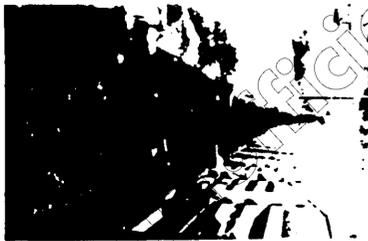
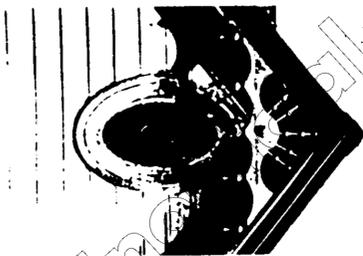
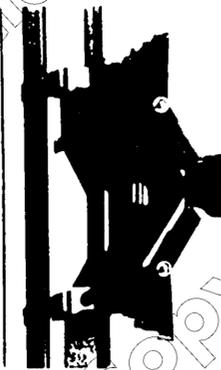
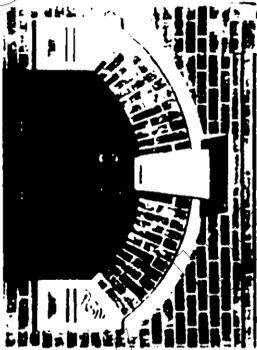
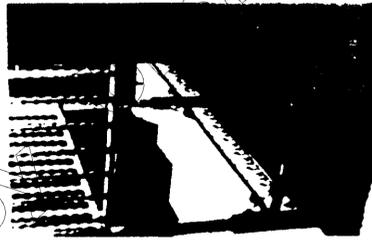
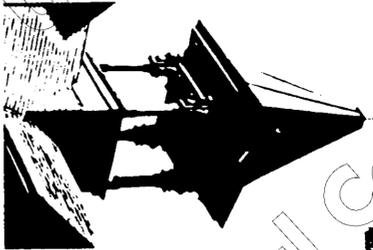
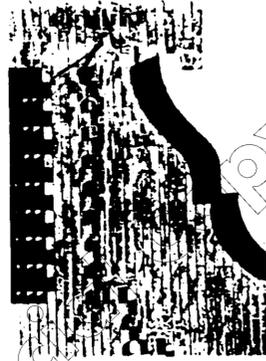
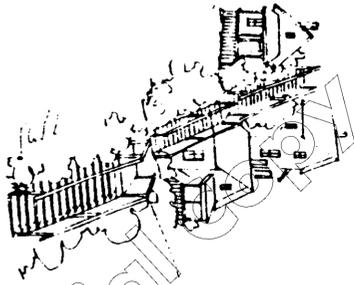


PARK CITY RESORT
BASE
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Old Town Cottages



005 13070 Bk01166 Pg00461



00513070 Bk01166 600462



PARK CITY RESORT:
BASELINE MASTER PLAN STUDY

Old Town
Building Elements



PARCEL DIAGRAMS

PLEASE NOTE:
THE FOLLOWING DRAWINGS ARE CONCEPTUAL IN NATURE.
FOR ALLOWABLE MASSING, SEE VOLUMETRICS.



Architects
39

00513070 Bk01166 Pg00463

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

February 12, 1997

60



PARCEL A

00513070 Bx01166 P#00464



BSA No. 9601 14

LOWER LEVEL SUMMARY

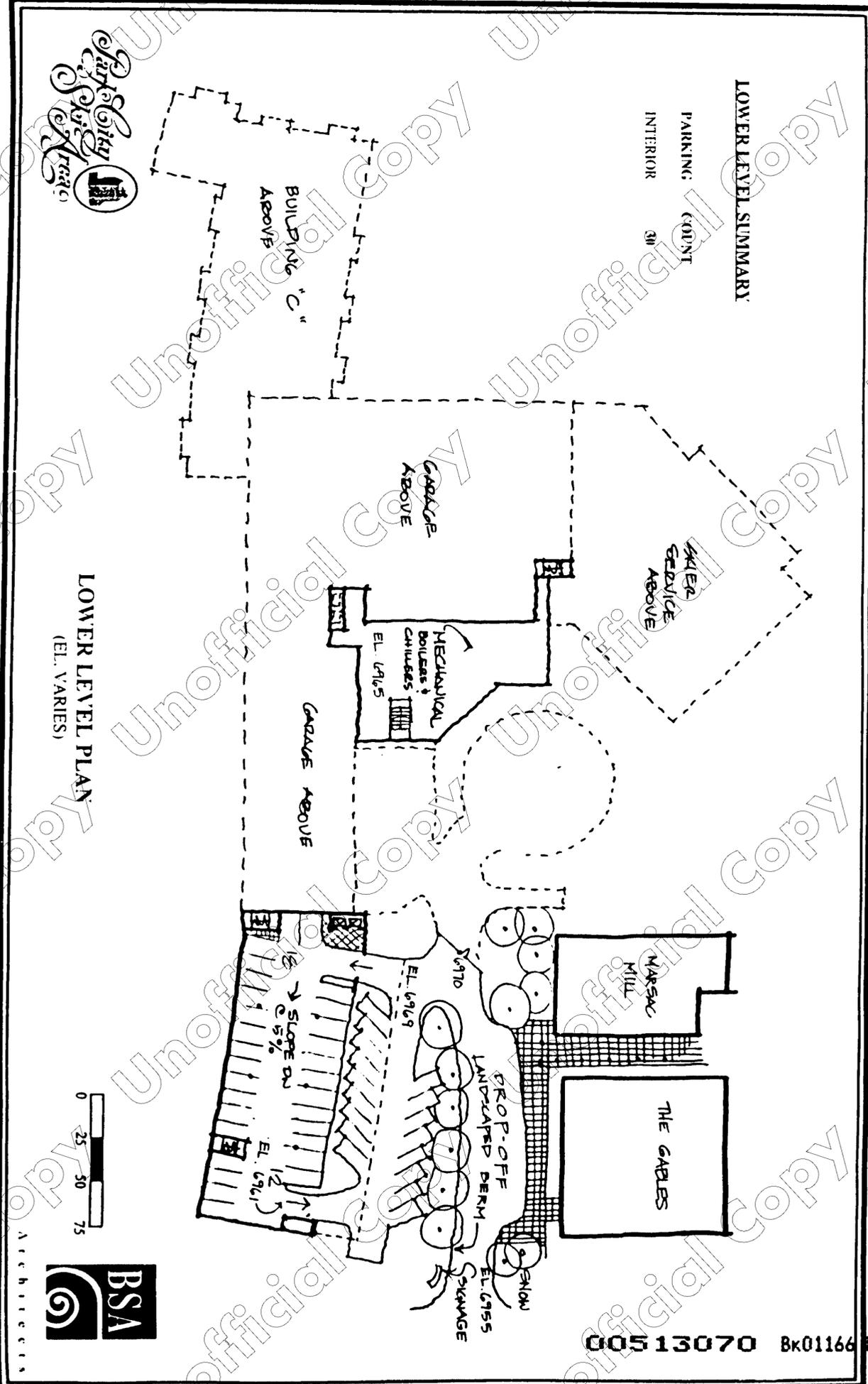
PARKING: (CONT)
INTERIOR 30

LOWER LEVEL PLAN
(EL. VARIES)

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT



February 12, 1997

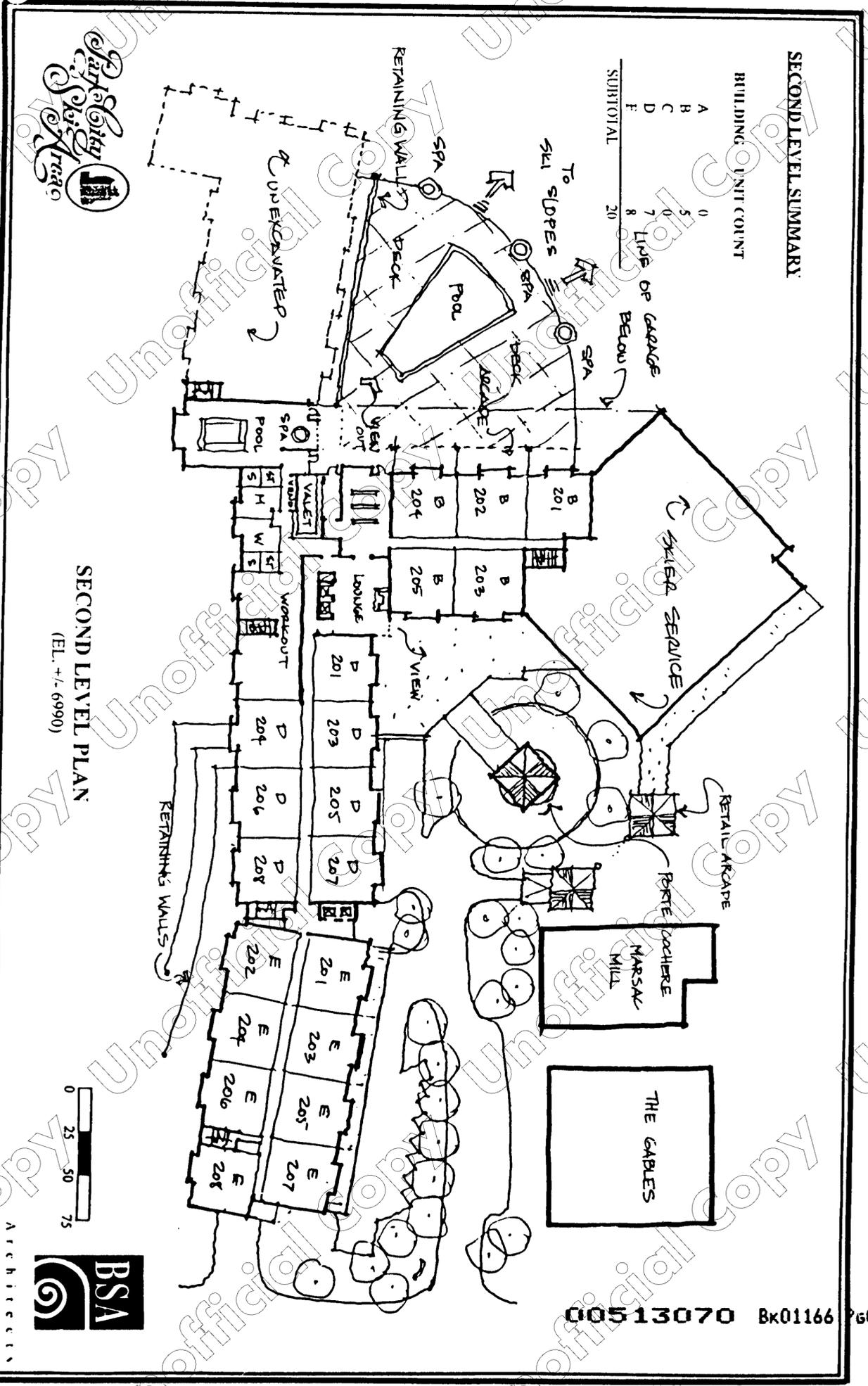


00513070 Bk01166 Pg00466

SECOND LEVEL SUMMARY:

BUILDING UNIT COUNT

A	0
B	5
C	0
D	7
E	8
SUBTOTAL	20



BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

SECOND LEVEL PLAN
(EL. +/- 6990)



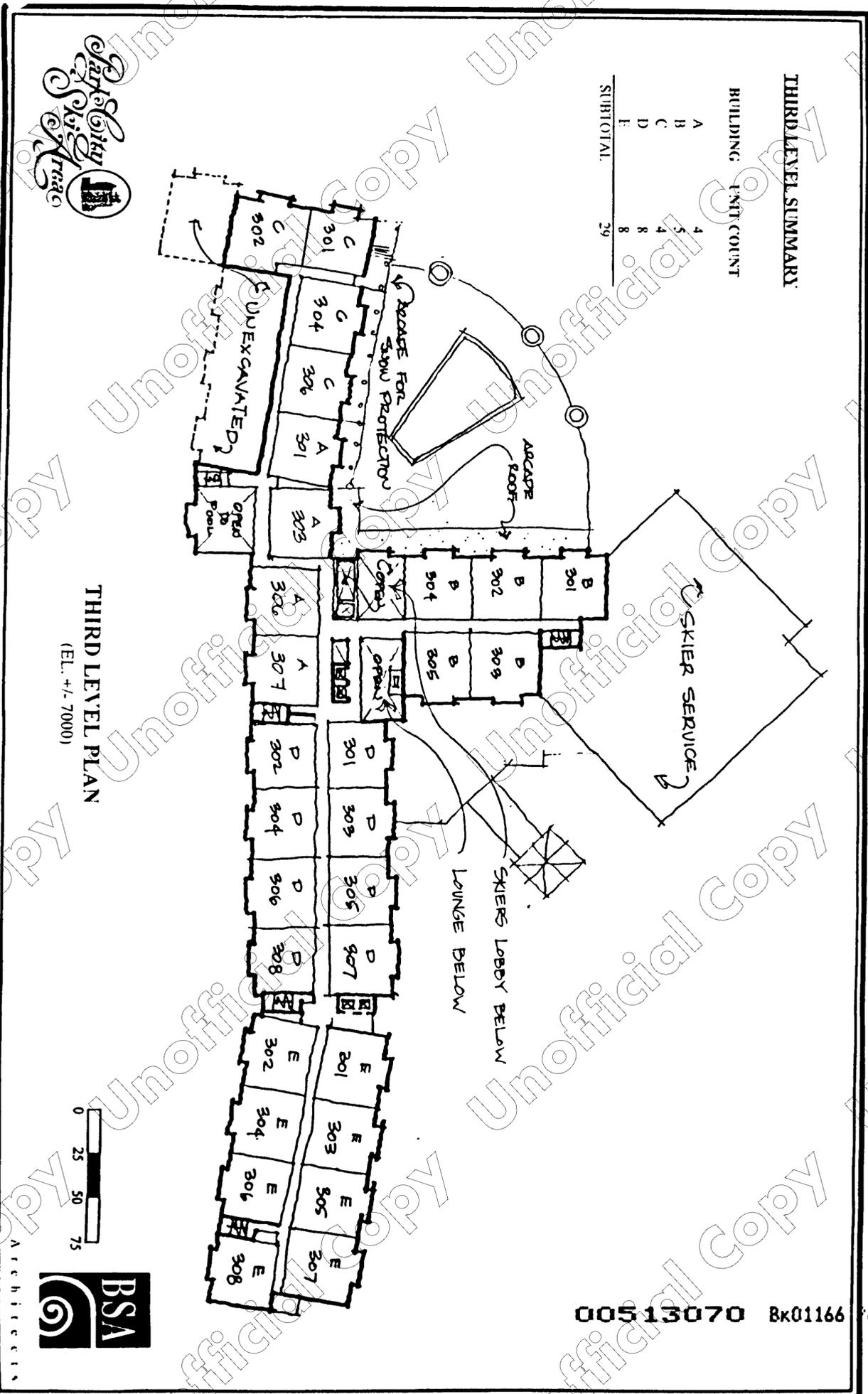
February 12, 1997

005 13070 Bx01166 600467

THIRD LEVEL SUMMARY

BUILDING EXIT COUNT

A	4
B	5
C	4
D	8
E	8
SUBTOTAL	29



BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

THIRD LEVEL PLAN
(EL. +/- 7000)



February 12, 1997

C4

00513070 Bk01166 600468



HSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

FOURTH LEVEL PLAN
(TEL. +1-7010)



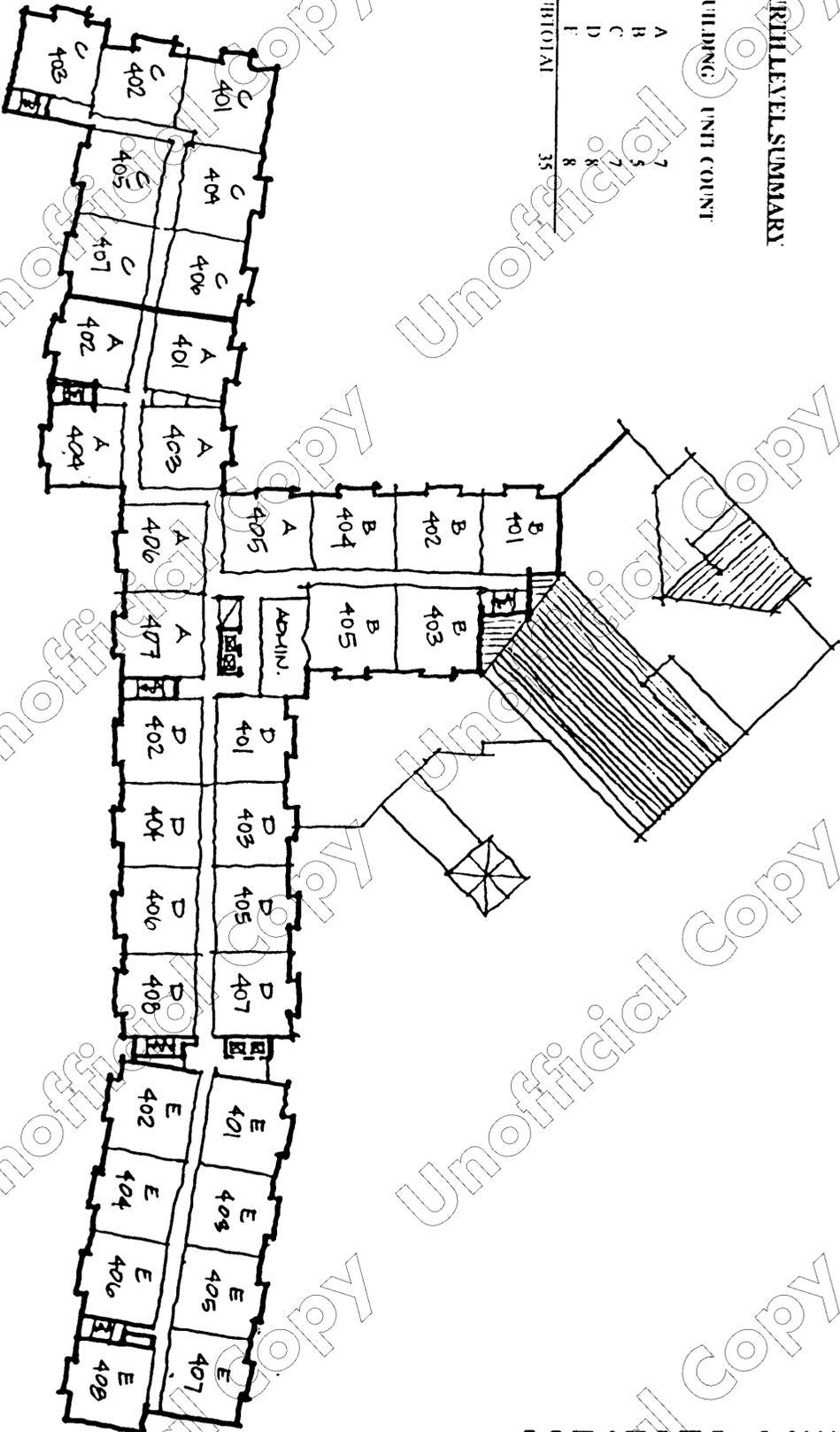
February 12, 1997

05

FOURTH LEVEL SUMMARY

BUILDING UNIT COUNT

A	7
B	5
C	7
D	8
E	8
TOTAL	35



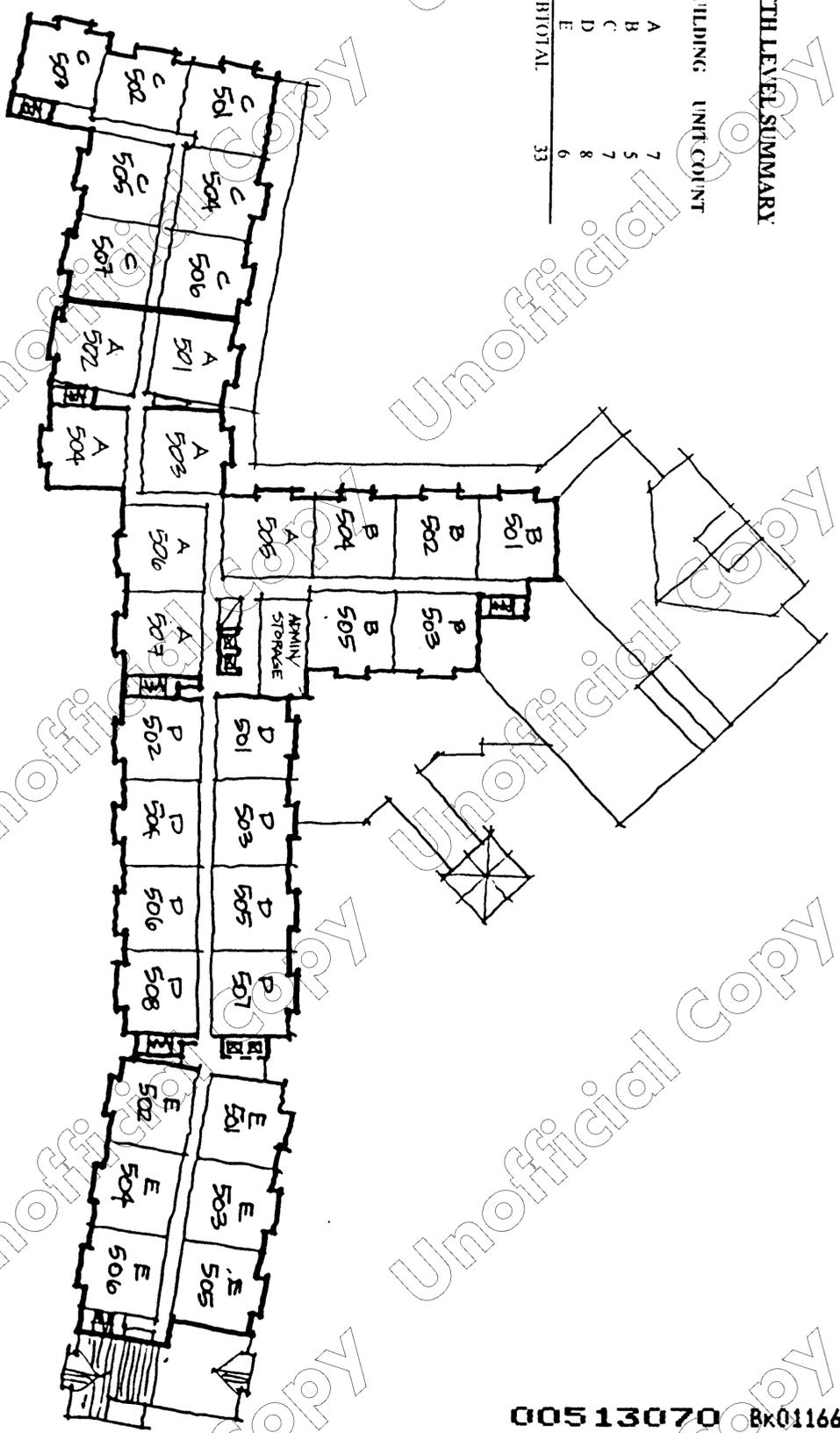
00513070 Bx01166 600469



BSA No. 9601.14

FIFTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	8
E	6
SUBTOTAL	33



FIFTH LEVEL PLAN
(EL. +/- 7020)

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT



February 12, 1997
06

00513070 Bk01166 Pg00470



BSA No. 9601.14

PARK CITY RESORT:
PARCEL A-TIMESHARE CONCEPT

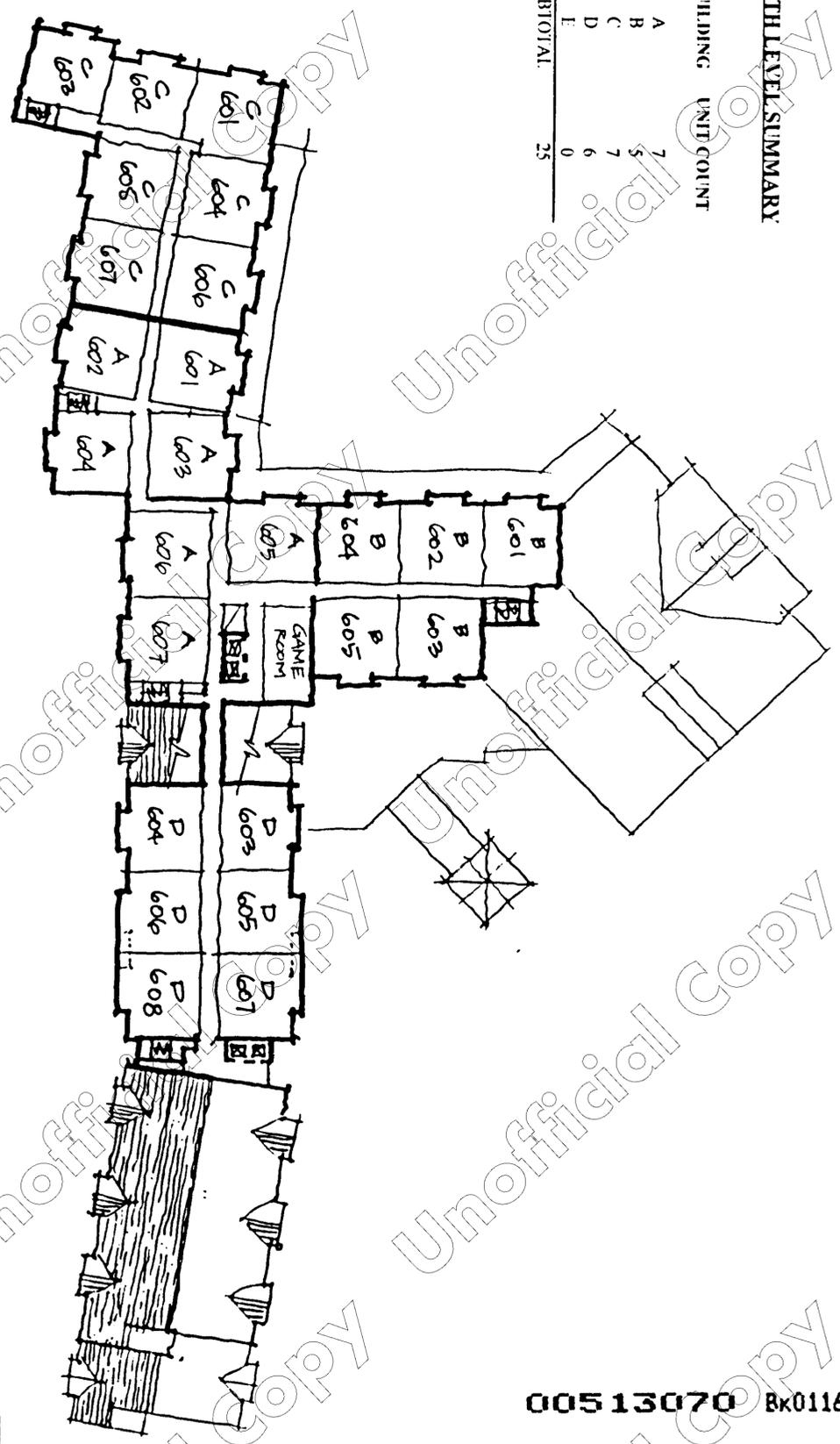
SIXTH LEVEL PLAN
(EL. +/- 7030)



February 12, 1997
07

SIXTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	6
E	0
SUBTOTAL	25



005 13070 Bx01166 Pg00471



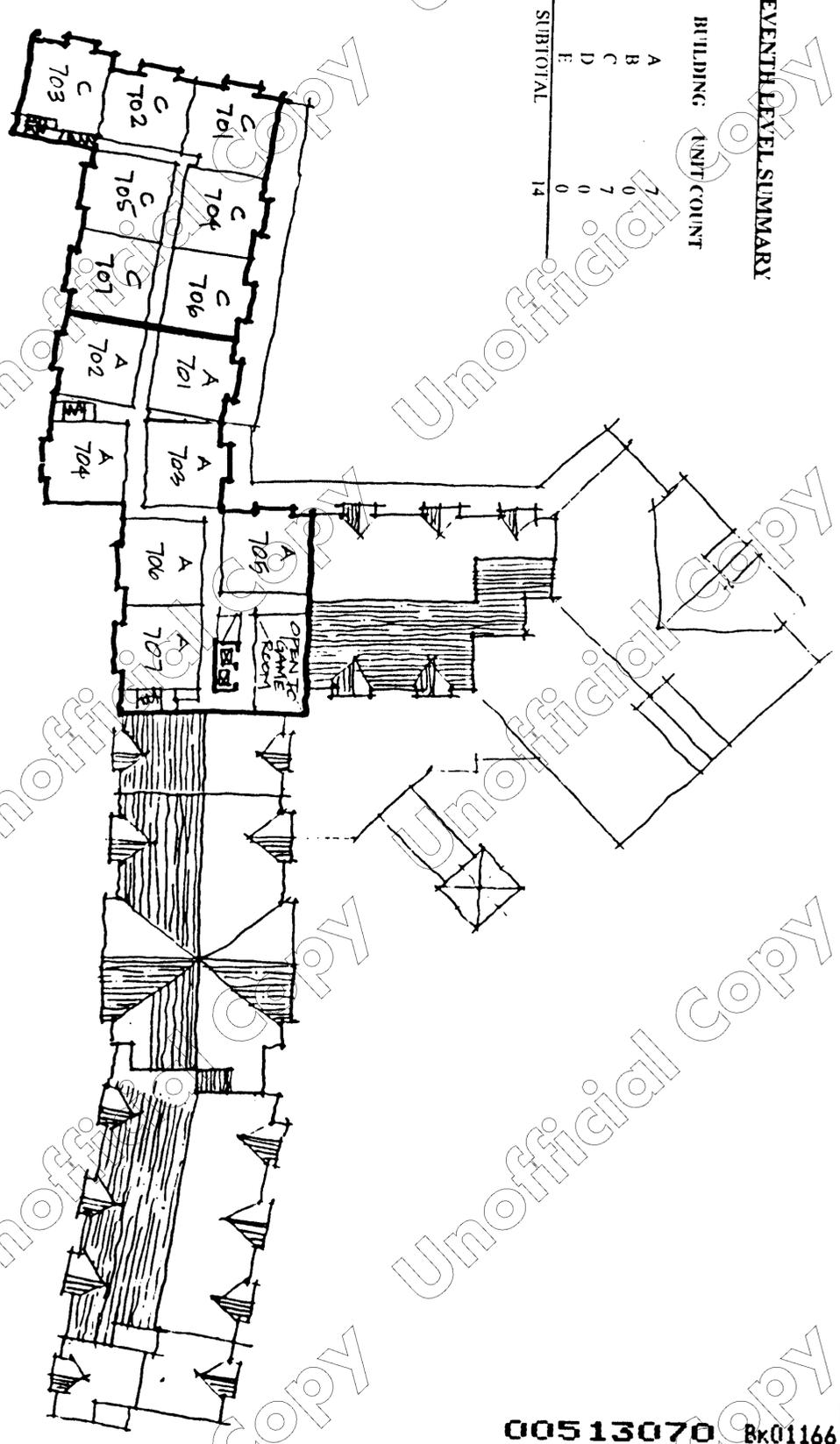
BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

SEVENTH LEVEL PLAN
(EL. +/- 7040)



February 12, 1997
58



SEVENTH LEVEL SUMMARY

BUILDING	INT. COUNT
A	7
B	0
C	7
D	0
E	0
SUBTOTAL	14

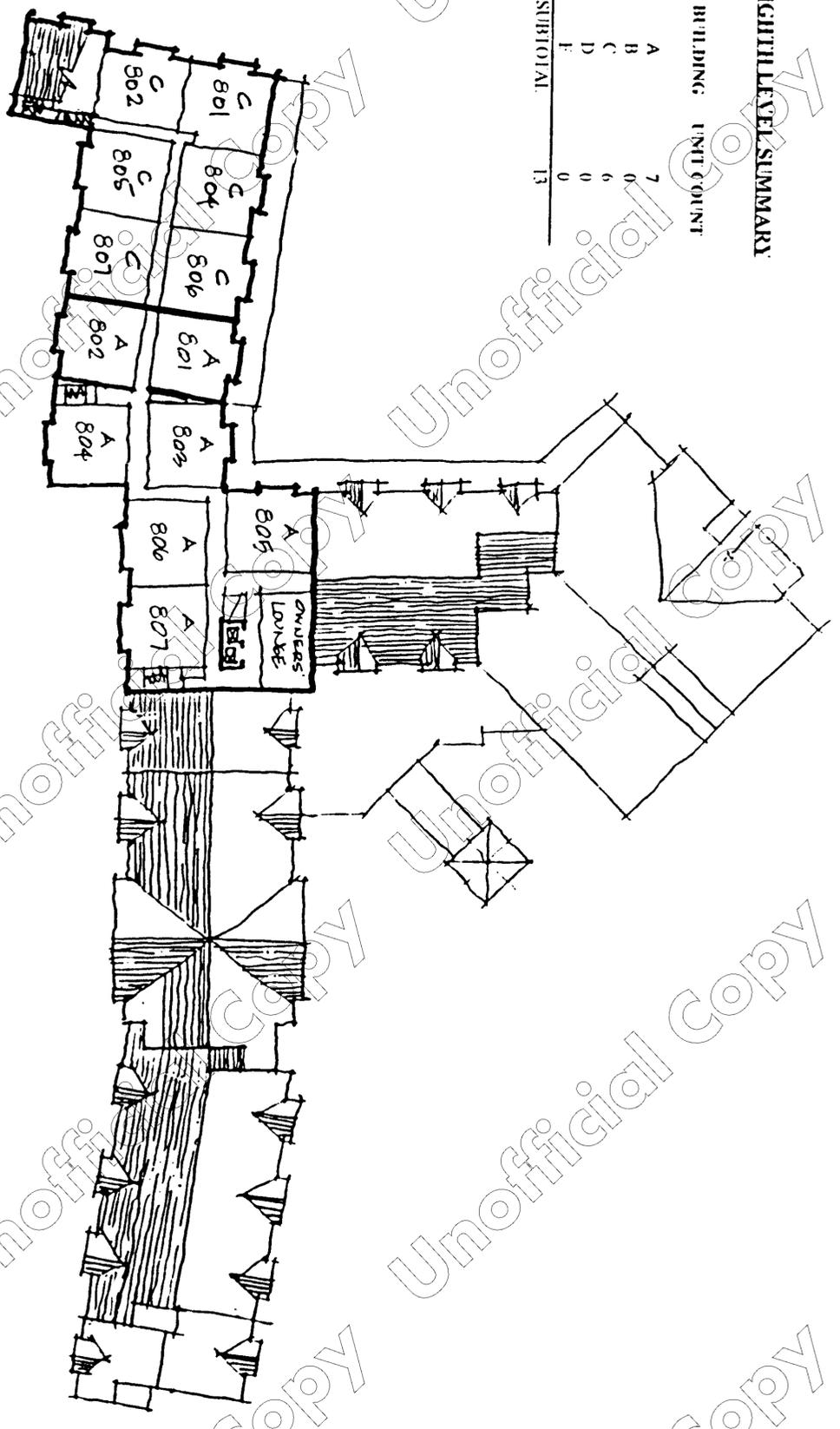
005 13070 Bk01166 Pg00472



BSA No. 9601.14

EIGHTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	6
D	0
E	0
SUBTOTAL	13



EIGHTH LEVEL PLAN
(EL. +/- 7050)

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT



February 12, 1997

00513070 Bk01166 600473

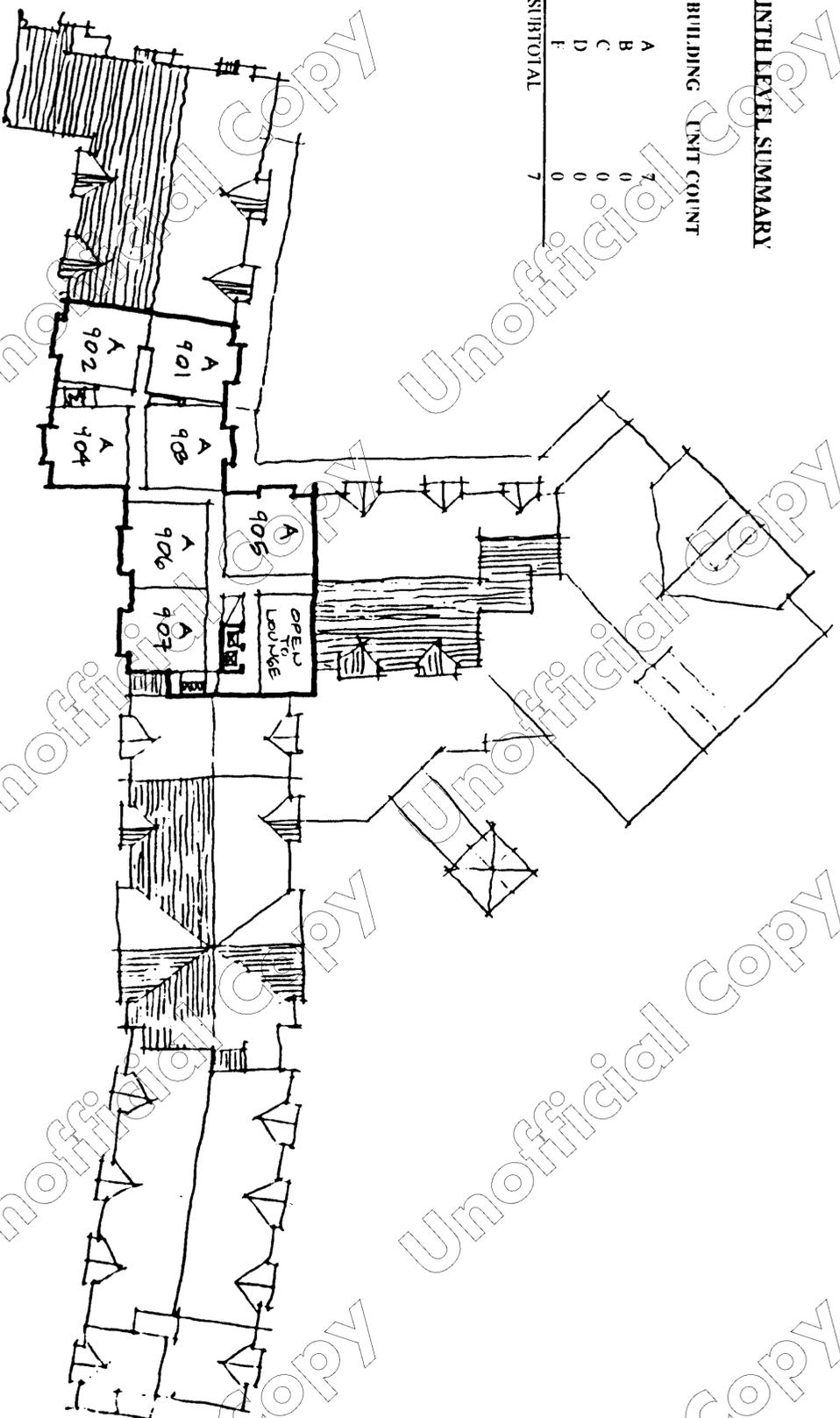


BSA No. 9601.14

NINTH LEVEL SUMMARY

BUILDING UNIT COUNT

A	7
B	0
C	0
D	0
E	0
SUBTOTAL	7



NINTH LEVEL PLAN
(EL. +/- 7060)

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

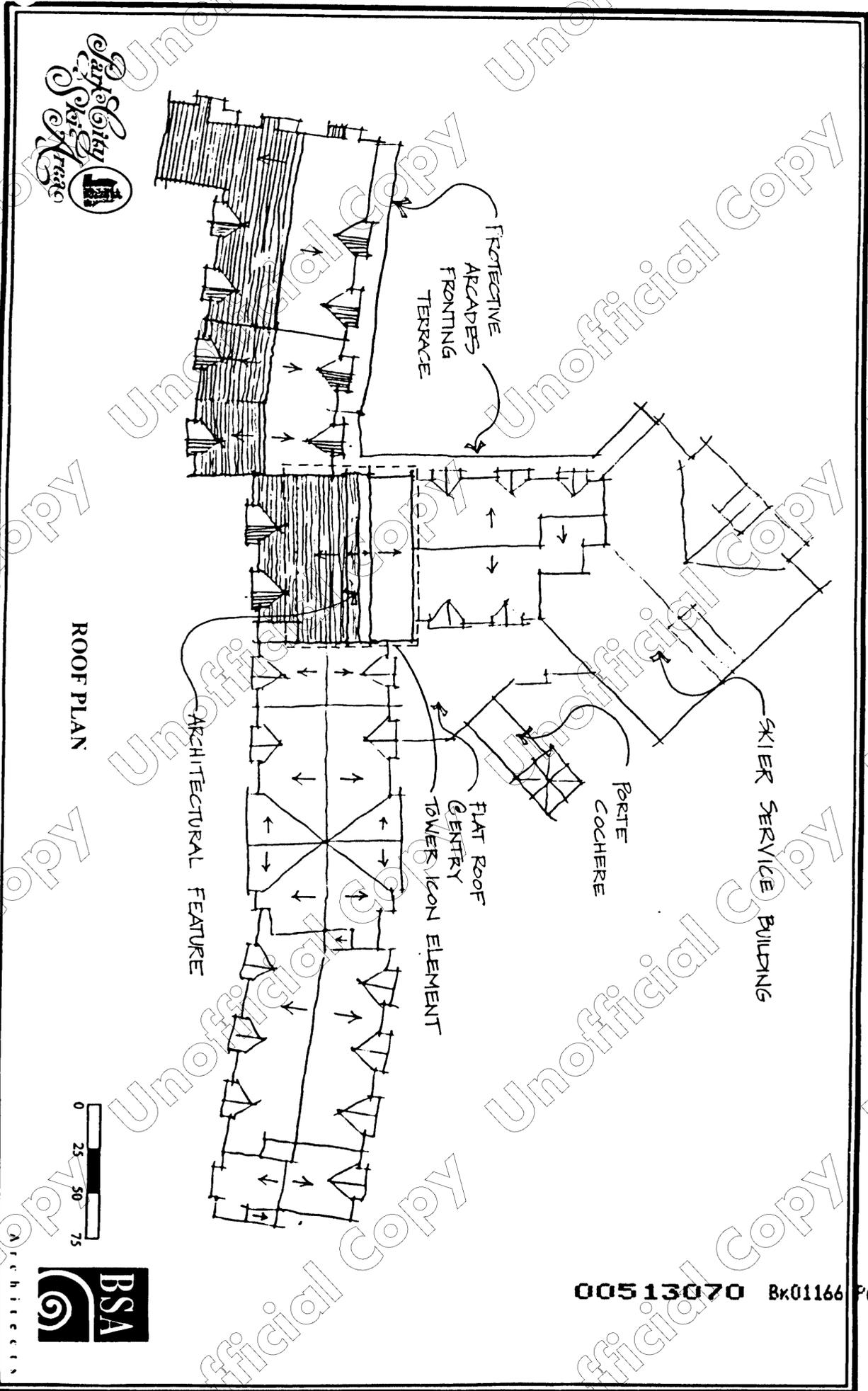


February 12, 1997

005 13070 Bk01166 600474

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT



ROOF PLAN



005 13070 Bx01166 Pg00475

February 12, 1997

Unofficial Copy

BSA No. 9601

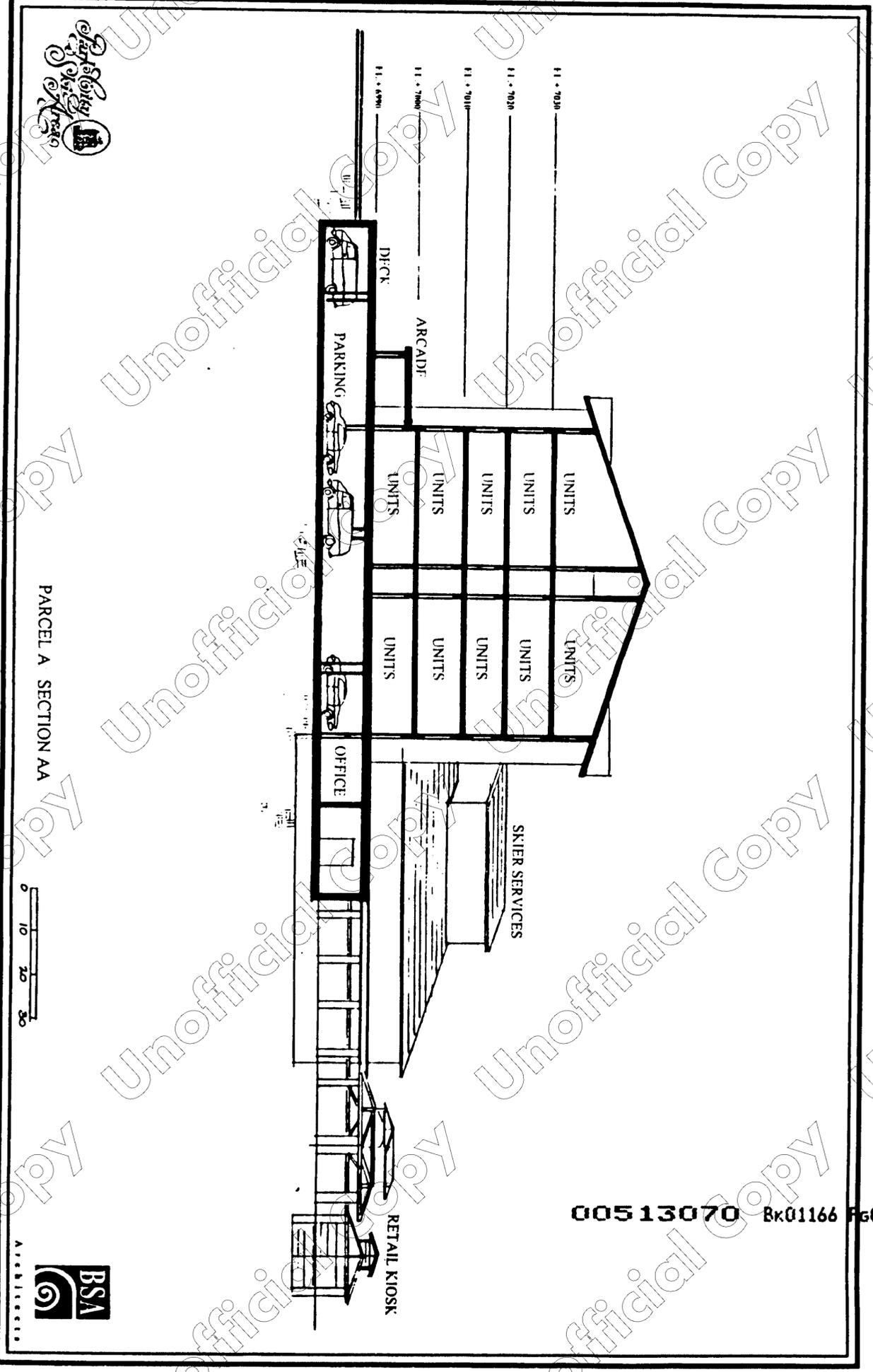


PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL A SECTION AA



February 12, 1997



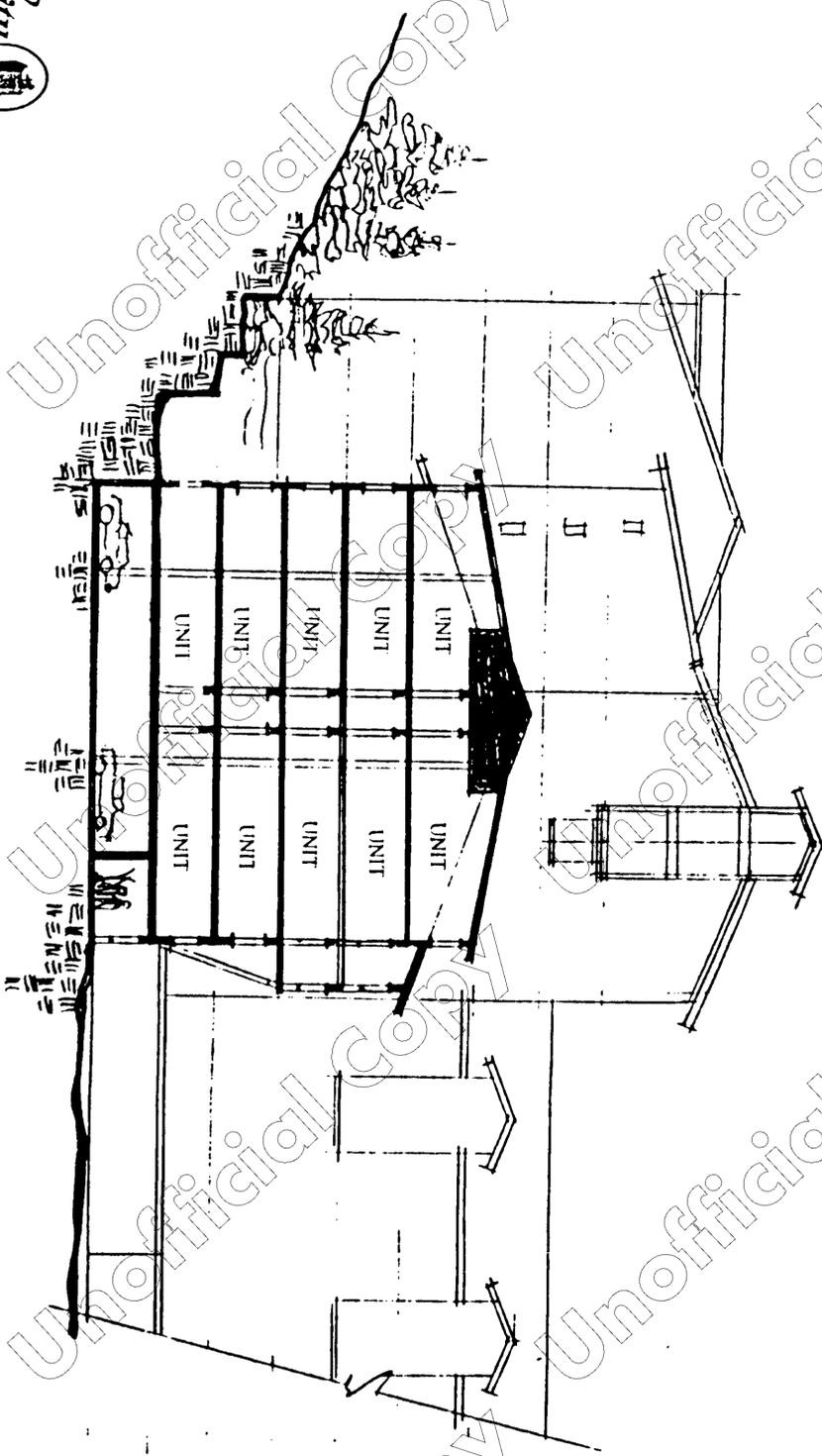
005 13070 Bk01166 Pg00476



BSAR No. 9601.10

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL A: SECTION CC



- 1- EL. 7000
- 2- EL. 6900
- 3- EL. 6800
- 4- EL. 6700
- 5- EL. 6600



7.4
December 19, 1996
Revised February 12, 1997

00513070 Bk01166 Pg00478

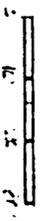
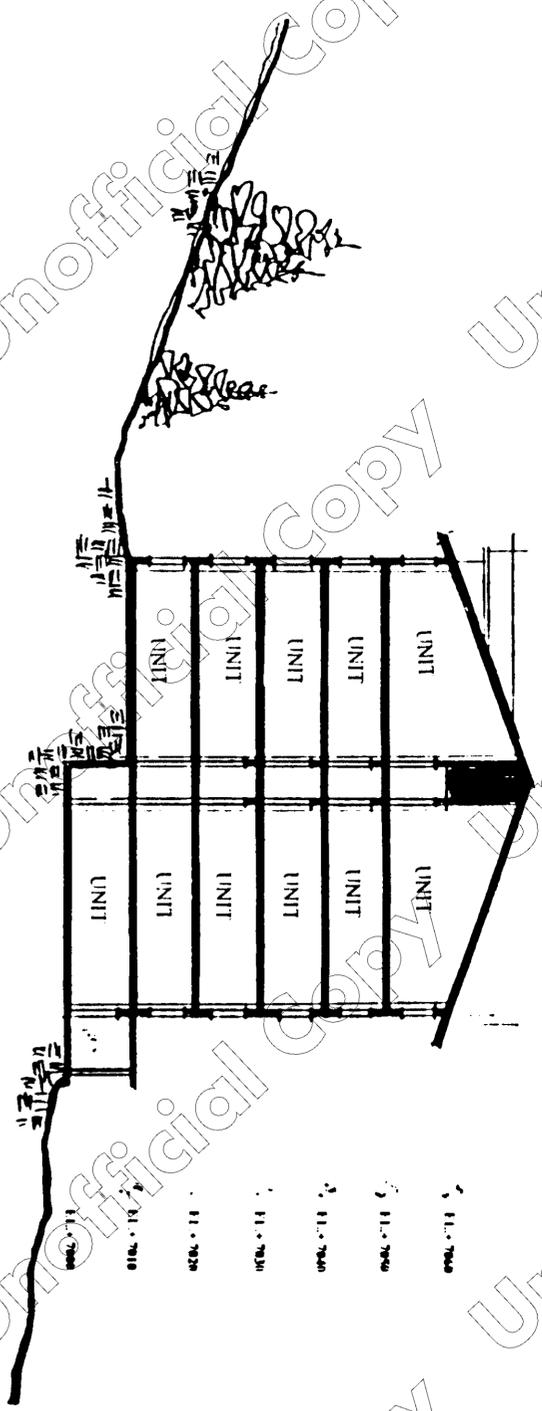
Unofficial Copy



HISAR No. 94011 10

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL A: SECTION DD



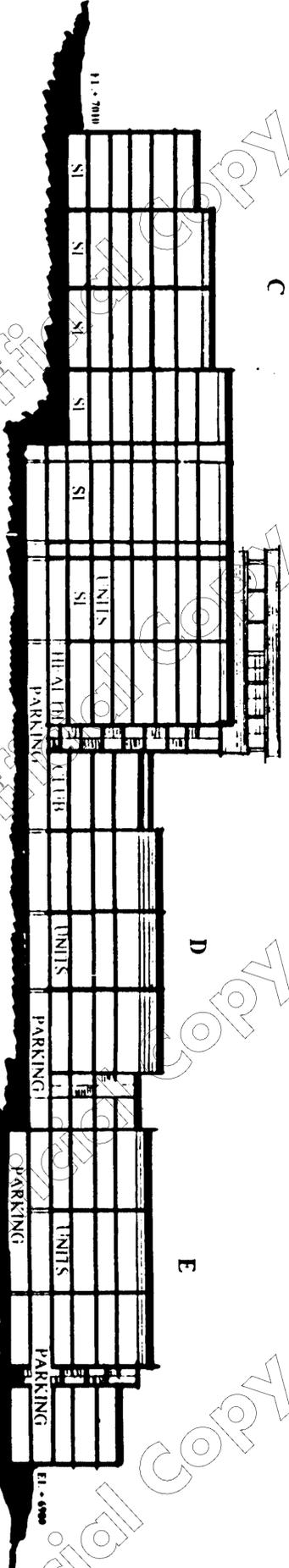
December 19, 1996
Revised February 12, 1997

005 13070 Bk01166 Pg00479

Unofficial Copy



A = AMENITY/BOH SLOPE SIDE
SI = SINGLE LOADED CORRIDOR DOWNSLOPE



PARCEL A: SECTION EE

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY



December 19, 1996
Revised February 12, 1997

005 13070 Bk01166 Pg00480

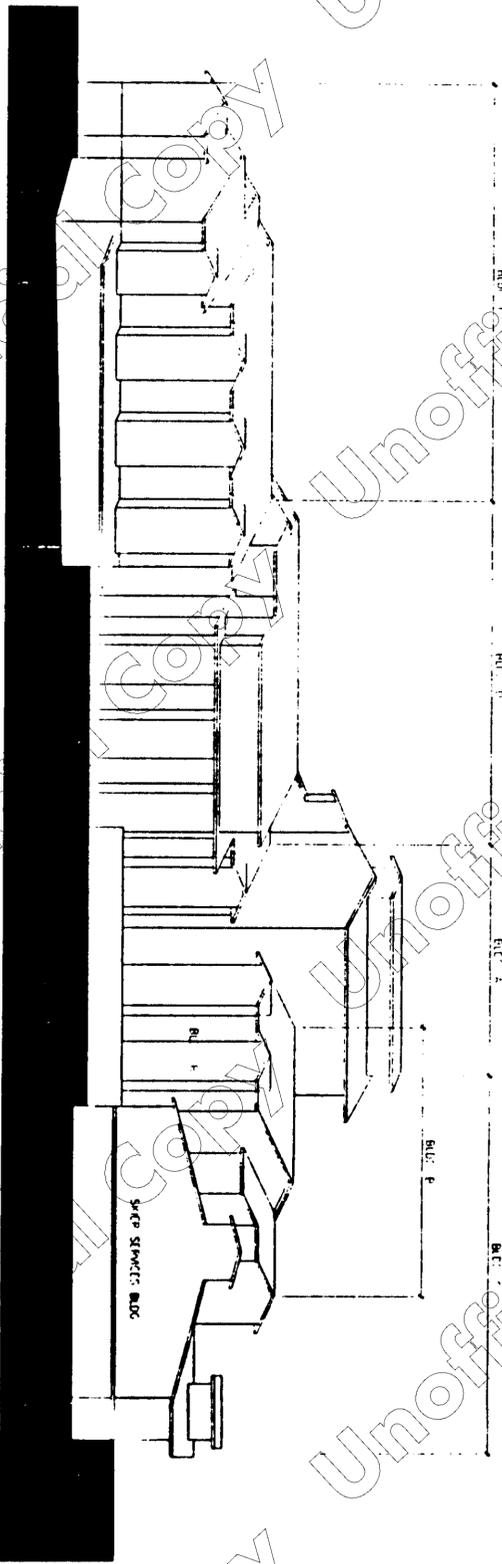
BSAR No. 9601 10



BSA No. 9601

**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**

NORTH WEST MASSING



00513070 Bx01166 P-00481

- E1: 87000
- E2: 87000
- E3: 87070
- E4: 87060
- E5: 87050
- E6: 87040
- E7: 87030
- E8: 87020
- E9: 87010
- E10: 87000
- E11: 86990
- E12: 86980
- E13: 86970
- E14: 86960



April 23, 1997



BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

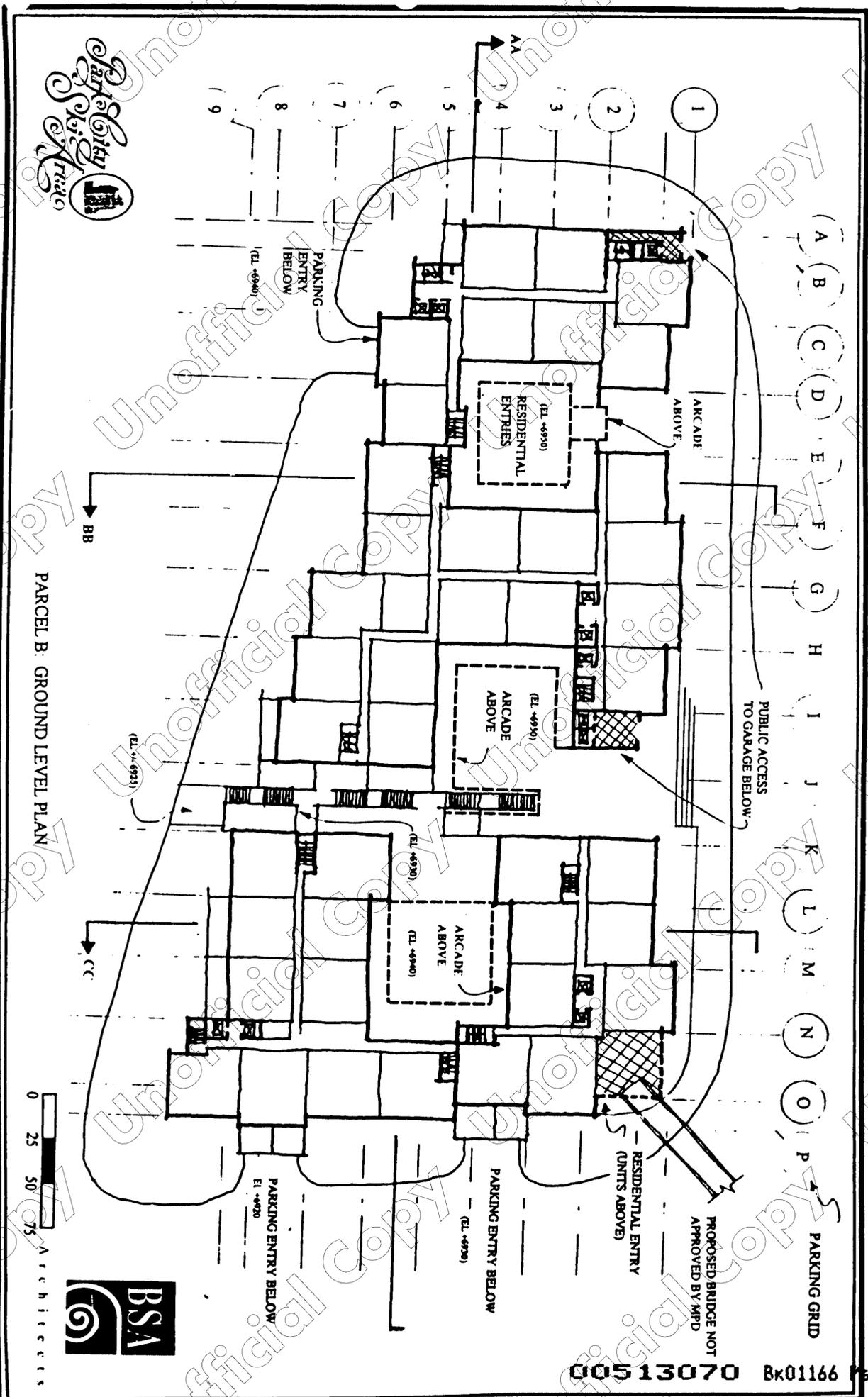
PARCEL B



00513070 Bk01166 Pg00483

April 23, 1997

79



BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL B: GROUND LEVEL PLAN

July 31, 1996
Revised April 23, 1997

Unofficial Copy

BSA No. 9601



PARCEL B FOOTPRINT:
42 UNITS

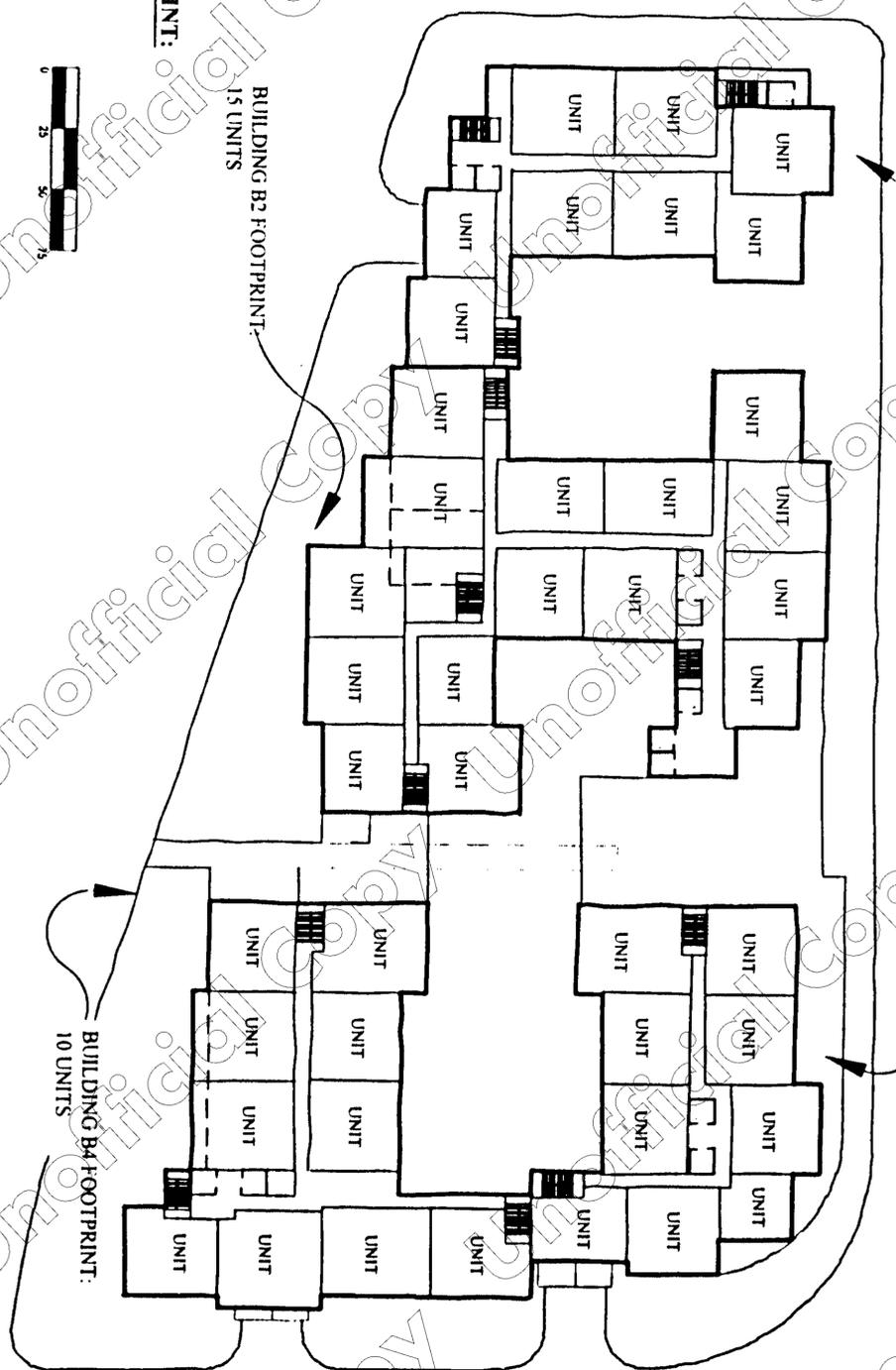


BUILDING B2 FOOTPRINT:
15 UNITS

BUILDING B1 FOOTPRINT:
8 UNITS

BUILDING B3 FOOTPRINT:
9 UNITS

BUILDING B4 FOOTPRINT:
10 UNITS



PARCEL B: TYPICAL FLOOR PLAN

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



MAY 14, 1997

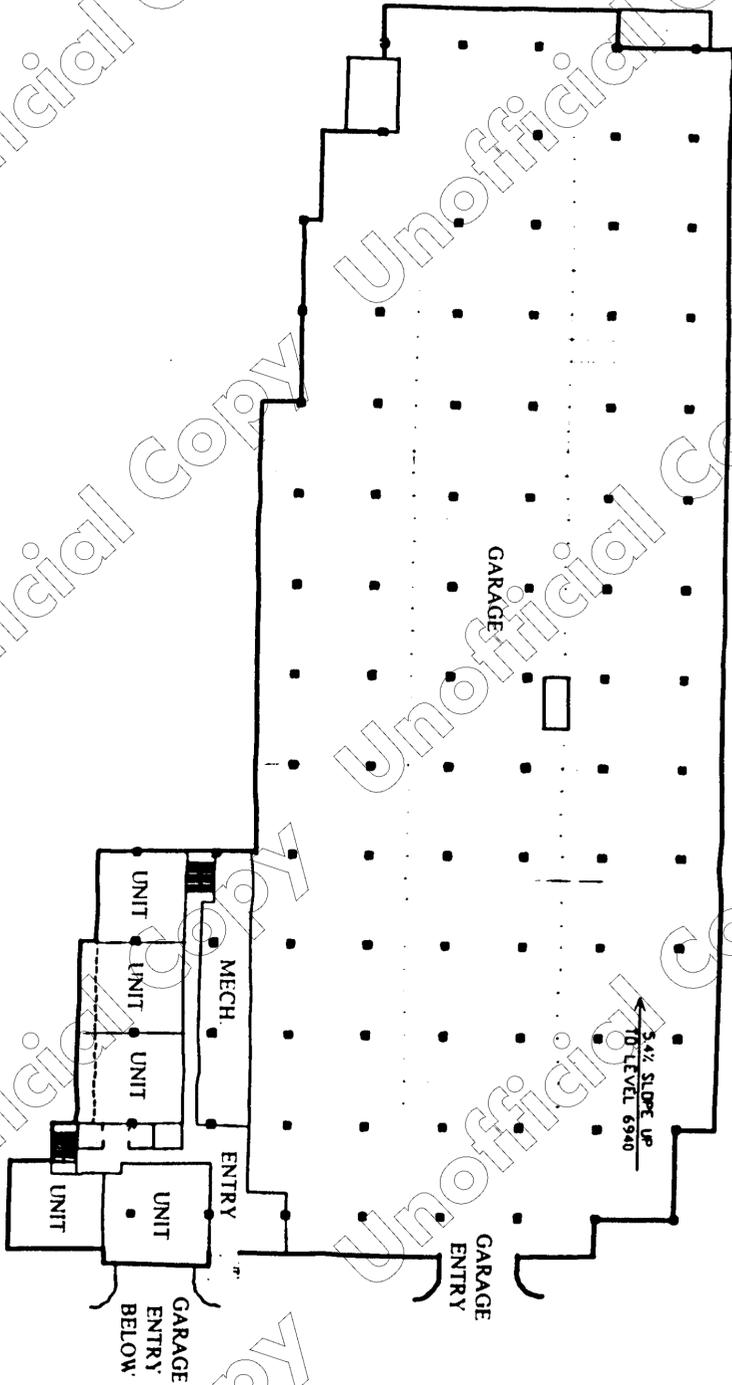
00513070 Bk01166 Pg00485

BSA No. 9601



PARCEL B: FLOOR PLAN (Level 6930)

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



005 13070 Bk01166 Pg00486



MAY 14, 1997

Unofficial Copy

BSA No. 9601



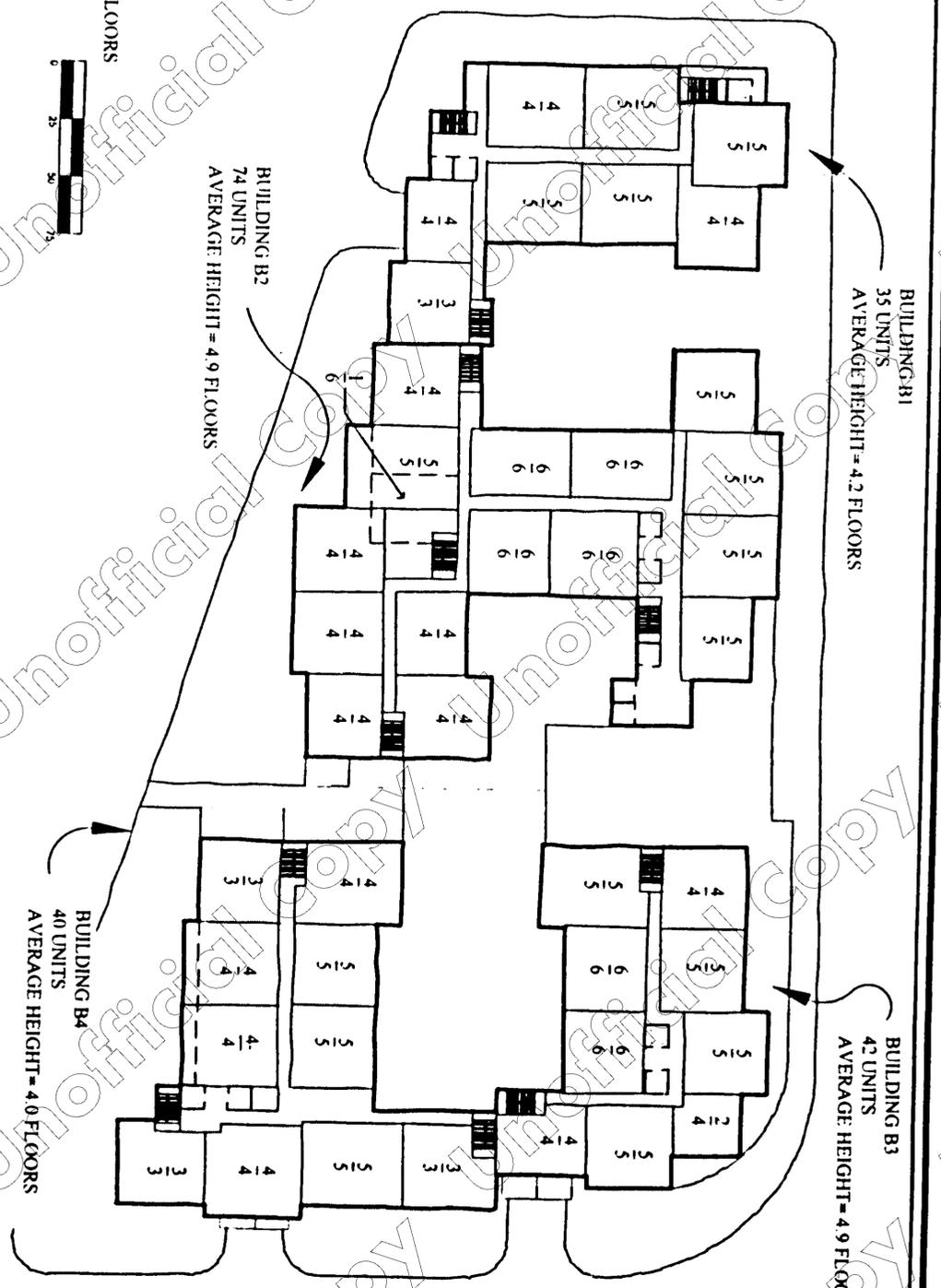
LEGEND
1 = UNITS
3 = FLOORS

PARCEL B TOTALS
191 UNITS
AVERAGE HEIGHT = 4.5 FLOORS



PARCEL B: UNIT COUNT AND BUILDING HEIGHT

**PARK CITY RESORT
BASE AREA MASTER PLAN STUDY**



005 13070 Bk01166 Pg00487



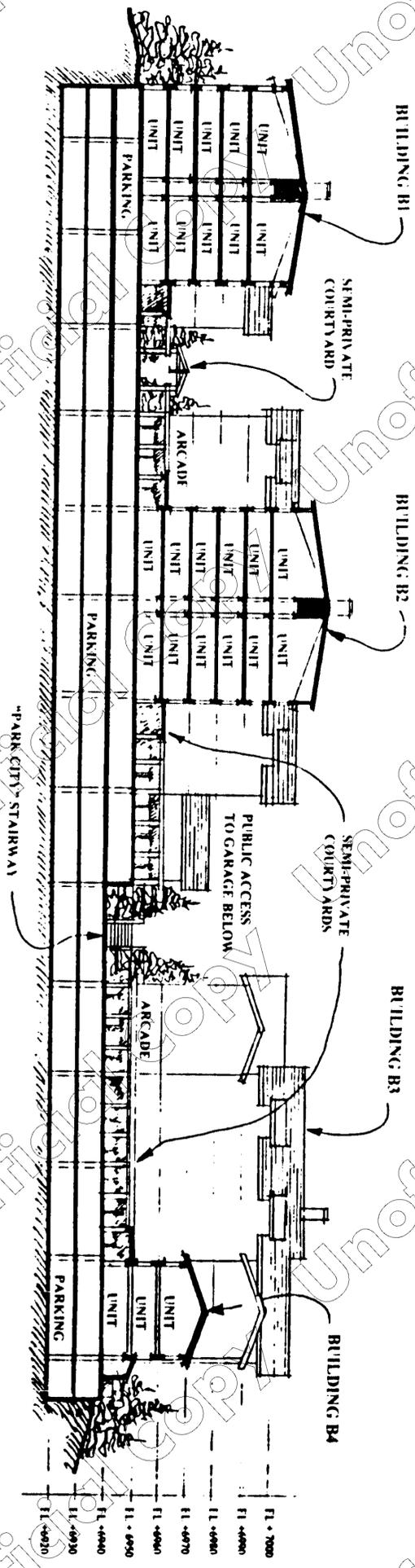
MAY 14, 1997



BS&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL B: SECTION AA

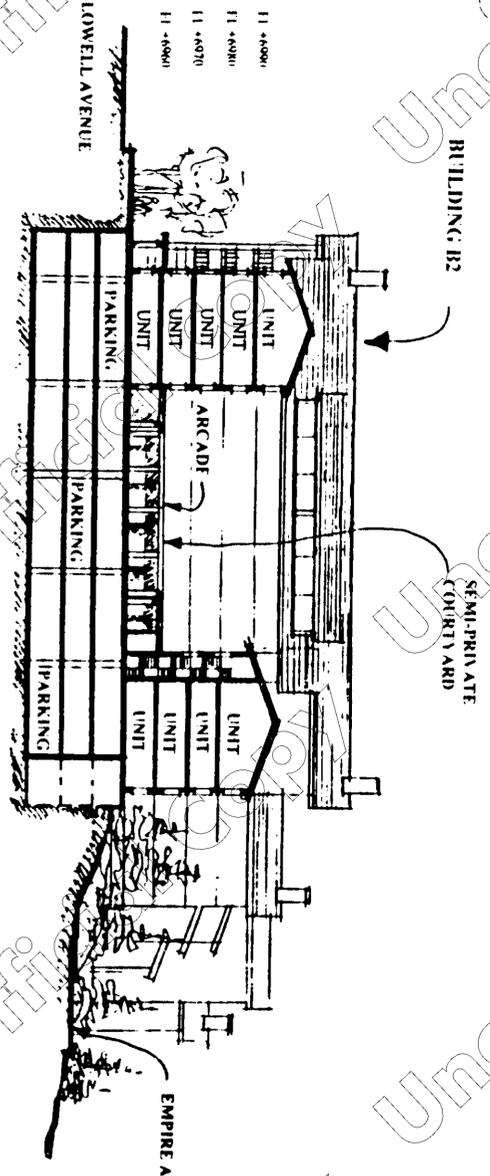


July 31, 1996
Revised April 23, 1997

00513070 Bk01166 P500488



BS&K No. 9601.18



PARCEL B: SECTION BB

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY



Architects

July 31, 1996
Revised April 23, 1997

00513070 Bx01166 600489

Unofficial Copy

HSA No. 96411

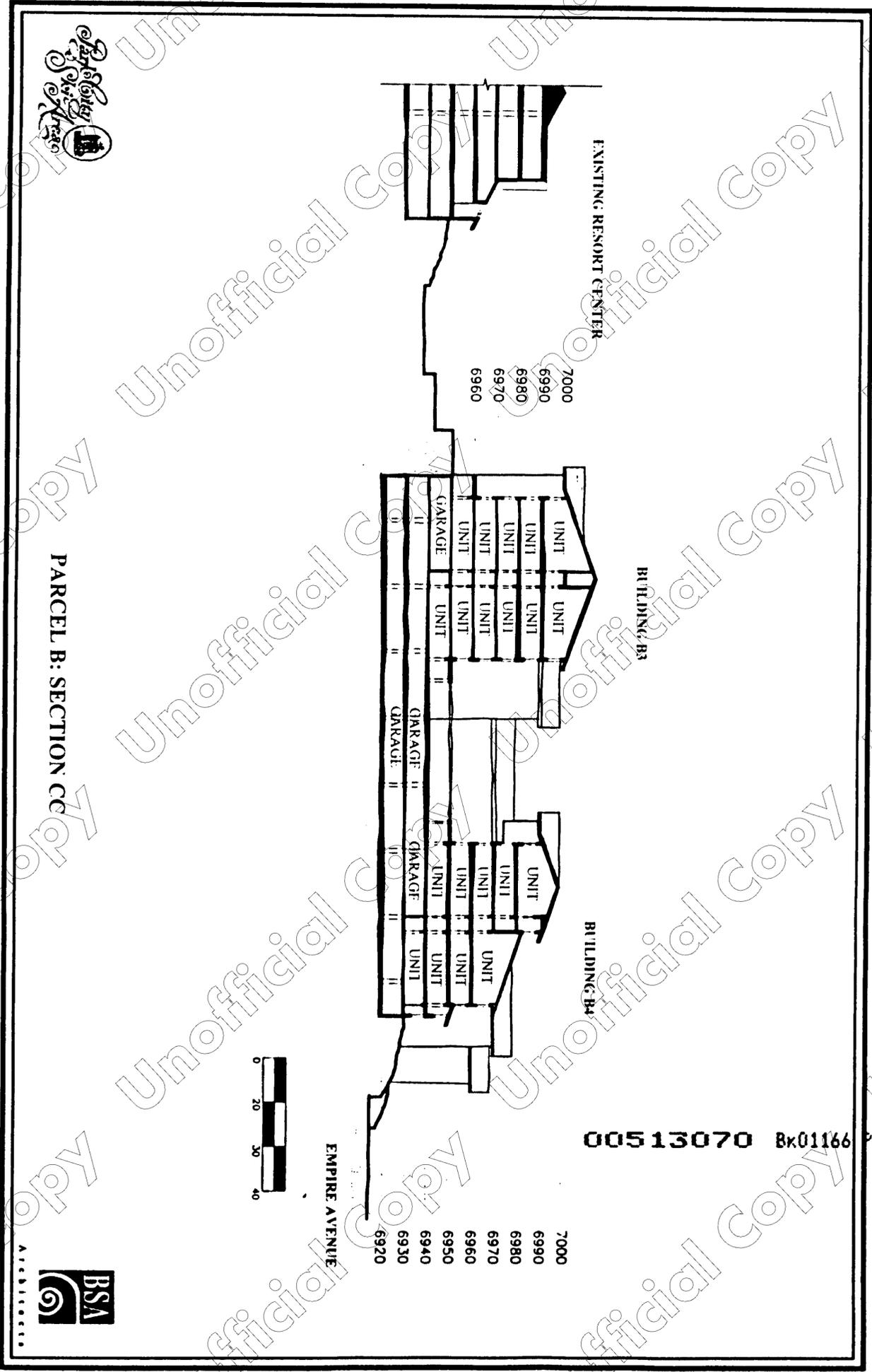


PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL B: SECTION CC



MAY 14, 1997



00513070 Bx01166 Pg00490

Unofficial Copy

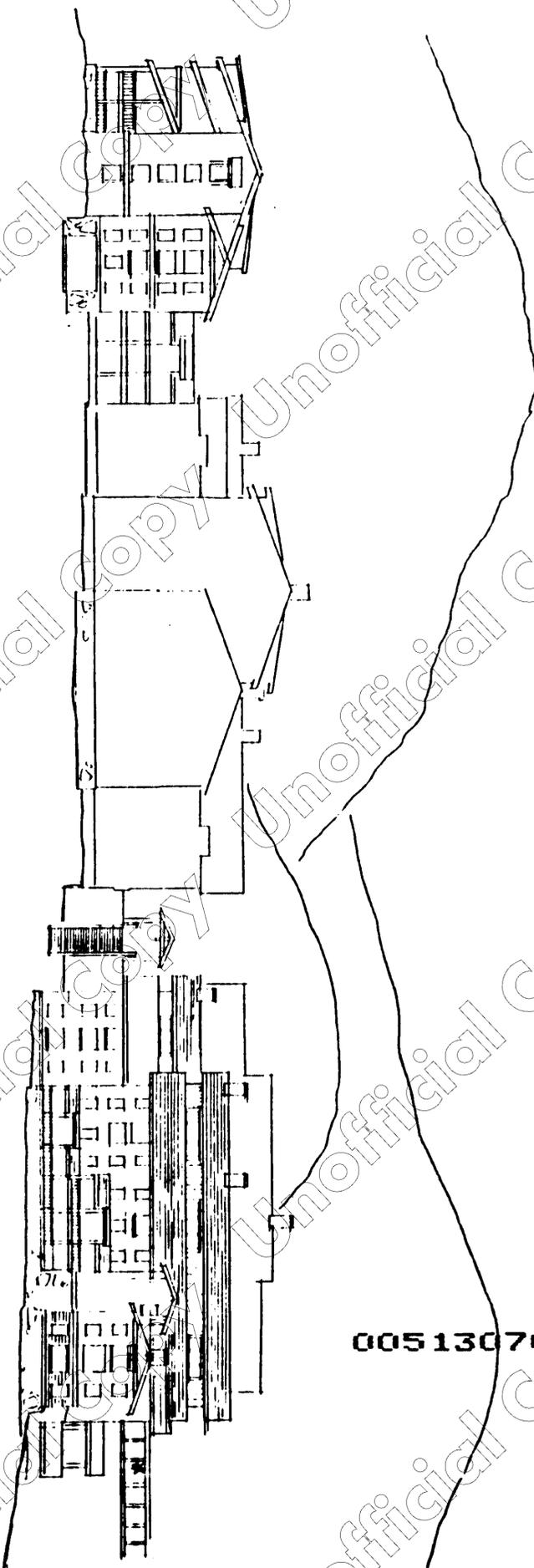
BSA No. 9601



NORTHEAST ELEVATION (View from Empire Avenue)

PARCEL B: ELEVATION STUDY

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



005 13070 BR01166 P600491

* Bridge not approved



MAY 14, 1997

CSB



BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL C

005 13070 Bk01166 Pg 0492



July 31, 1996

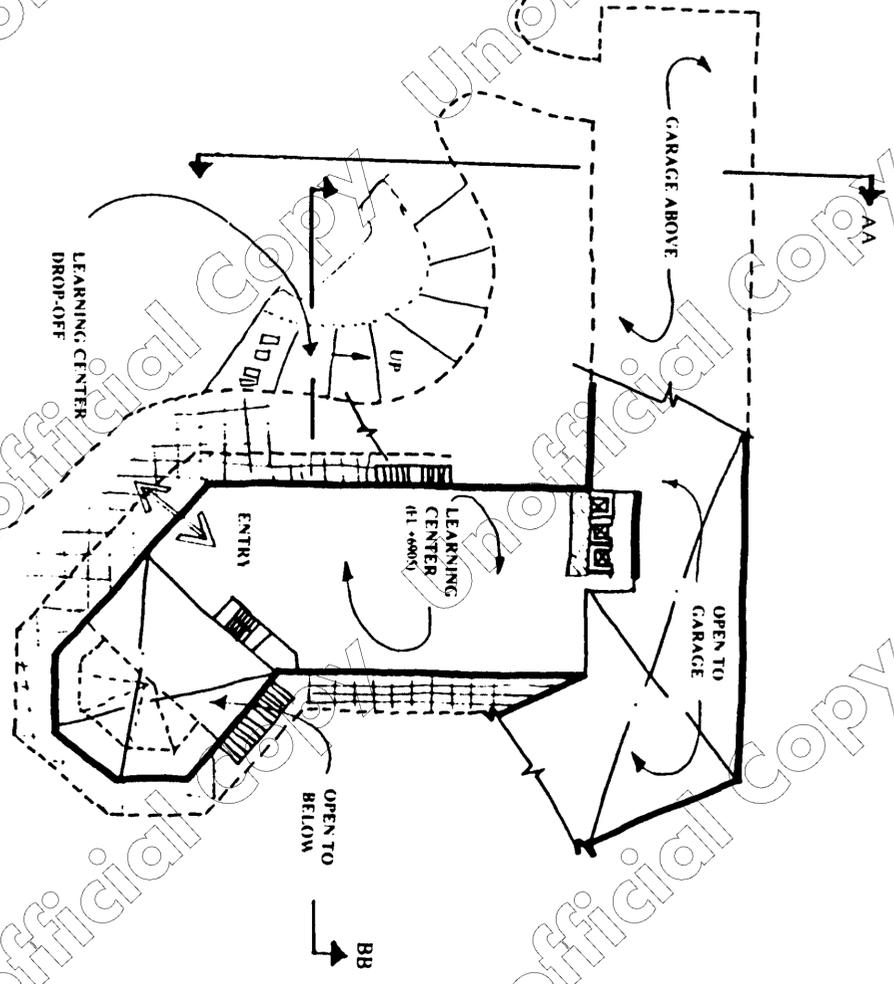
86



BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL C: SKIER SERVICE FLOOR PLAN



July 31, 1996

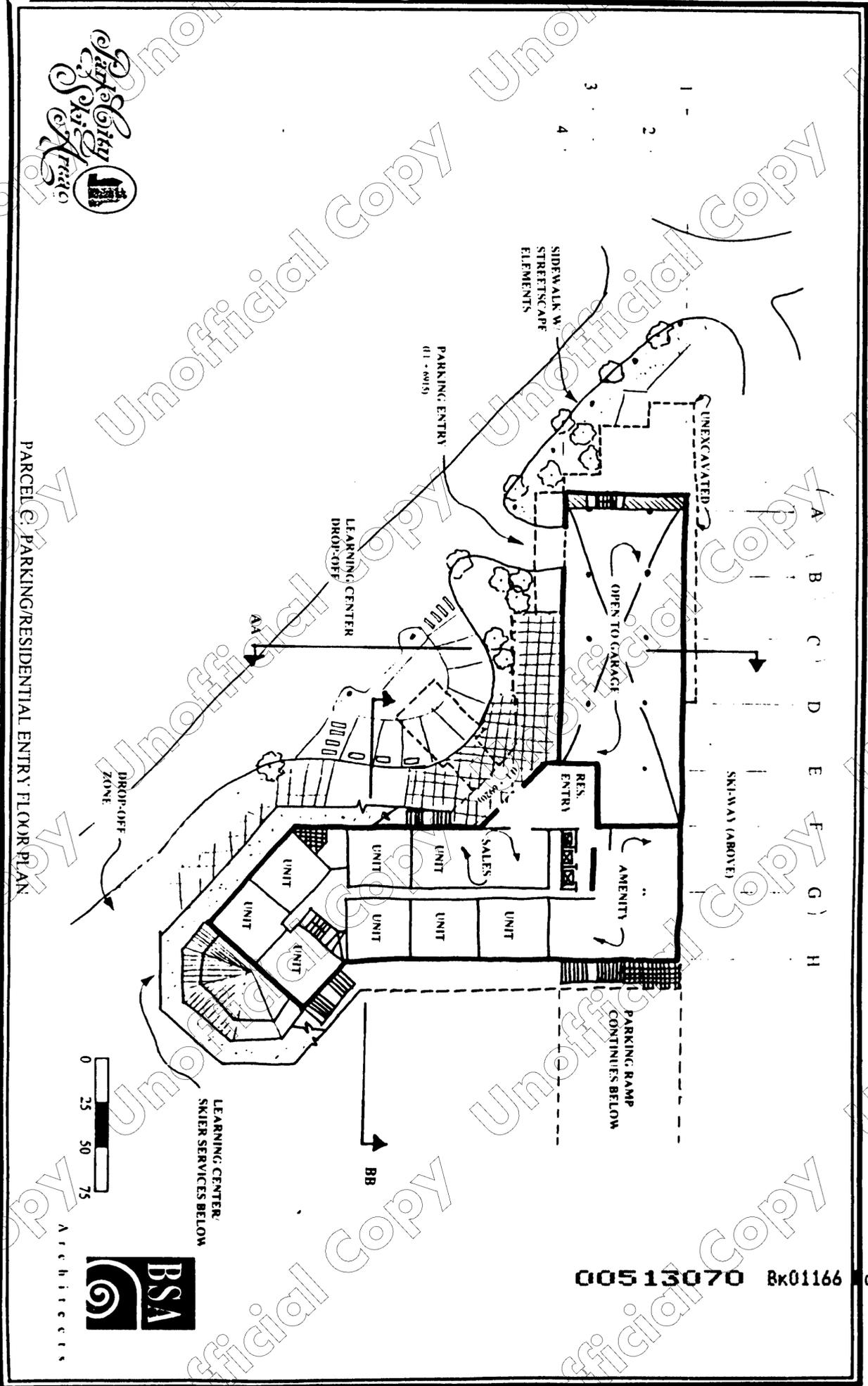
00513070 Bk01166 7600493



BS&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL C: PARKING/RESIDENTIAL ENTRY FLOOR PLAN

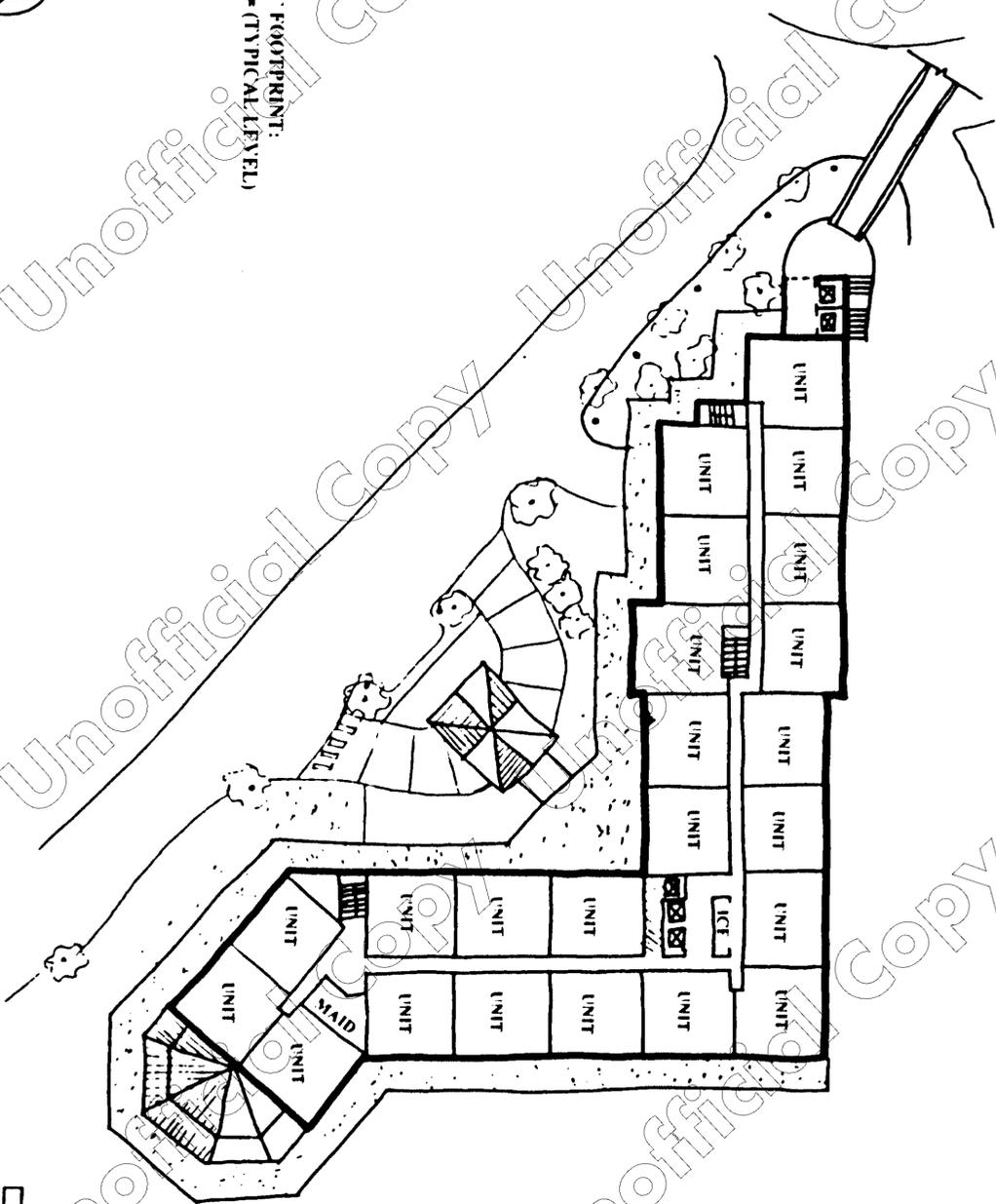


005 13070 Bk01166 600494

July 31, 1996



PARCEL C FOOTPRINT:
23 UNITS - (TYPICAL LEVEL)



Architects

HS&R No. 9601.18

PARCEL C: TYPICAL FLOOR PLAN
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

005 13070 Bx01166 Pg00495

Unofficial Copy

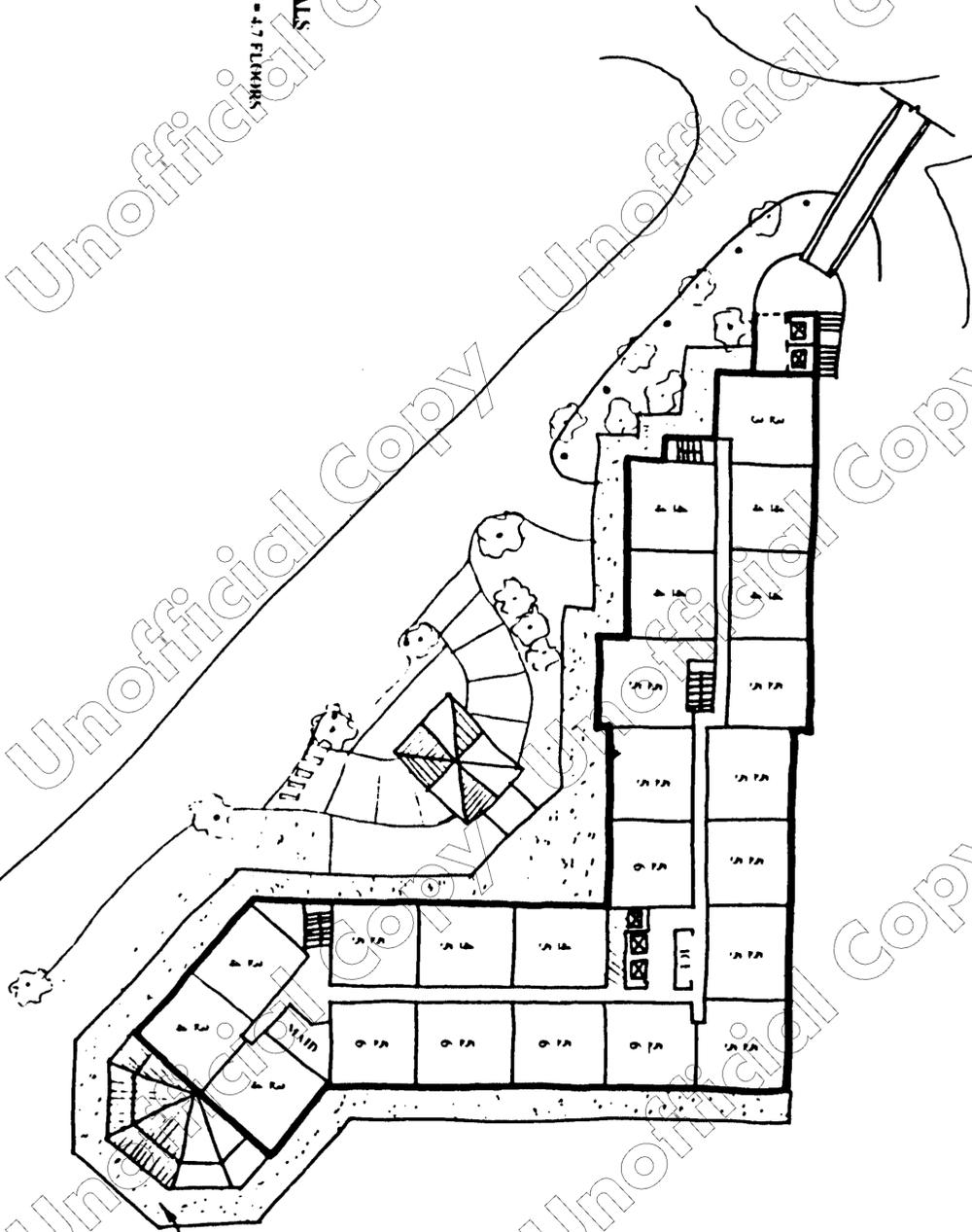


BS&R No. 9601.18

LEGEND
3 = UNITS
4 = FLOORS
PARCEL TOTALS
101 UNITS
AVERAGE HEIGHT = 4.7 FLOORS

PARCEL C: BUILDING HEIGHT AND UNIT COUNT

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY



005 13070 Br01166 Pg00496

July 31, 1996

BSA&R No. 9601.18



PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL D



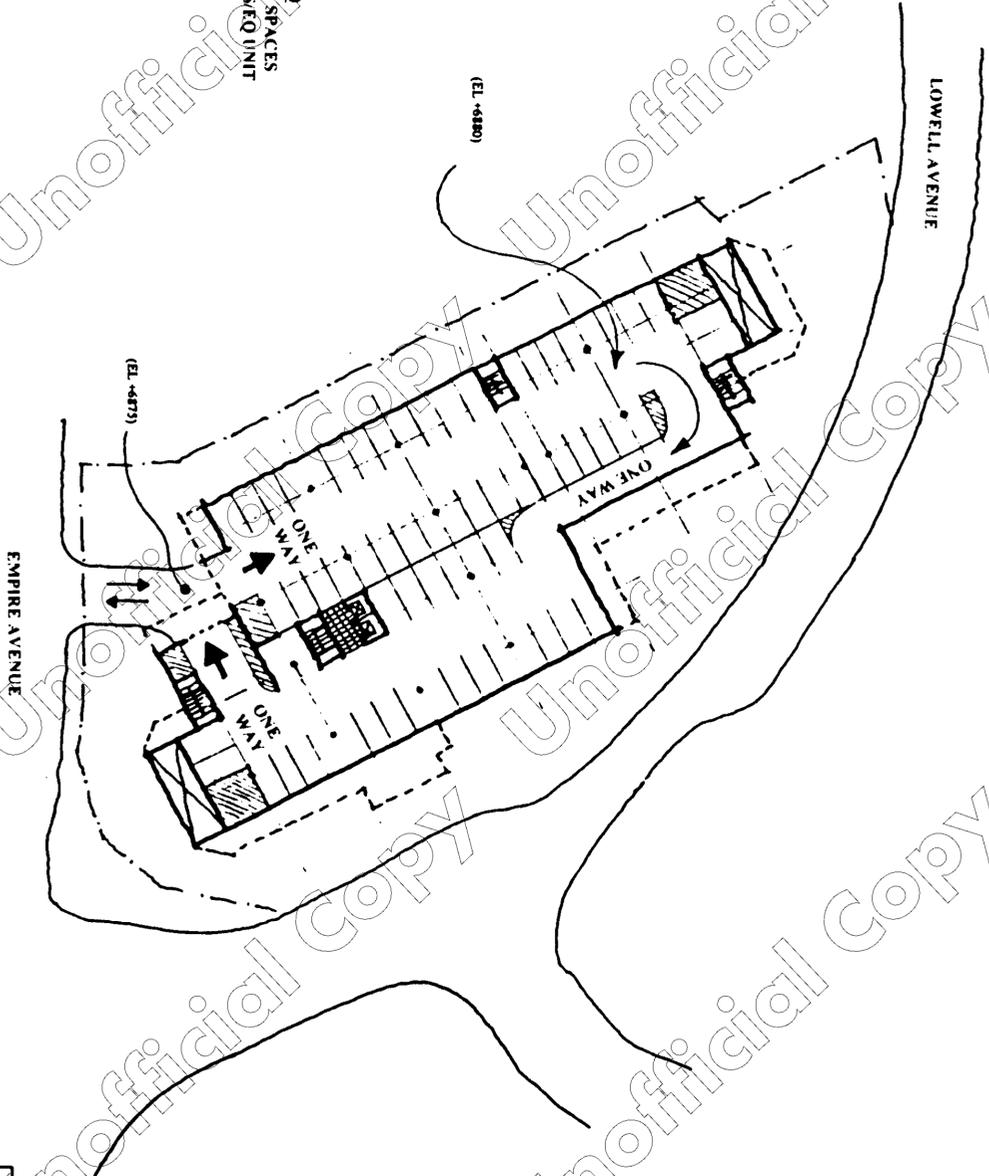
July 31, 1996

93

005 13070 Bx01166 Pg0499



PARCEL D
66 PARKING SPACES
= 1.7 SPACED UNIT



PARCEL D: PARKING PLAN

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

BSA&R No. 9601.18



00513070 Bk01166 R-00500

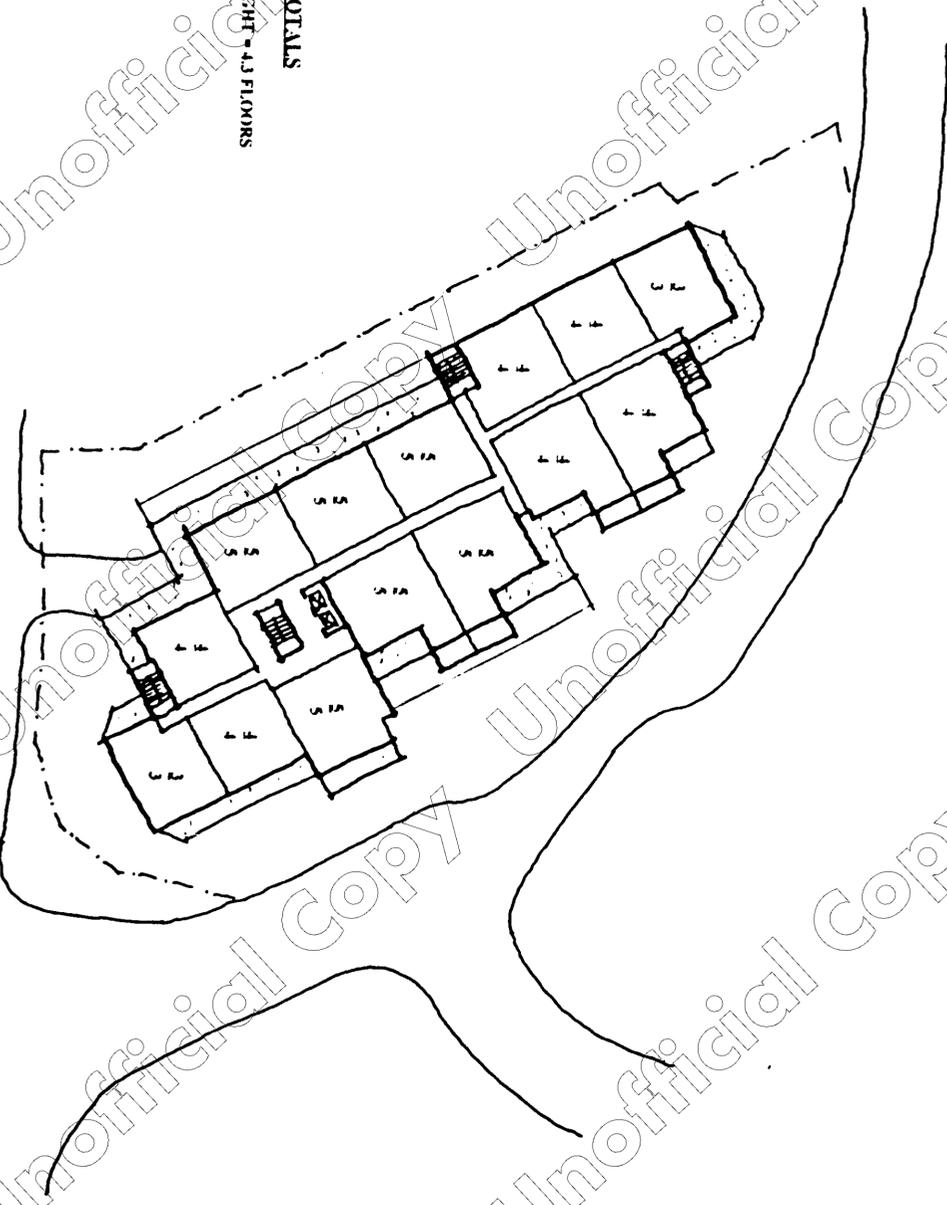
July 31, 1996



BSA&R No. 9601.1R

**PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY**

PARCEL D: UNIT COUNT AND BUILDING HEIGHT



LEGEND
3 = UNITS
5 = FLOORS

PARCEL D TOTALS
60 UNITS
AVERAGE HEIGHT = 4.3 FLOORS



July 31, 1996

005 13070 Bk01166 Pd00501

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY



PARCEL E

00513070 Bx01166 P#00503



July 31, 1996

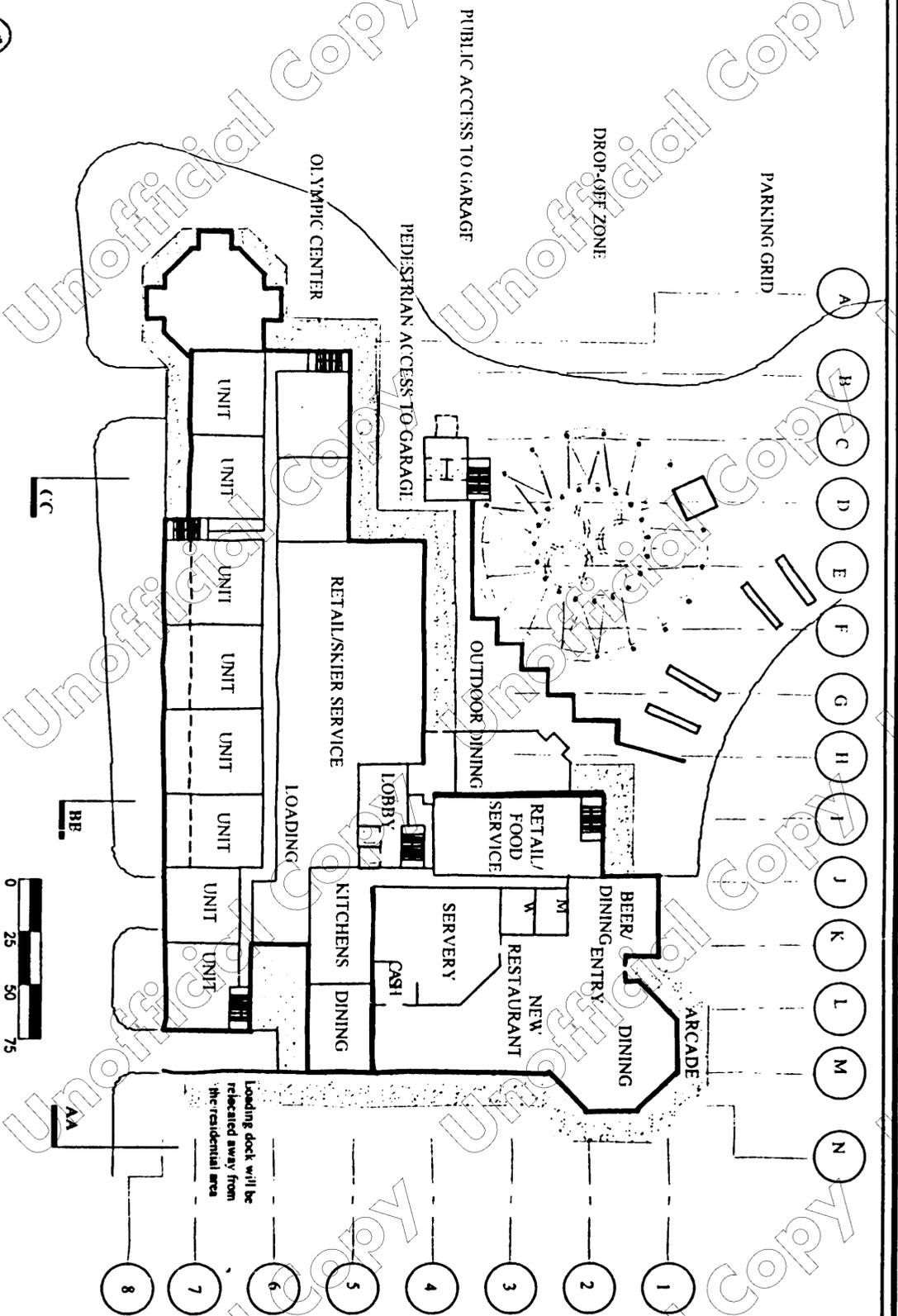
98

Unofficial Copy

BSA No. 9601



PARCEL E: GROUND LEVEL PLAN
PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



April 23, 1997
Rev. May 14, 1997

00513070 Bx01166 P00504

Unofficial Copy



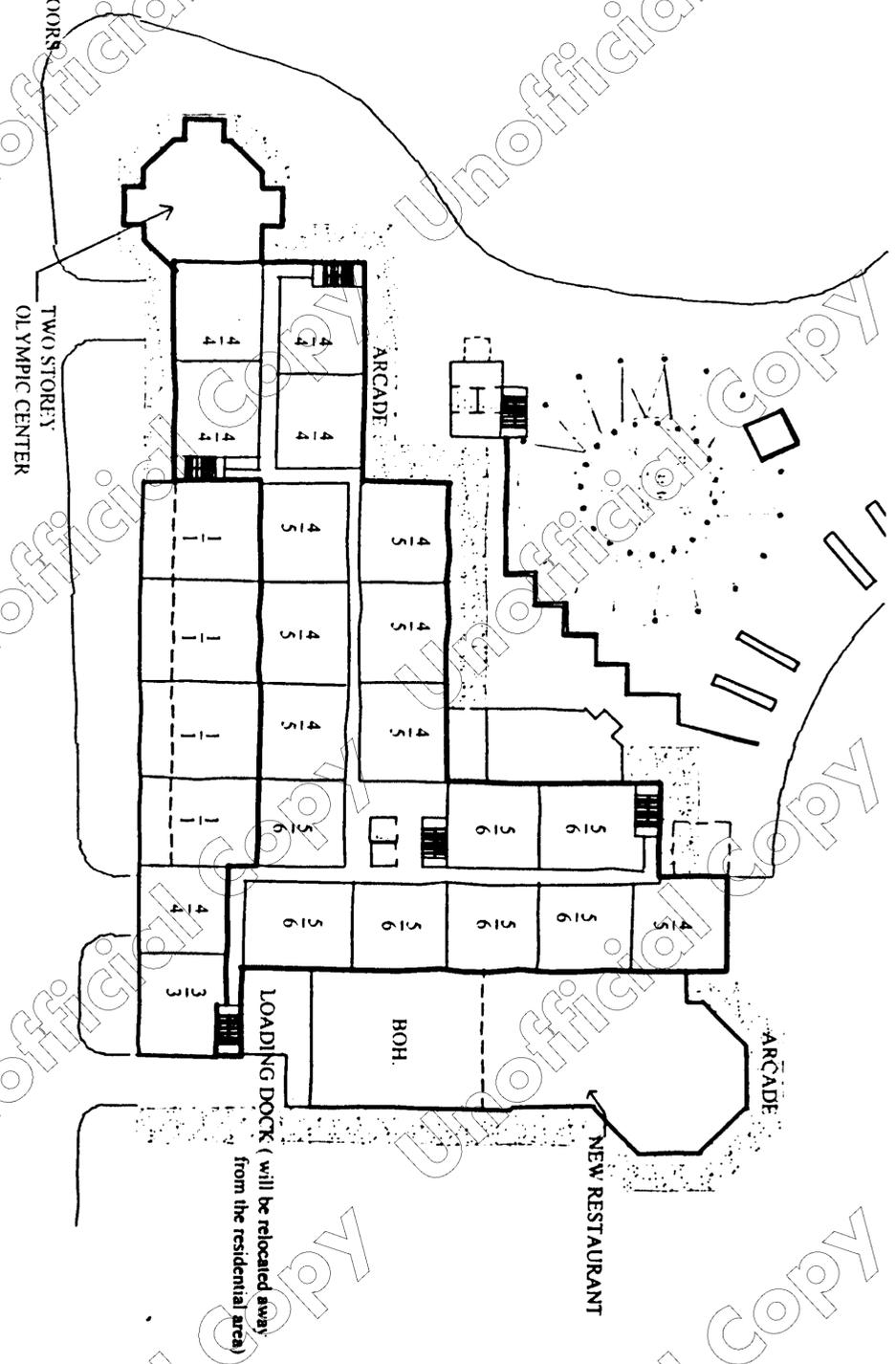
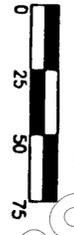
BSA No. 9401

LEGEND
3 = UNITS
3 = FLOORS

PARCEL E TOTALS
91 UNITS
AVERAGE HEIGHT = 3.8 FLOORS

PARCEL E: UNIT COUNT AND BUILDING HEIGHT

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



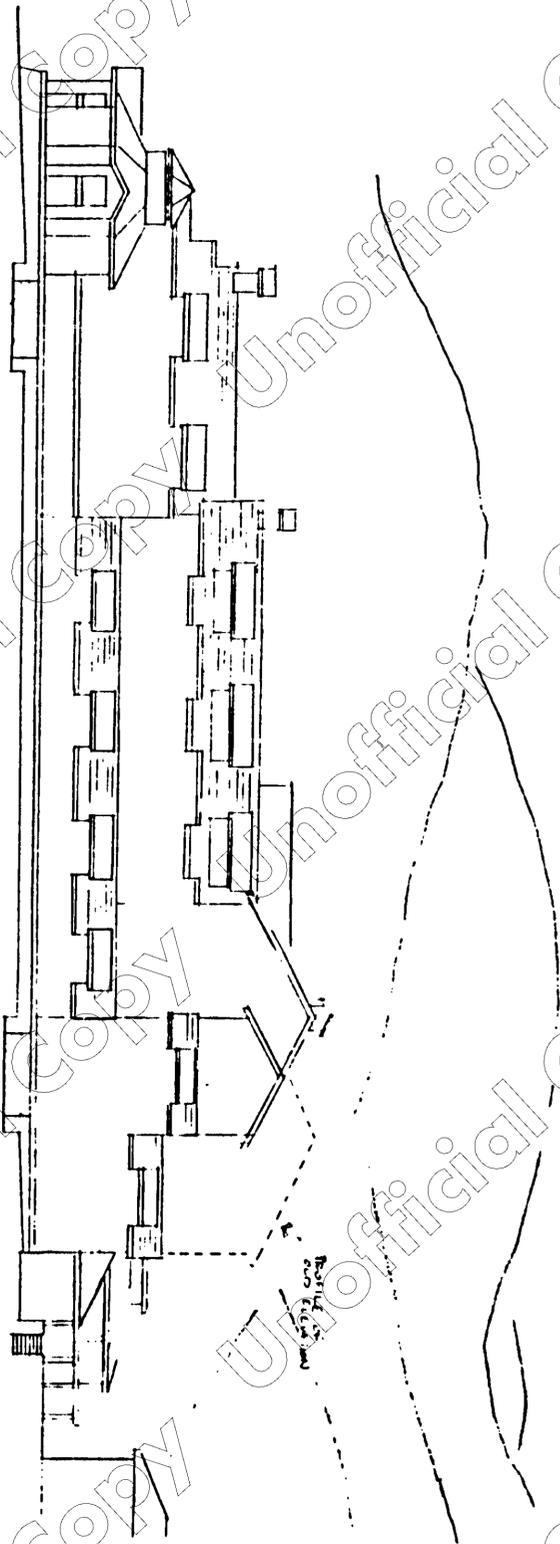
April 23, 1997
Rev. May 14, 1997

00515070 Bk01166 P00505



BSA No. 9601

NORTH ELEVATION (View from Three Kings)



PARCEL E: NEW ELEVATION PROFILE

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY



April 23, 1997
Rev. May 14, 1997

101

00513070 Bx01166 R00506

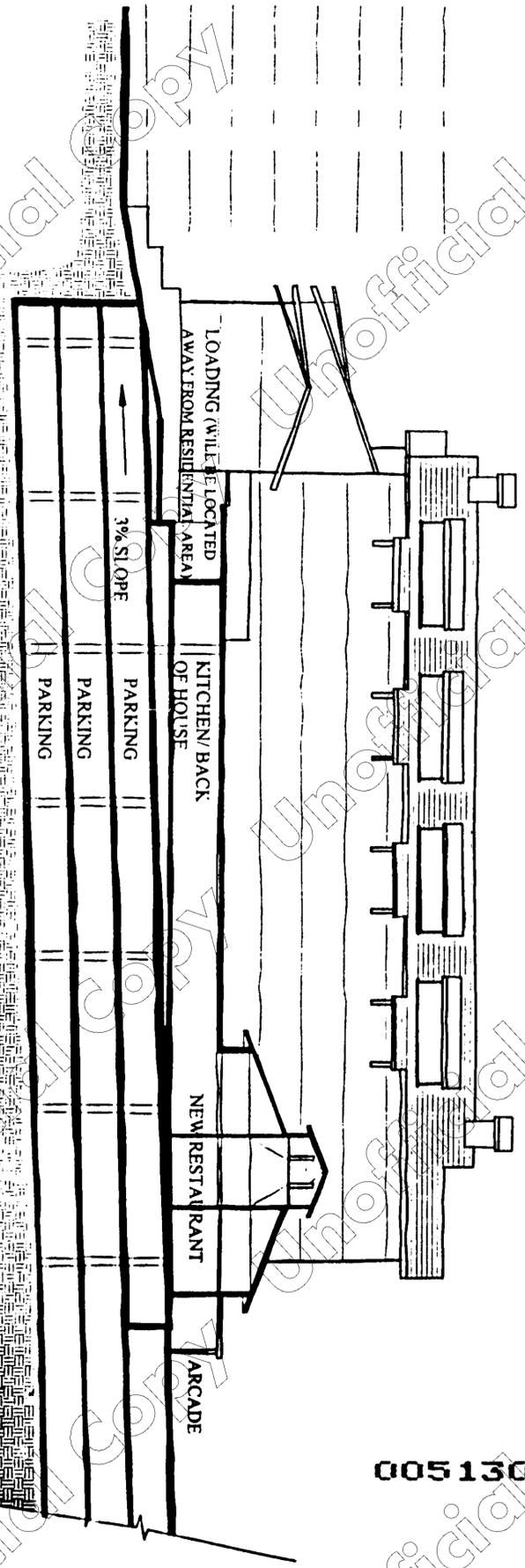


BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

PARCEL E: SECTION A-A

- 6960
- 6950
- 6940
- 6930
- 6920
- 6910
- 6900
- 6890



00513070 Bk01166 P00507



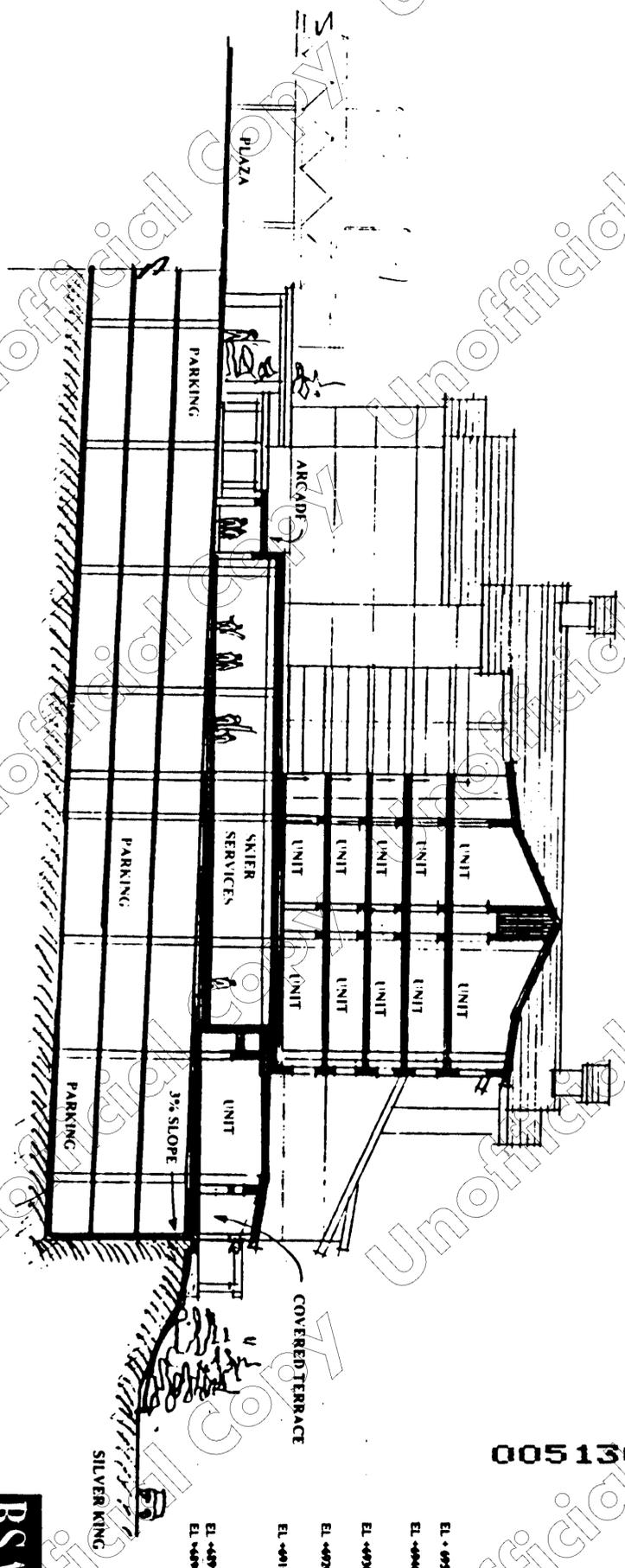
April 23, 1997
Rev. Mar. 14, 1997



BS&R No. 9601.1R

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL E: SECTION BB



Architects



July 31, 1996

005 13070 Bk01166 P00508

- EL +6930
- EL +6660
- EL +6990
- EL +6970
- EL +6910
- EL +6895
- EL +6890



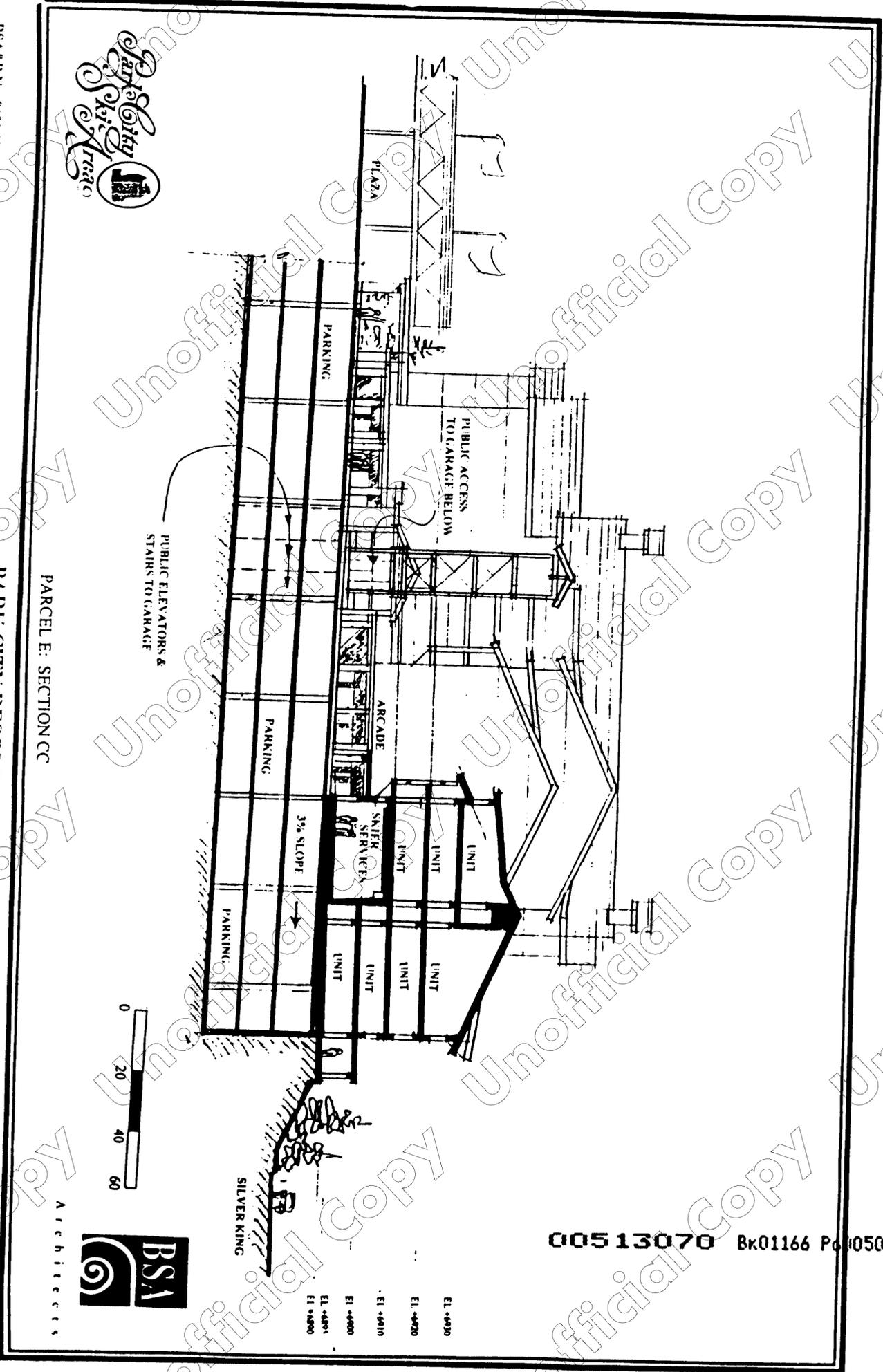
BS&K/R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

PARCEL E: SECTION CC



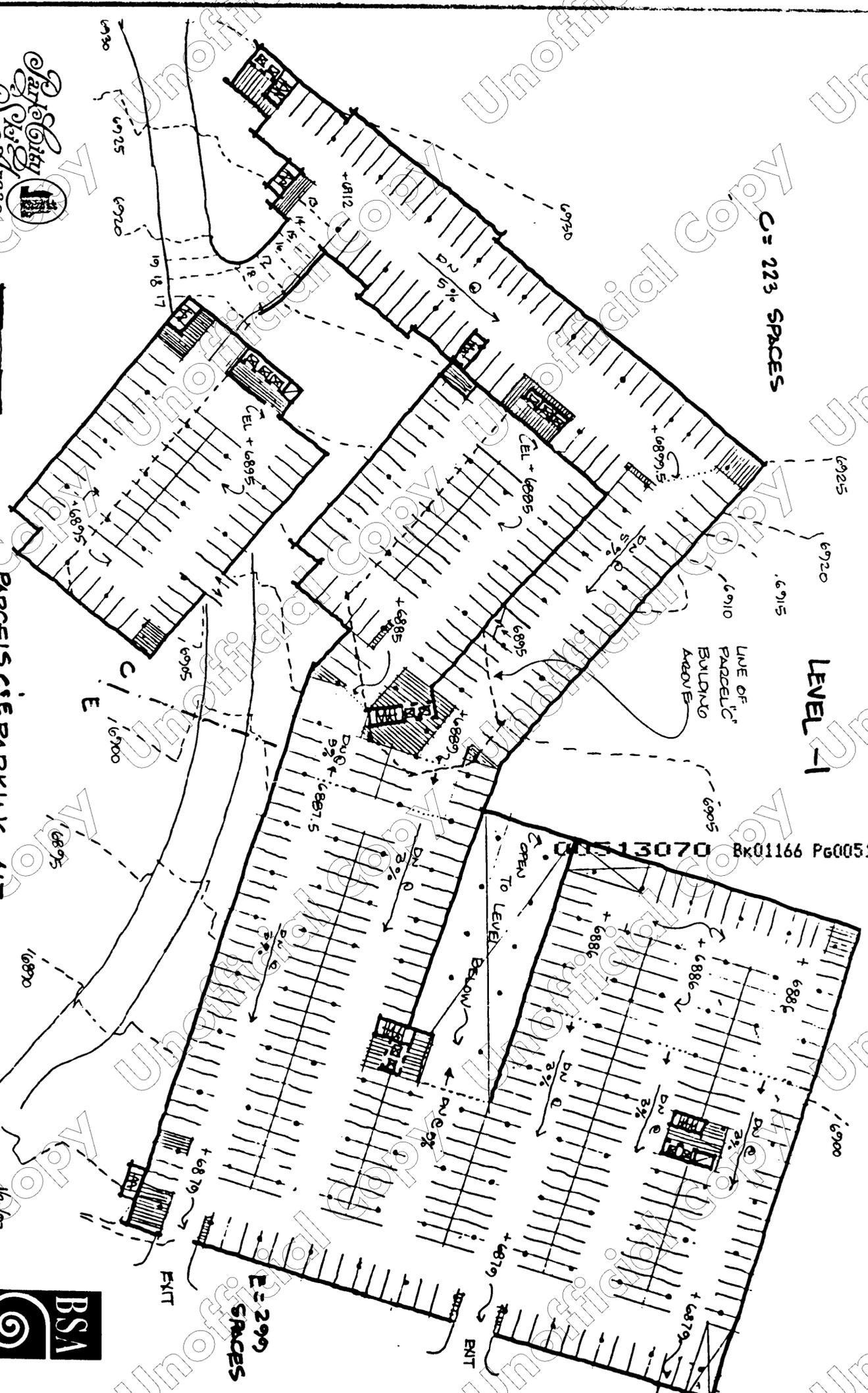
July 31, 1996



005 13070 Bk01166 P00509



PARCELS C & E PARKING ALT.
TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)





PARCELS C & E PARKING ALT.
 TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

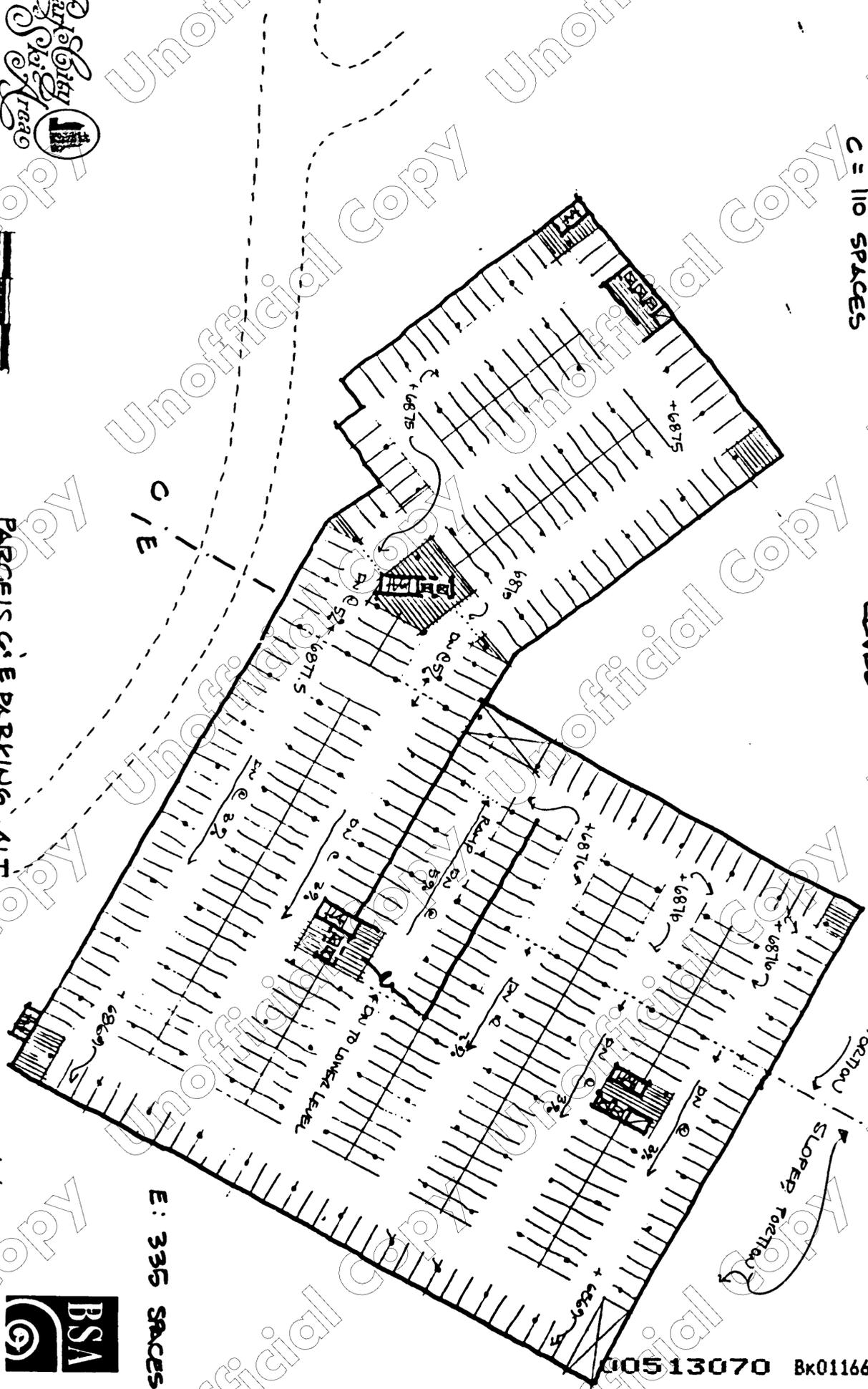


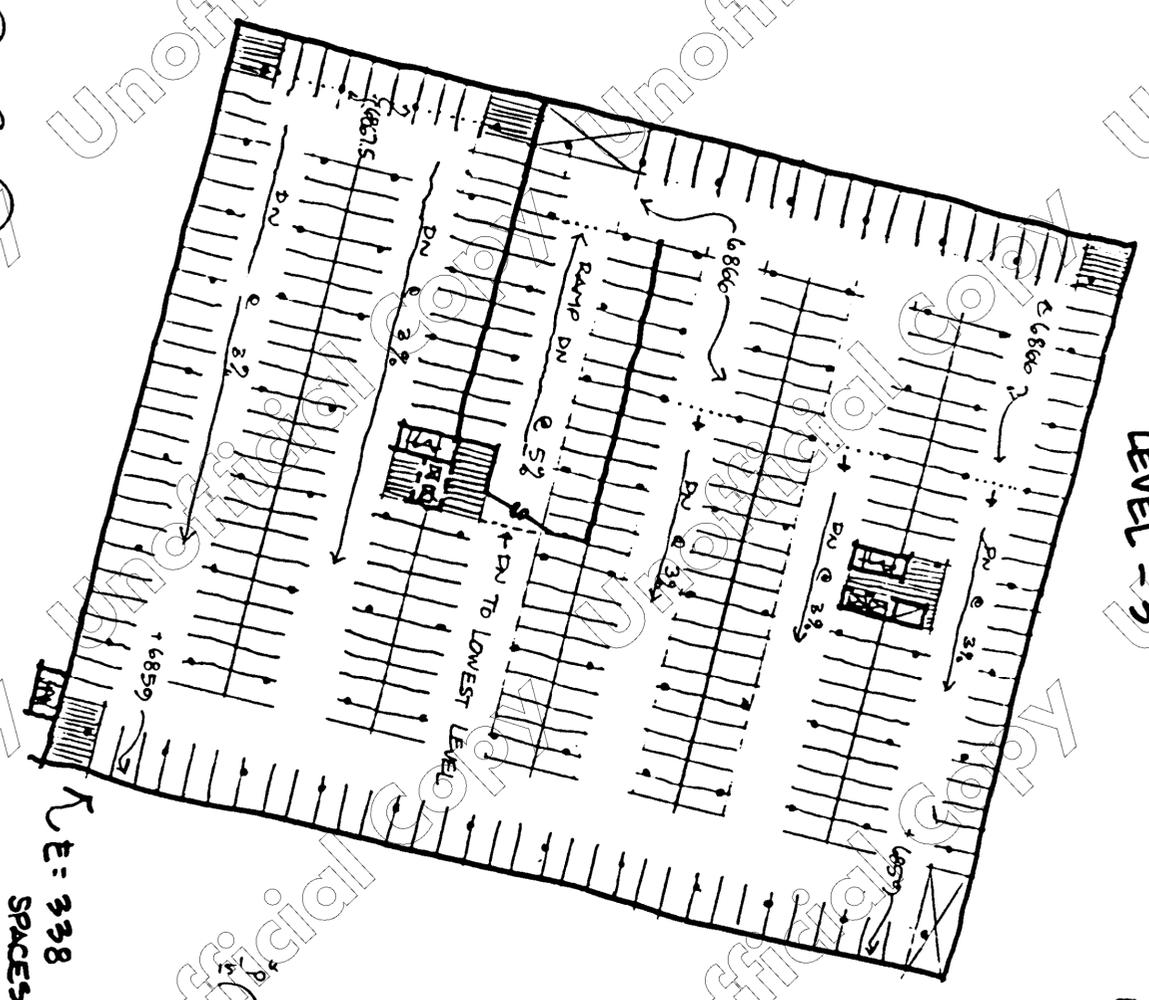
1/24/07
 Architects
 106

E: 335 SPACES

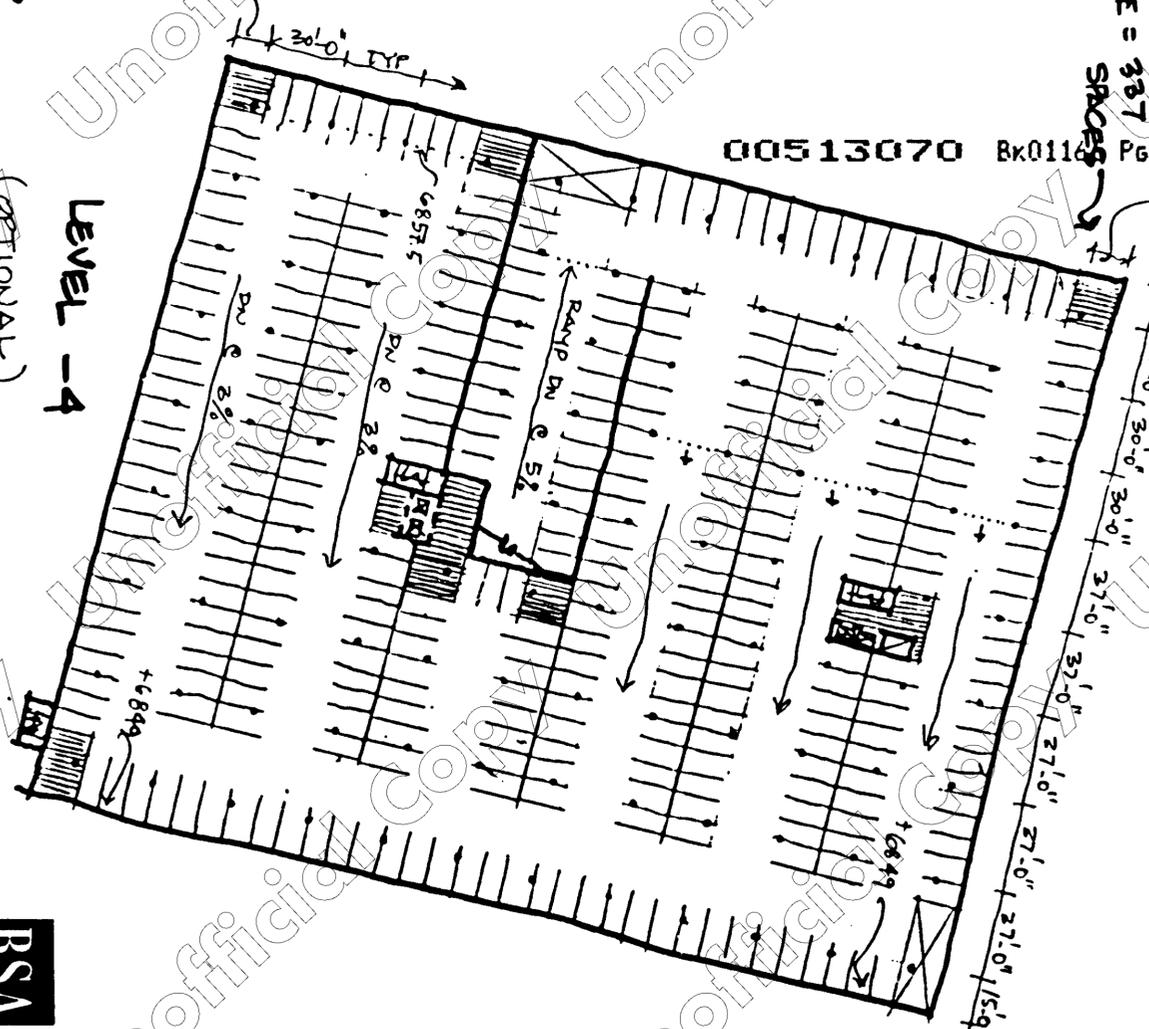
C = 110 SPACES

LEVEL - 2





E = 338
SPACES



(OPTIONAL)
E = 337
SPACES

00513070 Bk0116 Pg00512

PARCELS: E PARKING ALT
TOTAL ESTIMATED SPACES = 1042 (PARCEL E TOTAL: 1309)

1/10/04

Architects
107





DESIGN GUIDELINES



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PARK CITY RESORT BASE AREA MASTER PLAN STUDY



April 23, 1997
Rev. March 13, 1996 109

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1.0 DESIGN OBJECTIVE

1.1 INTENT

The Park City Mountain Resort Base Area Master Plan (the "Master Plan") comprises a complex of skier service, retail, residential and parking facilities to be constructed over a period of time. The following design guidelines (the Guidelines), in association with additional Master Plan documentation, set a framework to encourage a project whose high quality is consistent with each phase related to an overall design theme.

The intent of the Guidelines is to establish a prescribed menu of related forms and materials for the structures, fixtures and equipment for new development at the base of the resort. The Guidelines are to be used by the Park City Mountain Resort and its representatives, developers, architects, Park City staff and other design or construction facilitators.

In themselves, the Guidelines will only assist in setting general themes and unifying the various types of structures within the area. In order to be truly effective, the Guidelines must be interpreted and possibly expanded by designers who understand and are sensitive to the overall spirit of the Master Plan.

1.2 FLEXIBILITY WITHIN THE GUIDELINES

As with any project built over time, minor changes in the massing and footprints of a particular building may be required due to changes in circumstance and the need to retain some development flexibility. Such changes, however, must fall within the spirit of these Guidelines and be generally consistent with the volumetric envelopes (e.g., building heights, facade shifts, etc.) established in conjunction with the Master Plan documents.

1.3 GENERAL IMAGE AND CHARACTER

These Guidelines wish to encourage architecture that is compatible in character with the existing Park City Mountain Resort facilities, as well as the larger Park City community. The architecture should look as if it belongs in Park City, Utah and no place else. Part of the Master Plan documents include a contextual analysis which documents building types in and around the Community. Building design shall be used to enhance the visitors' experience through consideration of: spatial sequence, scale, and the use of materials which complement the outdoor environment; reflect a special sense of place and give a cohesive identity to the resort components.

In using these Guidelines and in the development of the design of individual structures, respective developers, architects and builders shall strive for:

- A. Compatibility with the site layout and building massing set forth in the approved Master Plan.
- B. Indoor and outdoor spaces that reflect and enhance the mountain setting.
- C. Architecture for the individual buildings that adheres to the design objectives and development themes established for each development parcel as outlined in Section 4. In general, this shall include a compatible palette of building materials and contextual relationships between building forms and design elements. The buildings should reflect differences in individual use, functional needs and location within the Park City Mountain Resort, but share a unified image so that each building is recognized as part of the master planned whole.
- D. Functional design which address issues of public circulation, back-of-house service functions and snow safety.

Importantly, new development should strive to create a resort environment that is greater than the sum of its parts. This objective goes beyond basic forms and a prescribed palette of materials; it requires special attention to design motifs and detailing in order to reflect the scale and existing character of Park City.

1.4 DEVELOPMENT ZONES

As part of this Master Plan, the resort's base area has been divided into two distinct zones or nodes: 1) an upper node comprising a revitalized hub of existing ticketing, shops and residential units; and 2), a new drop-off and base area at the resort's entry. These nodes are intended to serve specific functions within the overall plan.

- A. New development in the existing or "upper" node (Parcels A and B), should be compatible with existing structures and serve to reinforce and revitalize existing circulation patterns, retail, public spaces, etc. While Parcel A will replace the commercial uses in the existing gondola building, new development on Parcel B will be primarily residential in nature. Support commercial that is geared toward the residences is generally allowed. Restaurant uses may also be appropriate. General commercial or retail use, however, is not allowed on Parcel B except in



PARK CITY RESORT BASE AREA MASTER PLAN STUDY

ground floor locations on Lowell Avenue that are adjacent to the access points from the public underground parking garages.

The upper node is envisioned as the resort's primary bed-base and it is conceived as a village in form. Streetwall, courtyards and party walls are all appropriate design elements to reinforce the village concept.

B. Development Parcels C, D and E, in contrast, will form a new base or "lower node" dedicated primarily to the day skier. This node will provide convenient access to the resort's primary skier service and upper mountain facilities. Key planning elements include a major view corridor toward the ski slopes, and a vehicular drop-off zone that will serve new ticketing and skier services. Here the buildings sit in the landscape; all are intended to frame the resort's entry. Parcels C and E, in particular, will define and invigorate a major, south facing outdoor space.

1.5 APPLICATION OF THESE GUIDELINES

These guidelines shall apply to all new development in both upper and lower nodes that comprise the resort's base area. They are to be interpreted in concert with separate site planning, traffic, building, landscape and planning documents in the Master Plan as approved by the City of Park City.

The procedures and standards that follow formulate and define the ways in which structures may be designed. Compliance with the spirit of these standards is crucial to the quality of construction and future growth of the community. The guidelines are to be used along with all applicable planning, zoning and building codes, but do not take precedence over them.

1.6 ADMINISTRATION

A Master Plan design review Committee (the "Committee") will be established to review all development within the project area and make the final decision regarding approval. The Committee shall be composed of two members of the Powder Development Company and an architect.

The Committee shall elect a director. The director shall act as the chairperson of the Committee and shall be responsible for the coordination and direction of the Committee's work and for the application of its rules and amendments.

The Committee shall adopt these guidelines and, from time-to-time, modify or add to them, giving required city approval and legal notice of such modifications. The Committee shall establish standards for submittal and processing of project designs and no construction shall proceed without the approval of the Committee.

2.0 SITE DESIGN, LANDSCAPING, STREETScape & SIGNAGE

2.1 IMAGE OF A COMMUNITY

Both the upper and lower nodes should project a cohesive image that responds to, without mimicking, the history and character of the Park City area as a rustic mining town and present day destination resort. Building siting must result in an integration of open spaces and adjacent buildings. Relationships between building footprints and outdoor spaces have been established in both nodes in order to foster a pedestrian scale. Buildings should relate to each other with respect to eave heights, materials, public walkways, outdoor activity spaces and their association with the natural terrain. Large monolithic structures are atypical in Park City (with the exception of the coalition building). New building structures including those which emulate larger mining structures must minimize perceived mass by substantial horizontal and vertical breaks in building's mass as detailed in the volumetrics.

2.2 BUILDING SITING

In general, building footprints, setbacks, and open spaces shall follow the approved Master Plan documents. Minor changes that respond to phasing needs or internal marketing requirements may be allowed with city approval, providing that the applicant can demonstrate that the total building volume, as outlined in the Master Plan documents, has not been significantly altered. Such changes will require review and approval as part of a Conditional Use Permit (CUP).

2.3 COMMON AREAS

As individual buildings develop over time, it will be the common areas that provide continuity and tie together different phases of the project. Included in these open space areas are such items as paving, benches, lighting standards, trash containers, signs and decorative lighting and landscaping. The design standards for these are set forth as an element of the approved Master Plan.

Overall responsibility for controlling these common areas shall lie with the Powder Development Company who shall establish a master association of the new development properties. Its purpose will be to regulate the development and maintenance of the common areas. Existing base area properties will be encouraged to join the master association in an effort to incorporate all common areas and their maintenance requirements under one association.

2.4 PUBLIC ACCESS WAYS, OPEN SPACES AND ARTWORK

Buildings that provide public access or facilities must welcome and orient visitors. Distinctions between public and private areas can be accomplished with contrasts of materials and scale, approved graphics and discreet fencing.



The sequence of public spaces, streets, exterior building walls and plazas, however, should feel continuous. Sudden or abrupt grade, material and scale changes should be minimized. To establish continuity within the new and existing base area components, it is important to create building-to-publi- space connections through the appropriate use of plazas, terraces and covered passageways.

The guidelines encourage artwork to help to reinforce the cultural vitality of the community. Sculpture, wood carving, ironwork and landscape furniture shall be integral with the design of buildings, streets and the public spaces. Provisions for public art may be subject to the City's review and approval process.

As a resort community, new development at the Park City Mountain Resort must be welcoming and comprehensible to new comers. It must provide adequate accessibility for local pedestrians, short and long-term guests and normal vehicular as well as emergency service traffic. Paths must be well designed to service the needs of the resort community. There should be a strong integration of retaining walls, walkways and other built elements to establish the direction of pedestrian and vehicular movement. The following elements should be considered:

- A. Clean and attractive pathway surfaces capable of being plowed for winter maintenance.
- B. Passenger drop-off areas and sheltered entries should be provided for major buildings.
- C. The provision of sunny, wind-sheltered outdoor seating spaces is encouraged.
- D. Circulation to and through the parking structure must be made inviting, understandable and obvious with a basic flow system supported by legible, attractive signage and color coding to different areas.
- E. Sidewalks indicated as major access routes between principal base area nodes shall be a minimum of 15'-0" wide, on average, or where existing buildings and/or setbacks do not permit, they shall be as wide as possible.

2.5 LANDSCAPING AND PLANTING

The design of buildings and their surrounding landscape shall be an integrated process so that indoor spaces relate to the outdoors spaces and the Park City environment, topography and climate. As the link between the necessary structure and the dominant natural environment, landscaping offers the opportunity to add its dimension to the visitor's experience. A selected plant list has been prepared (Table 1) outlining varieties that have tolerance for the wind, soil and moisture conditions in the Park City area. Any other varieties should be picked for ease of maintenance, appropriateness to the setting, and potential for adding pleasure through color and scent. All new planting should conform to the Plant Guide prepared by the City of Park City.



Table 1: Partial Plant List

Ground Cover	Arctostaphylos uva-ursi —
Kinnikinnick	
Fescue	Festuca ovina —
Juniper Trees	Juniperus Communis —
Amur Maple	Acer ginnala —
Apple	Malus sp. —
Shore Pine	Pinus contorta —
Austrian Black Pine	Pinus nigra —
Flowering Plum	Prunus Thunbergioid —
AnnuaIs	Armeria Maritima —
Common thryll	X Aurinia saxatilis —
Basket of Gold Alyssum	Calendula officinalis —
Pot Marigold	
Snow-in-Summer	Cerastium tomentosum —
Cyanthemum	Chrysanthemum sp. —
Clarkia	Clarkia sp. —
Cosmos	Cosmos sp. —
Crocus	X Crocus sp. —
Craneshill	Geranium sanguineum —
Lobelia	X Lobelia erinus —
Grape Hyacinth	Muscaria —
	X Phlox subulata —

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In addition to planting material, all landscape proposals should incorporate the following considerations:

- A. Planting shall reinforce vistas and not block important views from the building itself or surrounding buildings.
- B. The Landscape plan should provide for greenery in the winter, flowering trees and shrubs in the Spring and color during the summer and fall seasons.
- C. Vines and shrubs with invasive roots or branch systems that might damage or destroy the structures or outdoor plazas should be avoided.
- D. Use planting material to enrich building facades and screen service zones and other unsightly areas or equipment.
- E. Planting areas should be designed to anticipate and handle snow storage requirements.
- F. Additional specific Guideline requirements include:
 - A. An initial erosion control and temporary site stabilization plan prior to a major project's preliminary approval. A detailed permanent erosion control and revegetation plan is required prior to final plan approval. This will include measures to control both ground water and surface water runoff along with measures to permanently stabilize all disturbed slopes and drainage features upon completion of construction.

B. A detailed landscape plan subject to the review and approval of the Committee.

2.6 STREET SCAPE

Distinct relationships between the design of paved surfaces, open structures and exterior street furnishings can convey a sense of place and purpose. These important "connectors" help define and carry an appropriate Park City Mountain Resort image.

- A. Fences: Garden walls and fences and decorative retaining walls (where appropriate) shall be compatible with and incorporate the materials of adjacent structures; the use of stone or masonry walls or piers between in-fill fencing elements is encouraged.
- B. Stone Work: Where specified for dividing and/or retaining walls, stone work should incorporate natural, indigenous stone. In particular local Sandstone. Stone walls should be laid with staggered joints and natural bedding.
- C. Gateways: Architectural "gateway" features shall define views, entries and important public spaces or circulation corridors. Special emphasis shall be made with changes in the building with structures, fencing, posts or other accenting elements may also be used.

2.7

1.

SIGNS

In order to unify new development at the Park City Mountain Resort, as well as orient and define place, a master sign plan shall be prepared by a qualified graphics/environmental design firm for all identification, directional and advertising signs. Also refer to specific Park City ordinances governing signs.

For retail shops and other commercial or food service users, signs shall be custom crafted of wood and/or metal in order to add interest and individuality to the operation. Especially at arcade locations, the Guidelines encourage signage mounted perpendicular to the plane of the primary retail facade. Vines, bays, bay or other window types used for advertising or show purposes are encouraged but must meet sign code. Overscaled, internally illuminated, backlit surface mounted, plastic, neon or other types of commercial signage will not be allowed. Only downlighting fixtures allowed.

D.

Exterior Lighting: Exterior light fixtures shall be compatible with Park City standards; they should be decorative and fabricated of copper, wood and/or painted metal and have shielded light sources. Light fixtures and standards should be consistent with the design themes established by the Master Plan and compatible with adjacent development parcels. Exterior lighting shall not be installed where its direct source is visible from neighboring properties, or where it produces excessive glare to pedestrian or vehicular traffic. White light sources are encouraged; yellow or orange burning fixtures such as high pressure sodium lighting shall not be used.

E.

Building Lighting: Lighting for buildings shall be by decorative fixtures but for access and safety only. There will be no washing of buildings and moonlighting.

F.

Path Lighting: Pedestrian paths to be traveled at night should be illuminated with low voltage sidewalk lights or bollard-type path lights enclosed in stone, brick or wood structures.

G.

Utility Lines: All new phone, power and cable lines shall be placed underground. All mechanical units, transformers, etc. shall be concealed and incorporated into the user-building mass.

H.

Trash receptacles and dumpsters shall be concealed by enclosures that are incorporated into the users building pad.

Outdoor Furniture: The style of benches, light posts, bike racks, etc. should be consistent throughout the base area. The use of horizontal wood or metal slats for seating surfaces is recommended. The use of a repetitive design for visitors' service items simplifies their ready identification and standardizes maintenance procedures. Stock manufactured items may be used if they meet these criteria.

Recreational Facilities: Spas, Swimming Pools and related facilities will be designed to blend in with the overall environment, using walls, terracing, railings, light fixtures and amenities that are in character with the adjacent buildings.



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3.0 SNOW COUNTRY CONSIDERATIONS

3.1 SLIDING SNOW: Given the significant average annual snowfall in Park City, the building forms for the new buildings should derive from a common sense attitude toward the forces of nature, including snow and ice. Particularly important are covered arcades and covered entries that protect pedestrian travel paths from sliding snow or falling ice. In new pedestrian areas, building bases must be resistant to damage created by sliding snow or falling ice.

Roof pitches greater than 4 in 12 require careful consideration in order to prevent snow accumulation and sliding that can injure individuals, destroy private property and create unnecessary maintenance headaches. Roof pitches should slope away from parking, roadways, service zones and accessible public areas. Where this is not possible (or desirable from an aesthetic standpoint), snow fences or snow guards, flat roof sections and/or arcades shall be utilized to provide adequate snow protection.

Gabled roof forms are encouraged at entries as they protect from both sliding snow and annoying drips. Gabled dormers, however, create unnecessary valley conditions which can create significant snow buildup, flashing and related leakage problems. In order to minimize these problems, the guidelines encourage simple roof forms, the elimination of unnecessary valleys and the use of flat vs. gabled dormers when possible.

In order to minimize sliding snow, use high friction roofing materials such as asphalt shingles. Metal roofs are not recommended due to their relative lack of friction which can encourage snow sliding. Standing seam metal roof systems can additionally be damaged by creep or sliding snow.

3.2 ICE DAMS

In addition to sliding, ice dams can create serious problems including roof leaks and the formation of potentially hazardous icicles. To prevent leaks, in general, the guidelines recommend the use of self-sealing rubberized membranes under the selected roofing material. To prevent falling ice and damage at the eaves/gutters, the guidelines recommend heavy insulation to minimize melting and/or heated roof edges.

3.3 SNOW LOADING

Roofs shall be engineered to handle the maximum possible snow load in accordance with standard engineering practice and all applicable codes.

3.4 HEATED OUTDOOR TERRACING and WALKWAYS

Heated terracing and walkways can help eliminate slippery conditions for pedestrians (thereby reducing potential liability); create outdoor activity zones; reduce snow removal and maintenance; and prevent surface deterioration due to extreme freeze thaw cycles. The downside is that heated walks can consume a considerable amount of energy, thereby undermining conservation efforts and increasing operation costs.

Where heated walkways are desirable (typically very high trafficked public areas where snow buildup is a problem), the guidelines recommend using a concrete system imbedded with glycol/water filled polyethylene piping. A slip resistant surface is also important. A heated exposed aggregate surface, when wet, is less slippery than broom finished concrete and does not suffer the spalling characteristic of unheated areas. Pavers over glycol/water filled polyethylene piping have also been used successfully in resort areas, although the thickness of the paver can adversely affect heat transmission and, thus, the melting capacity of the surface.

4.0 BUILDING DESIGN THEMES

4.1 GENERAL OBJECTIVES

Section 1.0 describes the Master Plan's design objectives for new development as a whole. With respect to individual buildings, the guidelines seek to create a community with materials and massing which will withstand the harsh mountain climate, survive the seasonal changes in temperature and exposure to moisture, yet result in a unity and appropriateness in architectural form which will give owners and visitors a memorable experience. Special "theme" oriented designs are forbidden by the Park City Land Management Code. Refer to the Land Management Code and Park City's design guidelines for specific style and other limitations.

4.2 BUILDING ENVELOPE AND MASSING

Building heights shall step up from major roadways, public plazas and neighboring projects with higher buildings placed closest to the mountain backdrop. The overall building volumes shall be broken up and stepped both in plan and elevation. This requires significant shifts in building volumes as opposed to additive or subtractive building elements such as balconies or bay windows.

Buildings shall be sited, massed and comply with the height in the approved Master Plan documents. Building footprints shall conform to the boundaries established in the Master Plan and illustrated in the Volumetrics. Any proposal to change building envelopes, heights, or massing must demonstrate that the resultant patterns are comparable to those shown in the Master Plan. The roof steps, for example, are a significant design element that cannot be substantively changed without demonstrating that any alternate design has no additional adverse massing and/or significant shadow impacts. Building heights represent a maximum.

4.3 ROOFSCAPES

Roofs are conceived as dominant building elements, visible from all sides. They shall be designed to create a sense of shelter. Roof designs which do not carry through the building form, i.e. Summit Watch's false clerestory, will not be permitted.

Rooftop mechanical units and other HVAC systems can be used provided that they are generally not visible by neighboring properties in the project area. In order to minimize impacts, all reasonable steps shall be taken to



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Incorporate all such mechanical into the roofscape design elements. Boxed-in chimney forms, appropriately designed cupolas and louvered gables are examples of acceptable solutions.

Roofs shall incorporate the following features:

- A. Open-gabled roofs; some hip, shed and flat roof forms may be used if complementary to the open-gables.
- B. Roofing materials with a proven record of service in high mountain locations and have surface textures that help hold the snow cover. Materials prohibited in Park City Village: untreated metal, other than copper, and reflective or colored roofing. For Park City Village, roofing shall be dark gray, dark brown, black or copper pretreated to develop a patina.
- C. Exposed structure, where possible at overhangs.
- D. Projected roof beams and/or open truss gable ends to provide individual expression within the overall theme.
- E. Roof pitches that range from a minimum 3 feet in 12 feet to a maximum of 6 feet in 12 feet—except at covered entries, commercial zones, arcades or covered walkways where flat roofs may pitch at a minimum of 1/4" per foot.
- F. Dormers, chimneys or towers which enhance the roof forms. Gabled, shed or "flat" style dormers may be used for windows or where ventilating openings for mechanical equipment is required.

Also see Section 3.0 for a discussion of Snow Country considerations affecting roof design and materials.

4.4 EXTERIOR BUILDING FORMS

All buildings shall have exterior elevations, roofs and details that are consistent in their architectural treatment. Special care should be given to proportion, human scale and contextual relationships. The Guidelines recognize the need for repetitive architectural elements (for example, bay windows, balconies, fenestration patterns) in order to establish an overall architectural motif; excessive repetition without vertical and horizontal counterpoint, however, will not be allowed. This is intended to further reduce building scale and enliven the building facades.

- A. Repetitive architectural features used to establish a coherent architectural theme shall be relieved of monotony by some combination of the following: 1) changes in visible cladding materials; 2) horizontal and vertical breaks in the architectural system (e.g., the elimination of repetitive bay windows).



- B. Entries shall be covered to provide snow and rain protection in the winter or spring, and sun protection in the summer. Entries also represent a key opportunity to add design distinction to buildings.
- C. The exposure of structural elements such as rather ends or porch columns is encouraged. These elements shall not appear minimal and their spacing shall be in proportion to the size of the building facades. Decorative and structural truss work is also encouraged to add shadow and depth to building facades.
- D. Fuel tanks, electric meters, garbage areas and other utility boxes or utilitarian features of all kinds must be screened, buried or enclosed from general view.
- E. Balconies shall have supporting structures to match or complement the overall design (balconies are best covered in Snow Country for obvious reasons).
- F. Garage openings and vents shall be designed sensitively, so as not to distract from the building's scale and design intent, to the greatest extent possible.

4.5 EXTERIOR MATERIALS AND COLORS

Exterior wall materials shall be those depicted in the Master Plan documents and as approved in the Park City Development Code. The intent is to establish a palette of materials consistent with those traditionally used in old Park City, i.e. wood, metal, stone and brick masonry. In addition to design and contract documents, color samples must be submitted to the Committee for review and approval.

- A. Exposed foundation wall and building bases over 12 inches in height shall have natural stone, masonry, or brick finish to minimize weathering marks and protect against damage from snow removal equipment. Split face block may be used for foundation or retaining walls.
- B. Approved materials include brick, natural stone, wood and preformed metal or cementitious materials that provide texture and long term resistance to deterioration or fading. Stucco or split face block surfaces are acceptable in out of view and/or heavily landscaped locations.
- C. Colors for development parcels A, C, D and E shall generally be natural earth tones relating to the rustic outbuildings, mills, barn and/or mine buildings in and around the Park City region. Development parcel B may draw on the color palette corresponding to buildings in Park City's historic core and existing buildings in and around the Resort Center. These include muted blues, grays, reds and ochres.

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White may only be used as an accent. Bright contrasting colors will not be acceptable. Trim colors may echo or contrast with the field colors.

D. Roof fascias shall be built up of more than one overlapping member.

E. All exposed metals shall be painted to match adjacent wall or trim colors. Plumbing vents shall be grouped, carried to peaks and painted to match roofing.

F. Paving materials for public, on-grade patios and decks should be similar to the paving on the public pedestrian walkways; approved materials include brick or stone pavers and textured colored concrete. Metal, redwood and/or cedar decks will be considered where appropriate. The Committee and the City may consider synthetic materials depending on their quality, track record and aesthetic appearance.

4.6 BUILDING OPENINGS

Openings are an important expression of the building's relationship to human functions and uses. When they are unusual in shape or located in arbitrary ways, they can distract or appear self-conscious. Conversely, openings that are only placed at very controlled locations can produce a formality that is not characteristic of Park City.

A. Window frames shall be wood, metal, metal-clad or vinyl-clad in approved colors. Where energy considerations allow and especially in commercial zones, the Guidelines encourage glazed surfaces and maximum transparency. Large, unbroken panes of storefront glazing, however, shall be avoided. In both residential and commercial zones, applied, two dimensional, mullions or stick grilles are unacceptable. Windows shall be substantially detailed to provide true sills, sashes, and divided lights.

B. Glass shall be clear or lightly tinted and must be set in manufactured glazing stops or otherwise concealed sealants. Low-e, high altitude insulated glazing is recommended. Reflective glass is not allowed.

C. Doors shall be built up of sills, rails and panels, and may be carved with designs appropriate to the Park City Village theme. Simple designs are preferred, but does not mean cheap metal featureless doors.

D. Skylights: Flat glass skylights only. Not illuminated.

4.7 MISCELLANEOUS STRUCTURES

A. Open Structures or Outdoor Space Enclosures: Garden trellises, posts, pergolas and fencing shall be used to reduce apparent building bulk and extend the buildings into the outdoors.

B. Arcades: In snow country, arcades provide shelter from bad weather and protect pedestrians from sliding snow. Additionally, they can provide pedestrian friendly elements that modulate scale and provide a "base" to the massing. Arcades shall be designed in accordance with sensible snow design as outlined in Section 3.0 and may be designed of stone, masonry, painted wood or metal. New arcade structures constructed in conjunction with Development Parcel A shall be compatible with the existing arcade surrounding the public ticketing/retail plaza.

C. Service Structures: Service structures shall be located away from primary visitor entrances and be screened from direct views. Transformers and other building equipment shall be placed underground within service structure or screened by vegetation and/or fencing.

4.8 ENERGY AND CLIMATE CONSIDERATIONS

Beyond general code requirements, the following considerations represent standard practice in Snow Country' locations. Passive solar design is encouraged but should not dictate design.

A. When possible, plan the longest facade of the structure in the east-west direction where solar radiation can be controlled.

B. Employ overhangs and covered porches (particularly at south facing facades) to protect from summer sun/heat yet allow the winter sun to penetrate.

C. Protect north facing facades and wind exposed walls with berms, air locks and/or evergreen trees. Use air lock vestibules to reduce heating costs.

D. Locate major entries and/or public activity zones in southeast to southwest locations where winter sun will help animate the spaces and melt ice/snow.

E. Establish and preserve sunny paved areas for sitting and outside dining, particularly between noon and 3 PM on winter days.

F. Wood burning fireplaces are not allowed in any residential units except in major public spaces, such as lobby, restaurants and convention center areas.



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(i) Building Designers shall incorporate methods to reduce fuel use for heating, cooling and lighting through the use of fuel-efficient heating systems, adequate insulation, thermal pipe windows, etc. Designers should also incorporate energy efficient light sources and provide for recycling in the design of the trash facilities.

5.0 PROGRAM SPECIFIC GUIDELINES

5.1 PARKING STRUCTURES

Many of the individual lodging buildings planned for the resort's base area are to be located over community parking garages. As a result the building and the garage facilities will be dependent on each other for structural support and the passage of utility ducts, piping and power lines, etc. The garage designer has allocated expected live and dead loads to designated columns and provided for the penetration and extension of all utility systems. In a similar fashion, building design must provide for vertical exhaust ducts and other required chases from the garage. This interdependence is a factor that must be respected by all involved in the building process.

At a Park City Mountain Resort, garage floor to floor heights ideally are more generous than in a standard parking garage. Sport utility vehicles and pedestrians loaded with skis require additional headroom to maneuver, load and unload. The guidelines recommend a minimum effective clear height of 7'6".

The intent of the Master Plan is to minimize the visual impact of the garages by constructing their bulk substantially below existing and future finish grades. In order to achieve this end, important design considerations will include: 1) blending exposed garage side walls with building walls and/or installing landscaped berms at exposed exterior walls; and 2) utilizing the garage/roof areas as landscaped, open spaces and courtyards. At the same time, the garage must work well as a parking structure. Specific attention should be paid to:

- A. Well-defined entryways with adequate standing space for ingress/egress.
- B. Clearly defined areas for residential and daytime guests, as well as vans, shuttles and oversize vehicles.
- C. Adequate artificial lighting and ventilation.
- D. Well defined, obvious locations for stairs and elevators giving access to both public functions and private building interiors.
- E. Adequate drainage and water proofing inside the garage and at all perimeter locations.

- 5.2 ENTRY SIGN
- A. A new drop-off zone for the Resort Center on an island between Parcel B and the shuttle bus drop-off will be allowed, at the City's discretion, once the existing bus drop-off has been modified and dedicated.

The intersection of Silver King and Empire represents the first point of entry for an arriving visitor to the Park City Mountain Resort. Provision shall be made on Parcel D (or across Lowell Avenue opposite the northeast corner of Parcel D) for a major entry or "gateway" feature consisting of a natural stone or masonry wall, with integrated graphics, lighting and decorative features. This entry sign will serve as the primary entry signage for the resort and should serve to orient visitors to the location of available parking, resort amenities, etc. The specific design and location for the entry sign will require City review and approval.

5.3 RETAIL SHOPS

Where lower floors of the buildings are designed for retail uses, the finishes shall be distinctive from the residential areas. Where feasible, store fronts and display windows shall line pedestrian walkways and arcades. Individual shops shall have pedestrian-oriented signage and appropriately scaled window openings. Transparent shop windows shall be placed at least 30 inches above walk ways and shall be divided to reflect a pedestrian or human scale. Non-glazed storefronts shall be stone or masonry. Per code requirements, all door openings shall be recessed so that no doors project beyond the face of the storefront when opened. Stock commercial storefront and doorway assemblies will not be allowed. Likewise, standard storefronts and related signage by national/international chains are discouraged.

5.4 IMPROVEMENTS TO EXISTING FACILITIES

Several improvements to existing facilities are contemplated as part of the Master Plan. These include the following:

- A. Relocating the primary entrance to the Gables and Marsac Mill buildings via the new entry drive contemplated for Parcel A. Improvements will include new pedestrian paving and a vehicular drop-off zone, as well as possible open Porre Coehere structures, pedestrian canopies and/or arcades.



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ated to the City. This island may include an open or enclosed weather and baggage kiosk for the arriving and departing guests. The kiosk may or may not be manned by a Resort Center employee.

6.0 APPLICATION OF THE GUIDELINES

6.1 CONSTRUCTION MANAGEMENT

All construction programs shall be compatible with the City approved construction mitigation plan prepared for the resort's base development. No significant changes in plans or materials previously approved may be undertaken without approval by the Committee. In addition to the Committee, contract documents shall be submitted for approval to the Park City Planning, Building and other departments, as required, for all necessary permits or authorizations. Once begun, construction must be completed with expedition, strictly in accordance with the approved plan.

To verify the progress of all building projects and compliance with the required approvals, the Committee or its representatives may visit and monitor construction activity over its duration. Please note the following:

- A. Every developer or his/her general contractor shall give written communication to the Committee and adjacent neighbors regarding the proposed and ongoing construction schedule and possible construction related inconveniences.
- B. Every general contractor shall provide a detailed plan of the construction site, including all proposed staging areas. The plan area shall be protected with unobtrusive snow fencing, or other barricades prior to the commencement of construction.
- C. Construction trailers, fences and temporary structures shall be approved by the Committee before their erection. All temporary structures will be removed within 30 days after completion of the permanent building.
- D. Excavation materials shall be removed to approved and regulated sites.
- E. Proper soil stabilization, revegetation and water control must be utilized during and subsequent to construction to minimize soil erosion and provide dust abatement.
- F. Daily cleanup of the construction site is mandatory. Trash and debris removal are the contractor's responsibility.
- G. Contractors shall comply with Park City's guidelines regarding noise and hours of construction and equipment operation. Materials, tools, equipment and construction trailers shall only be

located in the construction staging area(s) indicated in the Master Plan documents. No material, tools or equipment used at off-site locations may be stored at or transferred from these staging areas.

- H. Permanent water collection and temporary, self-contained chemical toilet facilities must be provided during construction. Toilets should be screened from public view.

- I. Upon completion of the building, the structure shall receive final review and approval by the Committee before a certificate of occupancy may be issued.

6.2 DESIGN REVIEW AND DEVELOPMENT PROCESS

The review and approval procedures provide the framework by which the Committee can review, process and approve proposed site and building designs. All projects must follow these procedures to gain the necessary approvals. This review process is in addition to and in no way supplants that which is required by city or state codes.

- A. An orientation meeting will be held between the Committee and the building owner/developer and his/her architect or designer to review the Master Plan documents, Guidelines and other likely site constraints. The architect and owner shall be provided two copies of the Guidelines as well as information on the supporting garage structure such as site elevations, possible load-bearing column locations and vertical access points.
- B. Two sets of Preliminary Design Review drawings should be submitted to the Committee. The drawings should include a site plan at 1/16" = 1'-0", floor plans and roof plans at 1/8" = 1'-0", exterior elevations at 1/8" = 1'-0", appropriate building sections, a landscape plan and a perspective sketch or model to explain the general design intent and character.
- C. Two sets of design development drawings and specifications shall be submitted to the Committee for review and approval.
- D. Two sets of construction documents shall be submitted for approval by the Committee including all bidding documents, add and deduct alternatives, etc.
- E. The Committee shall have the right to review and approve any selection of a General Contractor elected to undertake construction within the project area in addition to the construction plan and schedule.



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F. After each submittal, the Committee will either accept as approved, accept as noted or reject for reasons cited in the respective drawings, and so notify the applicant and the city.

7.0 VOLUMETRICS

7.1 SPIRIT AND INTERPRETATION

The attached volumetric diagrams provide parcel developers a massing envelope in which to program and design their building that has been previously reviewed by Park City. That is not to say conformance to the prescribed envelope in any way circumvents the prescribed approval process with the City and the Committee; nor do they supersede other local design ordinances. Rather, the Volumetrics serve as a template for buildings whose heights, setbacks and general building forms correspond to those approved by the City and Park City Mountain Resort in the Master Plan.

The Volumetrics are not intended to unduly limit a developer with specific design and/or module requirements. They are intended to be flexible enough to allow for some maneuvering within the specified envelope. Minor envelope extensions outside the volumetric envelope may, at the discretion of the City and the Park City Mountain Resort, be deemed acceptable should the developer demonstrate any such extensions adhere to the spirit of the Guidelines.

7.2 ENVELOPE DESCRIPTION

For each development parcel, Setback and Datum points, Footprint and Massing diagrams have been prepared to communicate the location and basic envelope or block from which the actual building design may be "carved." In tandem with Section 7.0 of the Guidelines, these diagrams constitute the volumetric documents (the "Volumetrics").

The Volumetrics are intended to confirm, not override, the setback locations, allowable number of units and stories, etc. illustrated in the Master Plan documents. Should a discrepancy occur, the demonstrable. Additionally, while certain specific site information is noted in the Volumetrics, this information does not attempt to represent all applicable site and setback requirements.

Subject to all other applicable regulations, footprint sizes and horizontal massing, shall be within 5'-0" or 5% of the dimensions noted in the Volumetrics, whichever is greater. In no case, however, shall a required setback be less than 5'-0". Maximum building heights will be calculated from within one foot, plus or minus, of the established datum.

7.3 ROOFSCAPE ZONE:

In the massing diagrams, hatched zones are used to differentiate above grade parking and the rooftop zones from the basic building mass. Importantly, the rooftop "zone" does not represent the proposed

building form. The hatched roof zone represents the area where roofscape design elements are required to break the massing and reduce scale. These roofscape elements include pitched roof forms, dormers, etc.

As noted in Section 4.3 of the Guidelines, open gable roofs are anticipated as the primary roof forms with slopes ranging from 3 in 12 to 6 in 12. Minimally sloped "flat" roofs are not encouraged except at protective arcades and entryways. Additional roofscape elements are listed in the appendances section below.

7.4 APPURTENANCES

In addition to the basic building forms outlined in the Volumetrics, a variety of building appurtenances are anticipated to be included in the final roofscape and building designs. Within reason and subject to outlined below, these may extend beyond the envelope prescribed in the Volumetrics.

Acceptable appurtenances include but are not necessarily limited to:

- A. Dormers with ridge heights not exceeding the ridge height of the roof on which the dormers sit;
- B. Chimneys, chimney roof forms used for HVAC related purposes or mechanical penthouses other than elevators located on building ridge lines and not exceeding 5'-0" above the volumetrics; unless otherwise approved by city. Elevator mechanical penthouses shall not exceed 15' above volumetrics.
- C. Skylights not exceeding 3'0" above the ridge line of the roof on which the skylight is located.
- D. Code required parapet walls;
- E. Roof Overhangs, Brackets and Bracing;
- F. Commercial or Residential Awnings;
- G. Covered and Uncovered Balconies;
- H. Non-enclosed Grade Level Arcades not exceeding 15'-0" in height;
- I. Information and Retail kiosks not exceeding an eave height of 15'-0".



- J. Flagpoles, Lighting and Signage:
- K. Open Pore Cochine Structures (Parcels A, C and D only and including the existing Marsac Mill and Cables buildings):
- L. Pool and Spa Pavilions, including screened mechanical equipment:
- M. Bow or bay windows not exceeding 5'0" in depth measured perpendicular to the primary facade plane:
- N. (Indoor) Barbecue Facilities and Kitchens not exceeding 500 square feet:
- O. Screened HVAC related equipment or towers:
- 7.5 VOLUMETRIC DIAGRAMS

Please see Appendix A for the parcel by parcel Volumetric Diagrams.

A "flat" roof section should have a minimum positive slope of 1/4 inch per foot and drain toward a warm wall and away from pedestrians where possible



PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

005 13070 Bk01166 Pd00525



April 23, 1997
Rev. March 13, 1996
120



A P P E N D I X A
V O L U M E T R I C S



00513070 Bk01166 Pg00526

I. DESIGN INTENT

Several site contextual relationships have influenced the concept design for Parcel I. Parcel A is characterized by a relatively steep hillside site adjacent to the existing gondola building (to be demolished) and the existing resort plaza. A landscaped entry drive between the new hillside structure and the existing Gables and Marsac Mill buildings will serve as a new front door to both.

In order to accommodate the residential units and locate the building mass away from the existing plaza, the majority of the building runs parallel to the contours along the hillside; the residential component is lowest near Lowell Avenue and steps up toward the ski slope. A low-scale skier service building fronts the existing plaza and replaces existing retail and restaurant uses. Its purpose is to create a transition between the new and the old. Like the existing buildings, it has an arcade which fronts the plaza in the approximate location of the existing gondola building. The building mass is located to reduce shadow impacts on the existing public plaza.

A central core modulates the elevations between the various residential wings which step with the hillside; its form is articulated in order to create an architectural feature appropriate to Park City and the resort. The building's size is mitigated by its stepping and segmentation into five distinct masses. Like a rambling mining structure overlooking its village by-product, the building is conceived as a flagship assemblage comprising a single, albeit varied, composition.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel A shall:

- Vary in building height from a maximum of three to a maximum of eight occupied levels above parking and a residential entry level.
- Be composed of at least six distinct building masses in order to reflect phased growth and prevent the appearance of one monolithic building mass.
- Step vertically in sections roughly corresponding to the slope of the natural terrain—with the lowest building elements closest to Lowell Avenue and the highest portions located closest to the

PARCEL A VOLUMETRICS

ski slopes; this is intended to modulate scale and establish contextual height relationships to existing Resort Center structures.

• Limit shadow impacts on the Marsac Mill and Gables buildings by locating the bulk of the building mass along the hillside away from the existing plaza; new development shall not appreciably decrease sunlight in the existing plaza area.

• Limit shadow impacts on the plaza by locating the mass of any north/south wing slope-side such that the shadows of the two and three-story elements fronting the plaza govern the shadow impacts in the plaza at all times of the year, including the Winter solstice.

• Limit impacts on mountain views from the existing plaza, as well as the Marsac Mill and Resort Center structures by locating the building mass as close to the hillside as practical and limiting the northernmost extent of any north/south wing.

• Improve pedestrian circulation space and views from the existing public plaza to the mountain beyond by widening the current "bottleneck" between the existing ticket facility and the northeast corner of the existing Gondola building retail.

• Provide continuous at grade retail fronting the plaza and visible and convenient slope-side access to the skier service restaurant facilities.

• Provide an entry drive with sufficient distance between buildings to accommodate new vehicular drop off zones and pedestrian entry building elements for the Marsac Mill and Gables facilities, as well as emergency fire access to the plaza.

• Provide the resort and the City of Park City an architectural icon that is integral to the function of the building and visible both down-slope and slope-side.

III. ASSUMPTIONS

• The concept drawings for the residential component are based on a 38'-0" x 30'-0" wide grid in order to accommodate a two bedroom condominium or timeshare unit comprising approximately 1250 square feet.



PARK CITY RESORT
VOLUMETRICS



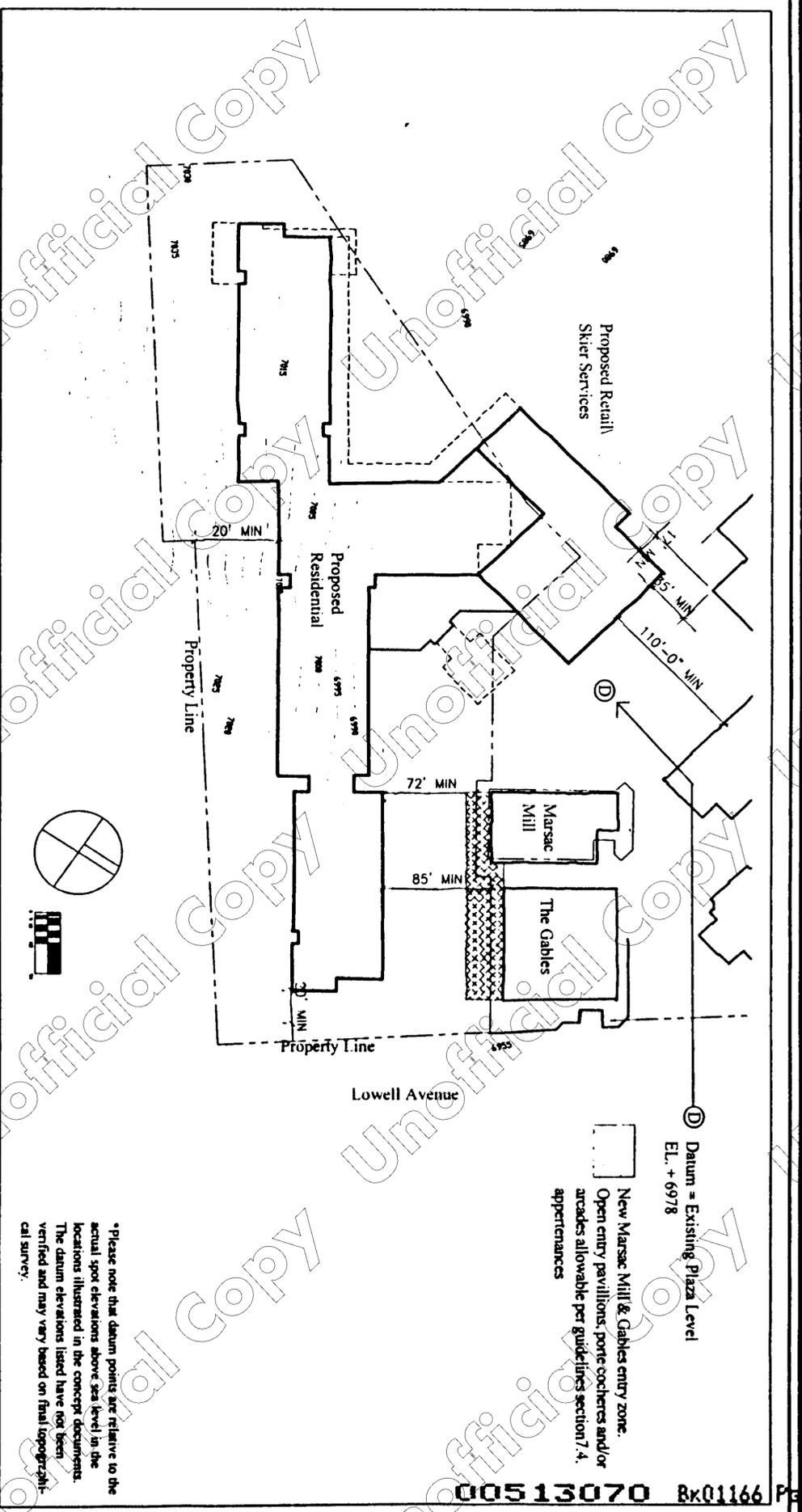
April 23, 1997
Rev. May 14, 1997



PARK CITY RESORT
VOLUMETRICS



PARCEL A:
Building Setbacks and Datum Points:



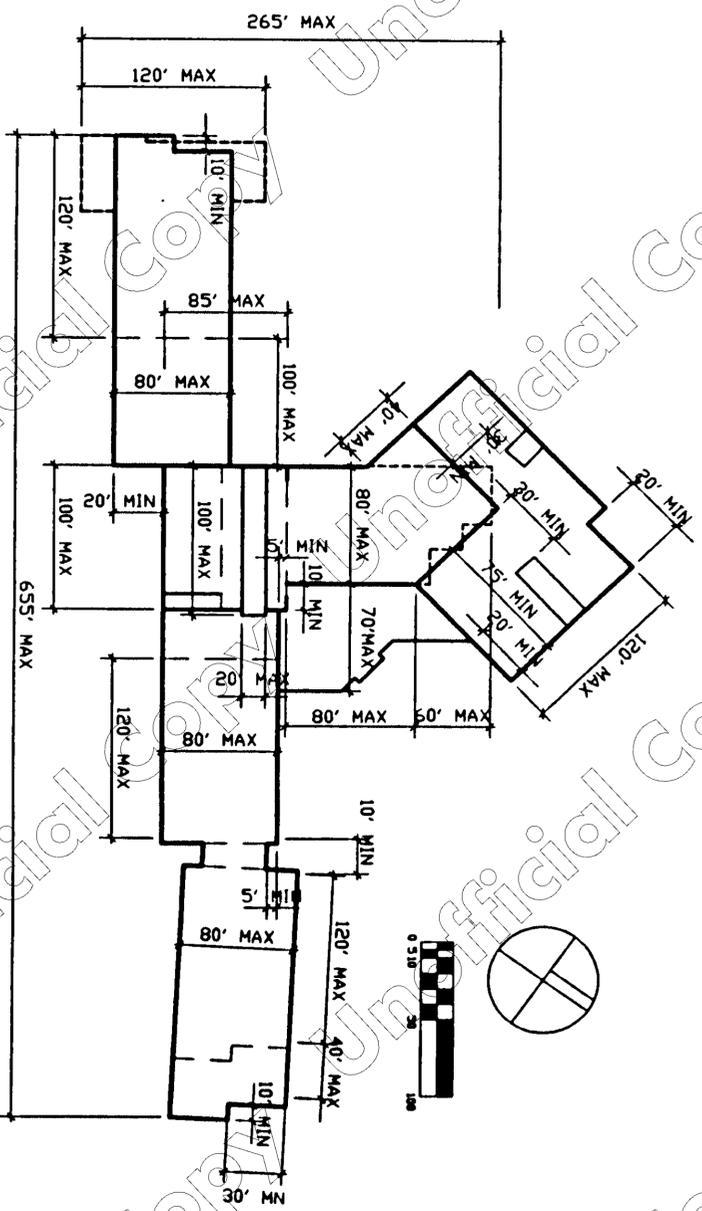
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PARK CITY RESORT
VOLUMETRICS



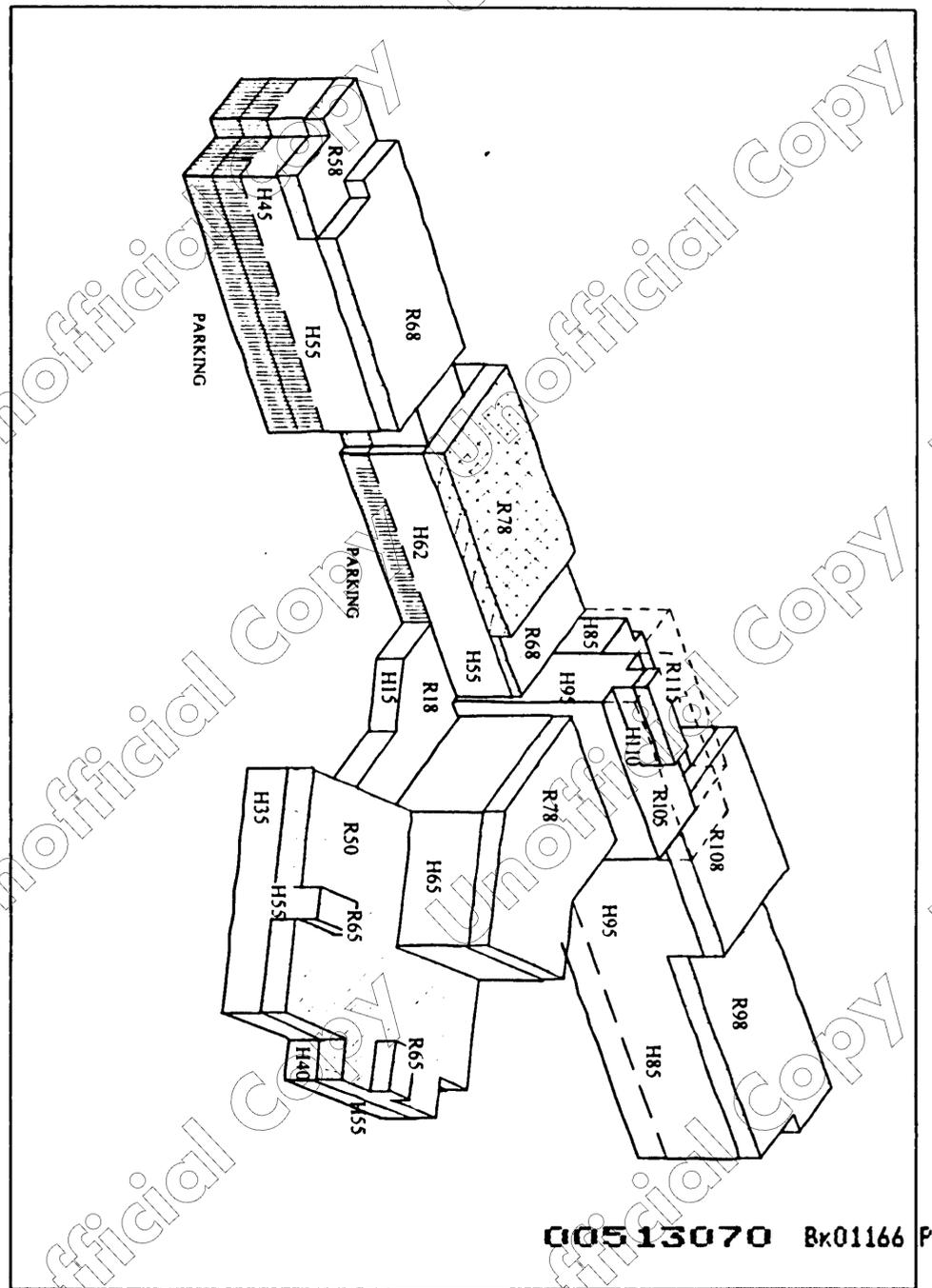
PARCEL A Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.
Balconies, bay windows, cornices and overhangs: please see Appendix A.



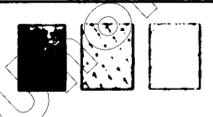
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VOLUMETRICS



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- =Parked roof zone.
- =Dormer zone.
- =Parking zone.

LEGEND:
 H = Maximum eave height, measured vertically from datum. Point El. 6978'.
 R = maximum ridge height measured vertically from datum. Point El. 6978'.

PARCEL A Massing Diagram
 Recommended Building Heights.

PARCEL B VOLUMETRICS

I. DESIGN INTENT

Parcel B is conceived as at least four separate buildings, residential in character, which surround semiprivate quadrangles enclosed by low-scale arcades. Their scale is modulated by numerous steps in massing both vertically as well as horizontally from the property lines. In concept, the parcel's bulk steps down with the contours from Lowell toward the northeast corner of the site fronting Empire.

In order to minimize height and shadow impacts, the streetwall along Empire has a sawtooth plan with large setbacks; one, two and three story elements vary height and further reduce the buildings' scale and apparent mass. Large setbacks are also envisioned opposite Millisite Way. The tallest portions of the building are located at the site's center and closest to Lowell Avenue where bulk and shadow impacts on adjacent properties will be minimized.

The concept design establishes a pedestrian and view corridor to the resort center from 14th Street. Low-scaled public pavilions fronting Lowell Avenue house vertical circulation from the garage below. A minor amount of commercial space geared to pedestrian circulation from the garage may be appropriate.

II. APPROVAL CRITERIA

The following bulletins outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel B shall:

- Vary in height from a maximum of three to a maximum of six occupied levels of residential above parking.
- Consist of at least four distinct building masses to provide scale, create vistas through the buildings, allow access to open space and prevent the appearance of one monolithic structure or development.
- Create a predominately residential scale and character by utilizing numerous breaks in each building mass

—both horizontally in plan and vertically in section; in plan this may be accomplished with covered balcony extensions or other open structures such as arcades.

Provide varied setbacks at all street-front locations to prevent the massing from appearing fortress-like; setbacks, in particular, shall be generous and pronounced along Empire Avenue and Millisite Way so as to mitigate building and shadow impacts on neighboring structures across the street.

Step vertically in sections roughly corresponding to the existing contours in order to further limit shadow and massing impacts opposite Empire Avenue and Millisite Way; i.e., building heights in general shall step in height from highest to lowest in in the following order: 1) the parcel's center, 2) Lowell Avenue and Manor Way 3) Empire Avenue; and 4), Empire Avenue at the intersection of Millisite Way.

Create new view corridors from 14th Street to the Resort Center and from Parcel B to the existing Silver Mill tower/mountain access route so as to reinforce Parcel B's relationship to the community and the existing Resort Center facilities.

Provide at least two significant pockets of open space; each of which is visible and accessible (free and clear, without occupied overhead encumbrances) from at least one semipublic pathway of at least 30'-0" in width

III. ASSUMPTIONS

The concept documents are based on a underground garage grid of 36'-0" in the north/south direction and 30'-0" east/west. An initial 15'-0" grid line has been assumed at the garage's perimeter walls. The southeast corner of the garage commences 20'-0" back from the Lowell Avenue and Manor Way property lines.

The south and northwest corners of Parcel B have been designed to accommodate possible pedestrian bridges crossing Lowell Avenue and linking Parcel B to the ski hill.



PARK CITY RESORT VOLUMETRICS

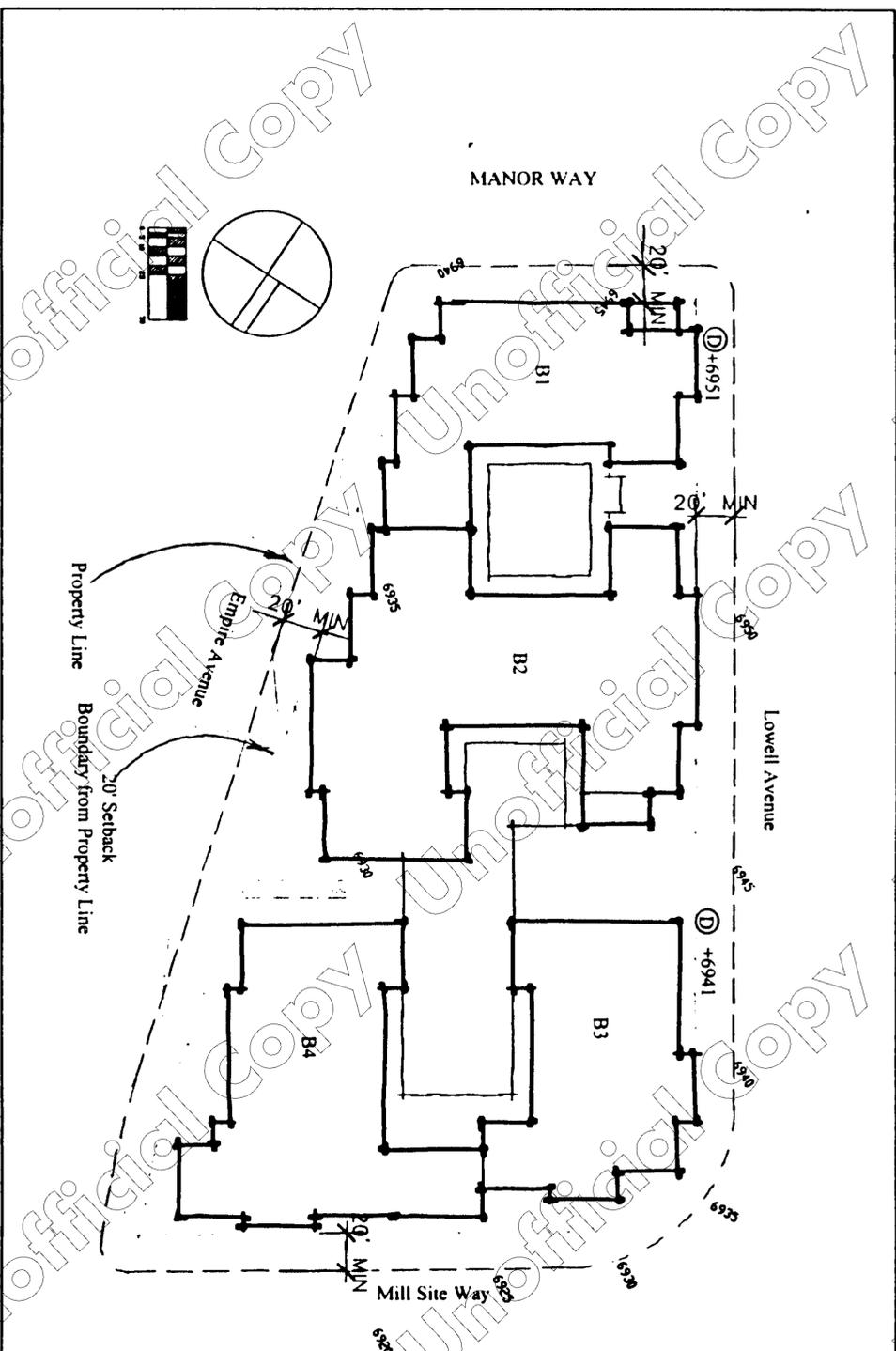


Architects

April 23, 1997
Rev. Mar. 14, 1997



PARCEL B: Building B1, B2 & B3:
Building Setbacks and Datum Points



*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

Ⓧ Datum B1-B2
EL. + 6951
Ⓧ Datum B3-B4
EL. + 6941

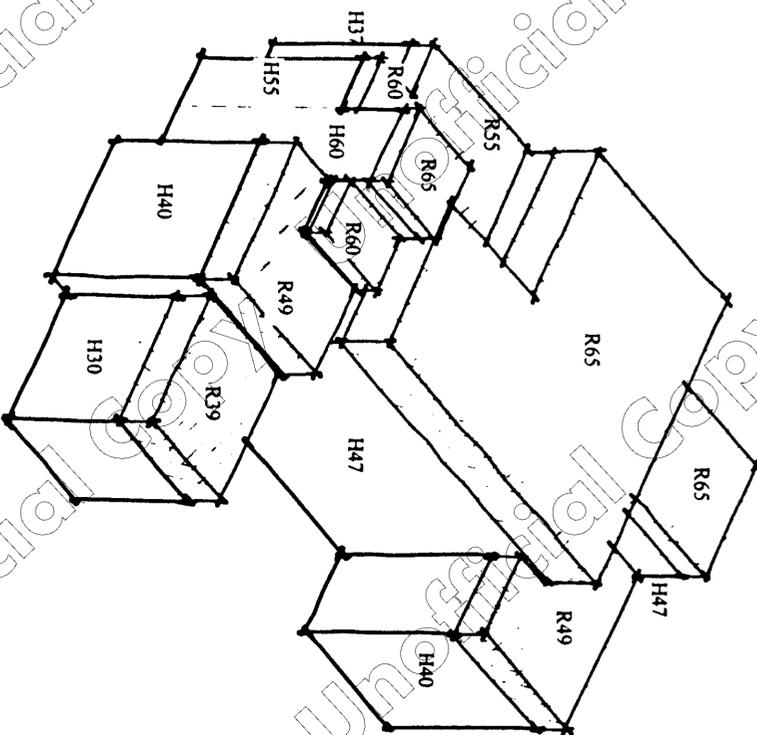
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VOLUMETRICS





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PARCEL B: Building B1
Massing Diagram
Recommended Building Heights.

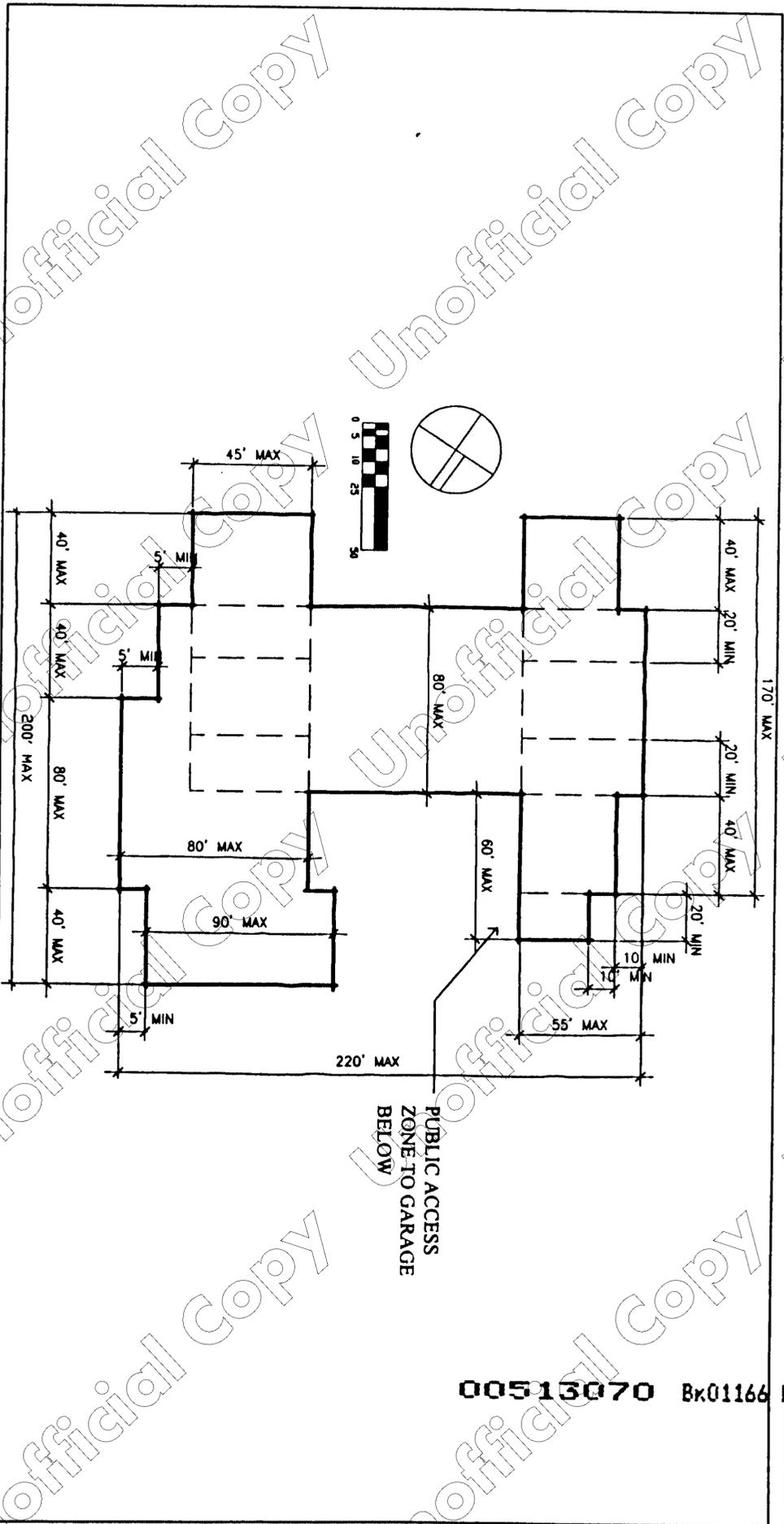
LEGEND:
H = Maximum eave height, measured vertically from datum. El. 6951'
R = maximum ridge height measured vertically from datum. El. 6951'
= Pitched roof zone.



PARK CITY RESORT
VOLUMETRICS



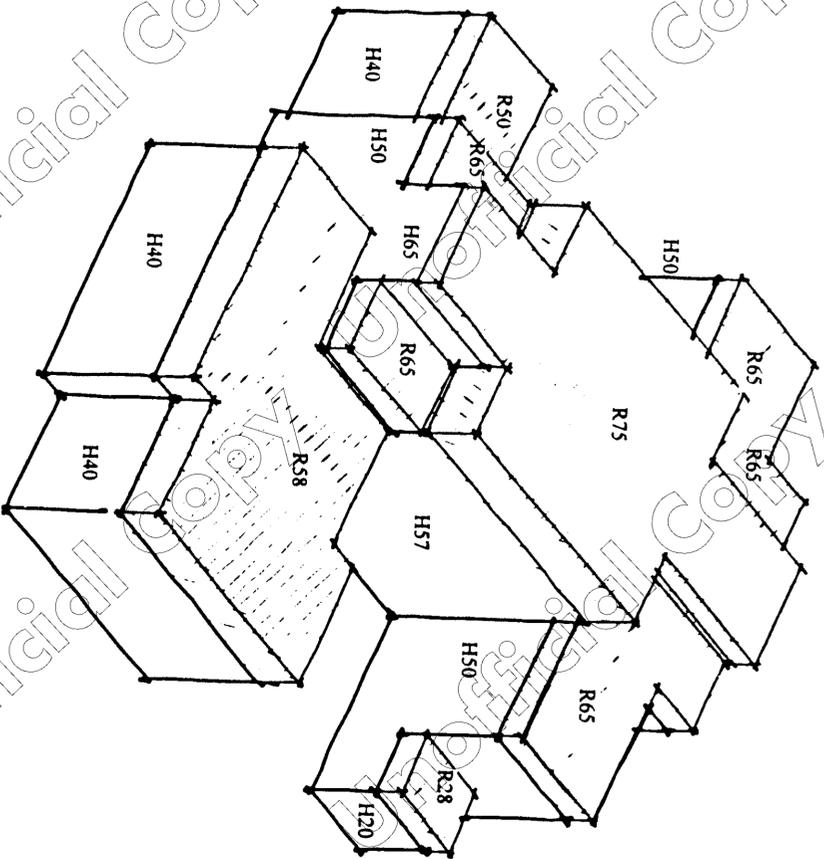
PARCEL B: Building B2
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.



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PARK CITY RESORT
VOLUMETRICS



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PARCEL B: Building B2
Massing Diagram:
Recommended Building Heights.

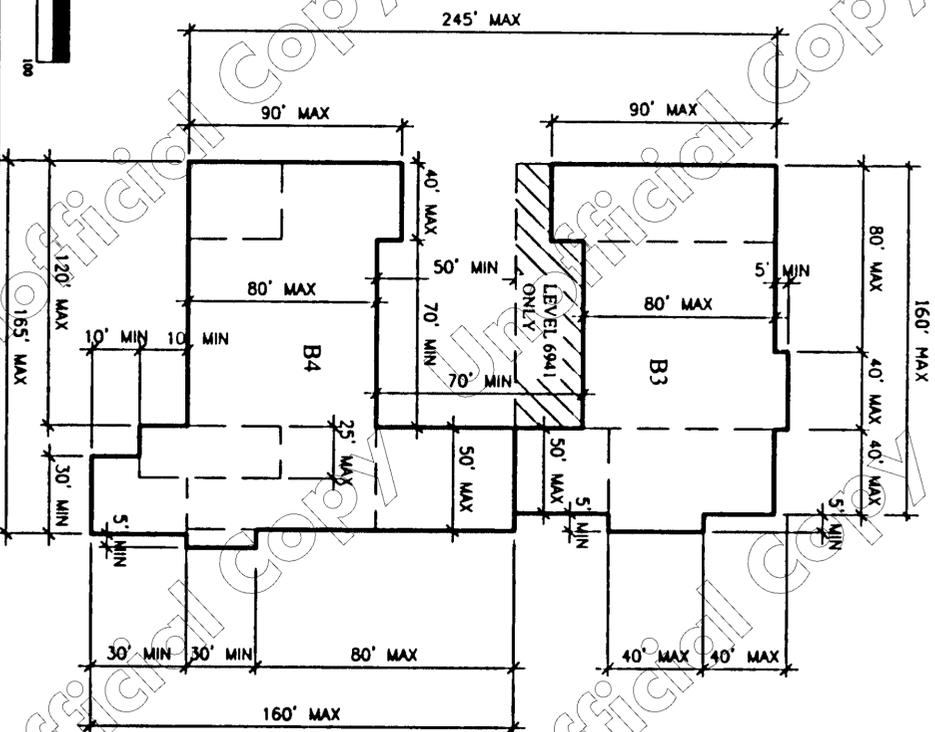
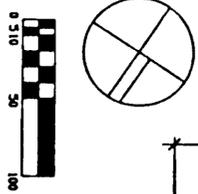
LEGEND:
H = Maximum eave height, measured vertically from datum. El. 6951'
R = maximum ridge height measured vertically from datum. El. 6951'



=Pitched roof zone.



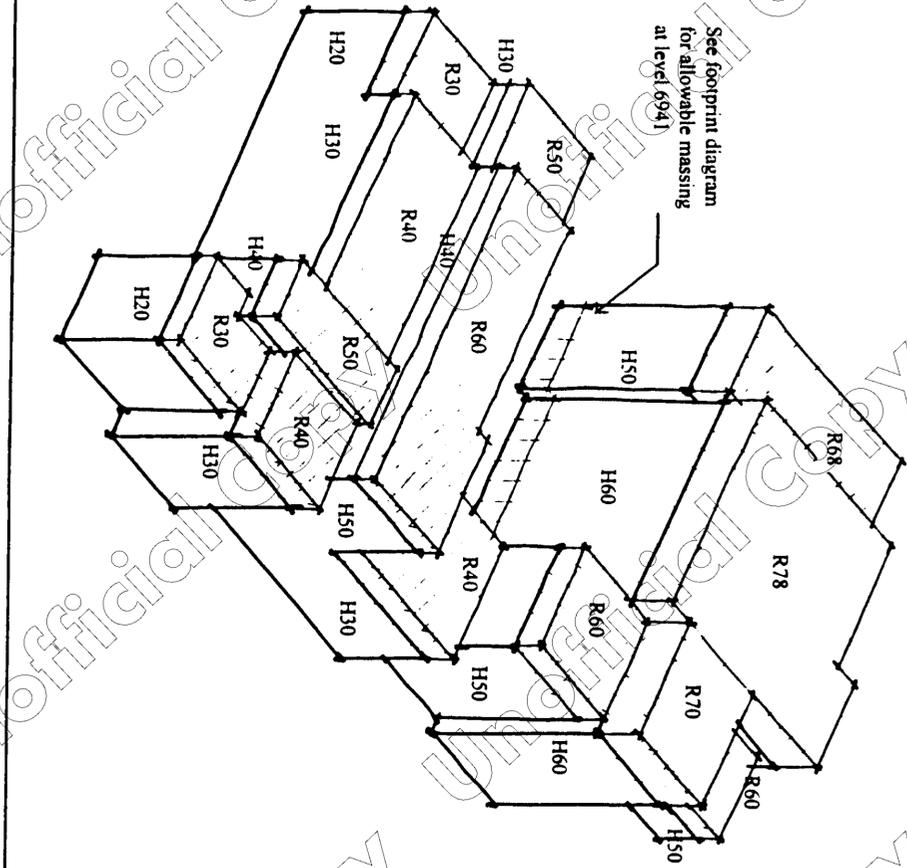
PARCEL B: Buildings B3 & B4
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.
Ground Floor Level only.



**PARK CITY RESORT
VOLUMETRICS**



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PARCEL B: Buildings B3 & B4
 Massing Diagram
 Recommended Building Heights.

LEGEND:
 H = Maximum eave height, measured vertically from datum.
 R = maximum ridge height measured vertically from datum.

 = Pitched roof zone.

Parcel B3 Datum:
 Heights referenced are measured from established datum. El. 6941'

Parcel B4 Datum:
 Heights referenced are measured from established datum. El. 6941'



PARK CITY RESORT
VOLUMETRICS



PARCEL C VOLUMETRICS

I. DESIGN INTENT

The purpose behind Parcel C's form is to push the building mass away from Lowell Avenue (toward the ski slope and the similarly scaled resort center). This form minimizes bulk and shadow impacts on the street and accommodates drop-off areas for both the proposed children's center and the residential units above. The building steps in height from its center down to two and three story elements fronting Lowell.

The two ends of the buildings are important focal points as one enters the resort and drives along Lowell. Dedicated to skier services, the northern end of the building functions as a gateway element framing the new plaza/drop off and the primary mountain view corridor. To the south, a low structure could contain vertical circulation and tie into a potential pedestrian bridge from Parcel B. With or without the bridge, this end serves as a gateway marker to the resort's upper node.

Parcel C additionally accommodates the major entry to one of two major underground parking garages; the building's southernmost wing sits atop the ramp leading into the garage.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel C shall:

- Range in building height from a maximum of two to a maximum of six occupied levels above parking.
- Break the mass of the building into at least six distinct components visible in both plan and elevation so as to provide scale and prevent the appearance of one monolithic structure.
- Limit bulk and shadow impacts on Lowell Avenue and create a landscaped buffer to serve as drop-off and open space by pulling the bulk of the mass away from the street and pushing it as far as practical toward the existing Resort Center complex and the ski slopes.

PARCEL C VOLUMETRICS

- Limit building bulk and shadow impact on Lowell Avenue and the new drop-off and plaza zones by stepping in height from lower scaled structures fronting Lowell Avenue to taller building elements fronting the ski slopes.

- Locate the highest portions of the buildings against the backdrop of the existing multi-storied Resort Center complex.

- Create a maximum two story architectural pavilion at the building's plaza frontage to serve, in conjunction with a similar pavilion on Parcel E, as a gateway element framing the planned mountain view corridor.

- Provide visible, at grade entry and slope-side access for the skier service building component that is convenient to temporary day-care parking and the planned beginners' slopes.

- Serve as the primary vehicular entrance to a public parking lot underneath Parcels C, E and the new skier service plaza.

- Delineate between commercial, skier service, residential and parking related entrances in order to orient the visitor, separate between public and private functions, and facilitate traffic flow into the underground parking garage.

- Limit access to Parcel C off of Lowell Avenue to one curb-cut across the main side-walk, including public access to the underground parking garage.

III. ASSUMPTIONS

The conceptual footprint for Parcel C is based on a 37'-0" wide x 30'-0" parking grid as illustrated in the design documents. An initial 15'-0" grid line has been assumed at some of the garage's perimeter walls.



PARK CITY RESORT
VOLUMETRICS



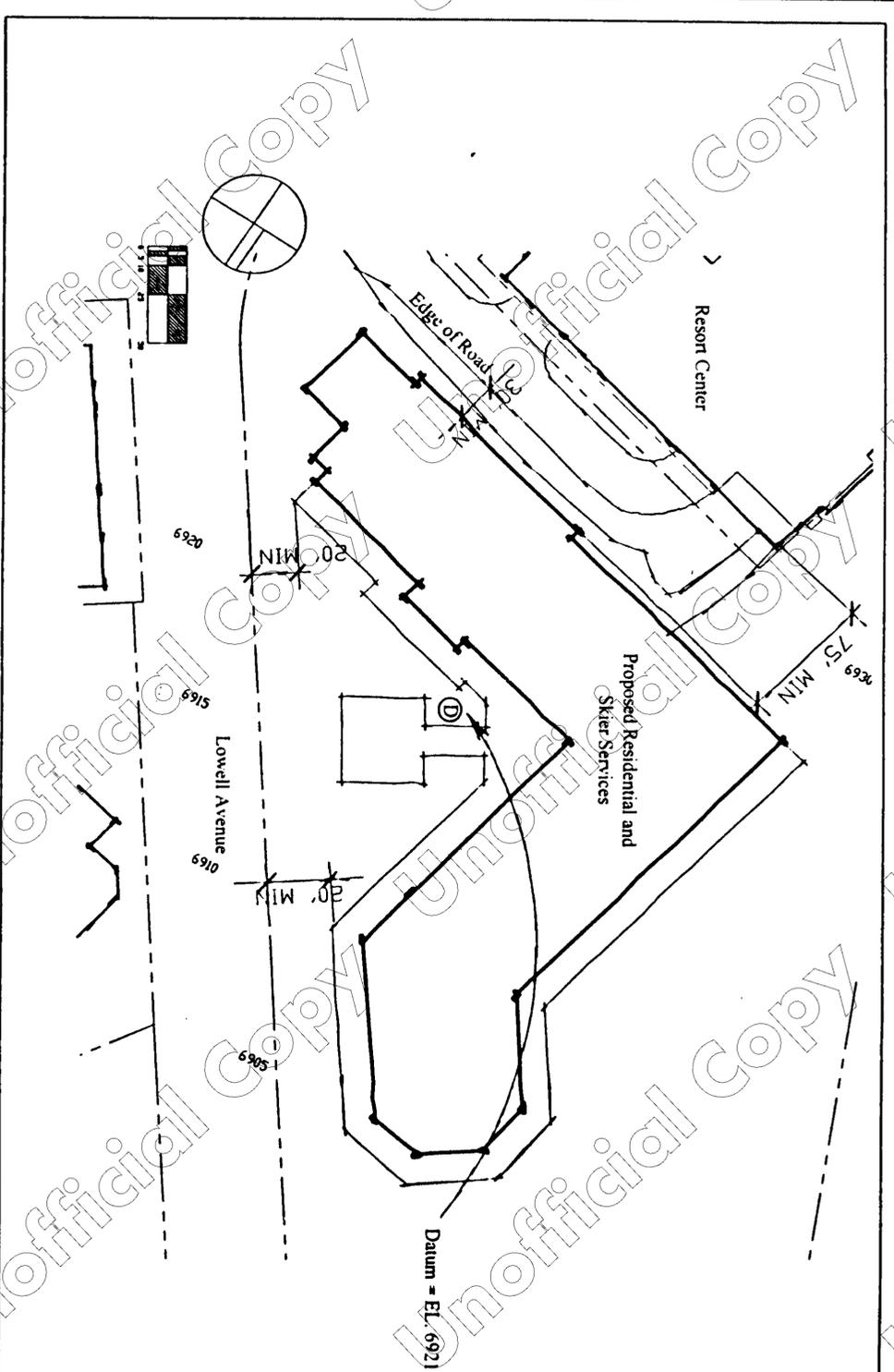
April 23, 1997
Rev. May 14, 1997



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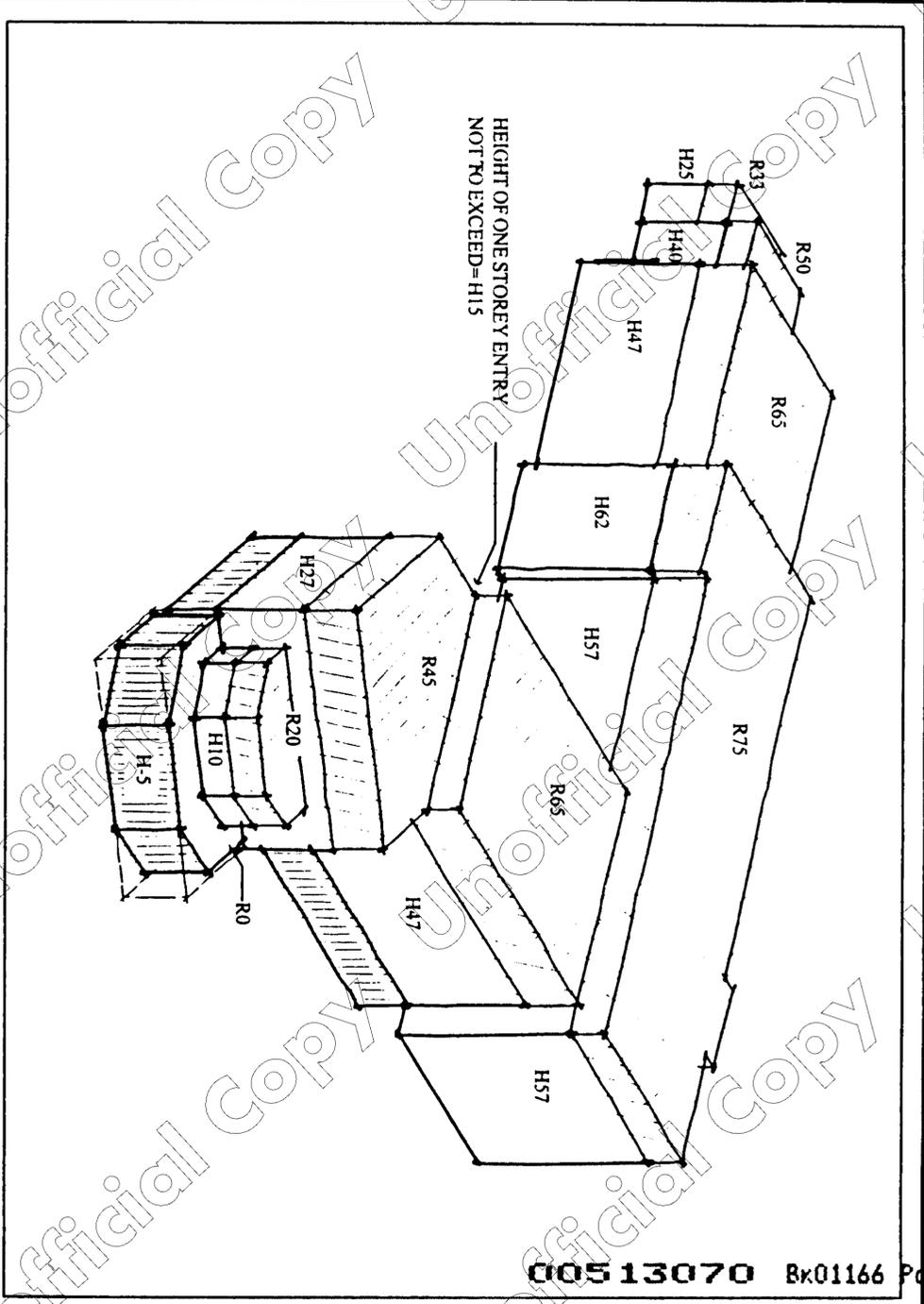
PARCEL C: Building C
Building Setbacks and Datum Points:



* Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographic call survey.

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PARCEL C:
Massing Diagram
Recommended Building Heights.

LEGEND:
H = Maximum eave height, measured vertically from datum. El. 6921'
R = maximum ridge height measured vertically from datum. El. 6921'

-  = Pitched roof zone.
-  = Skier services/ commercial zone below datum.



PARK CITY RESORT
VOLUMETRICS



PARCEL D VOLUMETRICS

I. DESIGN INTENT

Given its position at the resort's entry and opposite the new drop off plaza, Parcel D occupies one of the most visually important locations in the resort. A building on the site will help form a skier's first and end-of-the-day impressions of the ski area. Conceived as three interconnected masses stepping back from Lowell Avenue, the building's bulk, telescopes from its center to low, three story elements at both ends. Its section steps down at least once with the contours moving from southwest to northeast.

A possible porte cochere could provide entry to Parcel D from Lowell Avenue.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel D shall:

- Vary in height from a maximum of three to a maximum of five occupied levels above parking.
- Consist of at least three distinct masses in order to provide scale and prevent the appearance of one monolithic building; these breaks shall be visible in both plan and elevation.
- Telescope in height and mass from both ends toward the building's center in order to limit shadow and visual impact, as well as to establish contextual relationships with neighboring structures.

- Limit bulk and shadow impacts by locating the tallest portions of the building at the center of its mass.

- Design its Lowell Avenue frontage as a streetwall to the northeast edge of the new skier plaza as viewed from the hillside and upon exiting the plaza, this will help facilitate the plaza's success as a contained "outdoor room".

- Provide a lower scaled (maximum three story) element, at the intersection of Lowell and Empire avenues to serve as a gateway framing the view to the mountain upon entering the resort.

- Create a building which is clearly residential in character by minimizing parking and floor to floor height requirements and disallowing public retail and commercial uses.

- Provide vehicular access to the underground parking via Empire Avenue only.

III. ASSUMPTIONS

- The conceptual footprint for Parcel D is based on a 37'0" wide x 30'-0" parking grid as illustrated in the design documents.

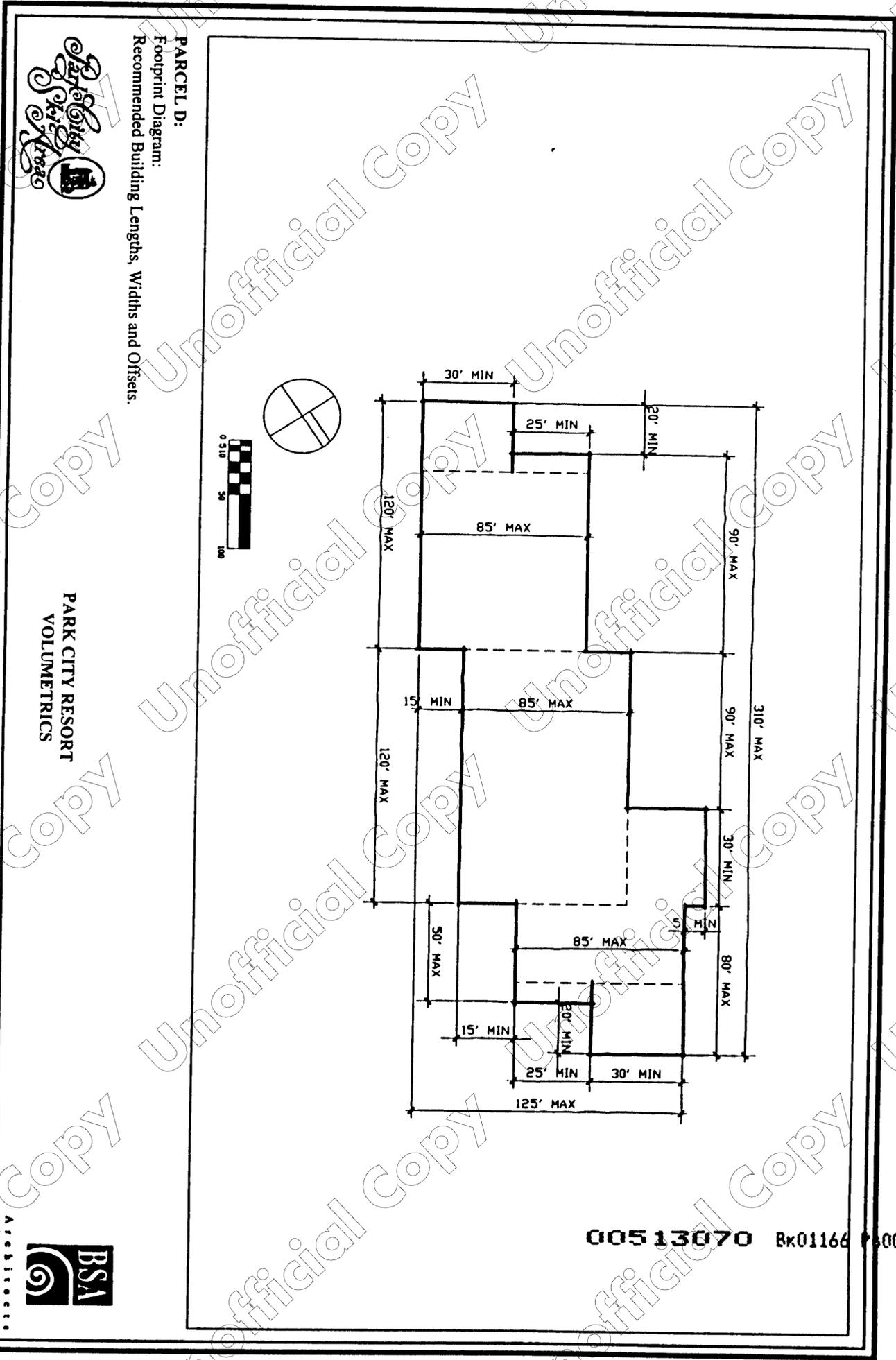
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**PARK CITY RESORT
VOLUMETRICS**



April 23, 1997
Rev. 4/29/97 14, 1997

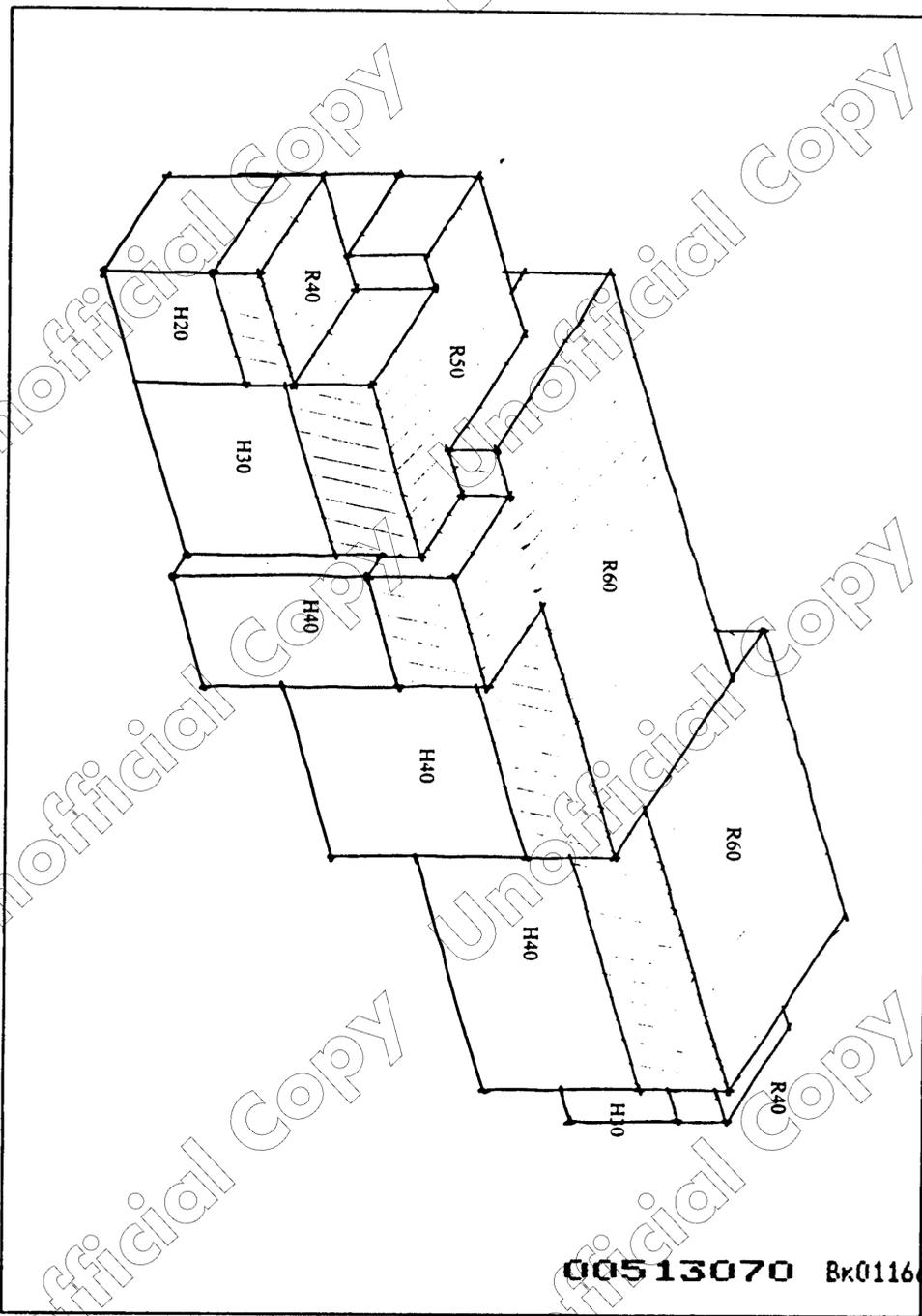


PARK CITY RESORT
VOLUMETRICS





PARK CITY RESORT
VOLUMETRICS



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PARCEL D:
Massing Diagram
Recommended Building Heights.

LEGEND:

H = Maximum eave height, measured vertically
from datum. El. 6895'

R = maximum ridge height measured vertically
from datum. El. 6895'



= Pitched roof zone.

PARCEL E VOLUMETRICS

I. DESIGN INTENT

In conjunction with Parcel C, Parcel E defines the drop-off plaza and frames the resort's primary view corridor. Special massing and architectural treatment at its eastern end is intended to create a gateway into the resort and highlight the intersection of Lowell and Silver King. The building steps in segments toward the ski hill, both vertically and horizontally.

Across from Three Kings the massing is broken and single story residential units minimize the building's impact to the north. To the northwest, three story residential units turn the corner and establish contextual relationships with Snow Flower's existing cave line. Opposite Snow Flower's easternmost facade, the taller portion of the proposed building steps back from the property line.

A covered arcade on the building's western edge creates a passage way from Three Kings to the resort's new base operations.

On the plaza side, a single commercial level extends out into the plaza in order to further modulate the building's scale, provide additional commercial square footage and enliven the plaza area. Vertical circulation to the plaza from the garage below is accommodated via an articulated pavilion adjacent to the building's skier service facilities.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel E shall:

- Range in building height from a maximum of one to a maximum of six occupied levels above parking.
- Break the mass of the building into at least six distinct components, visible in both plan and elevation, so as to create scale and prevent the appearance of one monolithic structure.

III. ASSUMPTIONS

- Limit bulk and shadow impacts on Lowell Avenue, the new drop-off and plaza zones by stepping the building in height from a two story pavilion fronting Lowell Avenue towards the taller building elements fronting the ski slope.
- Create a maximum two story architectural pavilion at the intersection of Lowell Avenue and Silver King Drive to serve as a major gateway to the resort by framing, in conjunction with a similar pavilion on Parcel C, the planned mountain view corridor.

- Use one story commercial elements and covered arcades to reduce the building's scale at the Public Plaza and fill-out the plaza with active indoor/outdoor uses.
- Incorporate programmed outdoor spaces, terraces, etc. geared to mitigate the scale of the plaza and encourage year-round activity.

- Parcel E's concept plans are based on a 30'-0" grid in the east west direction and a 37' grid from north to south. An initial 15'-0" grid line has been assumed at the garage's perimeter walls.



PARK CITY RESORT
VOLUMETRICS



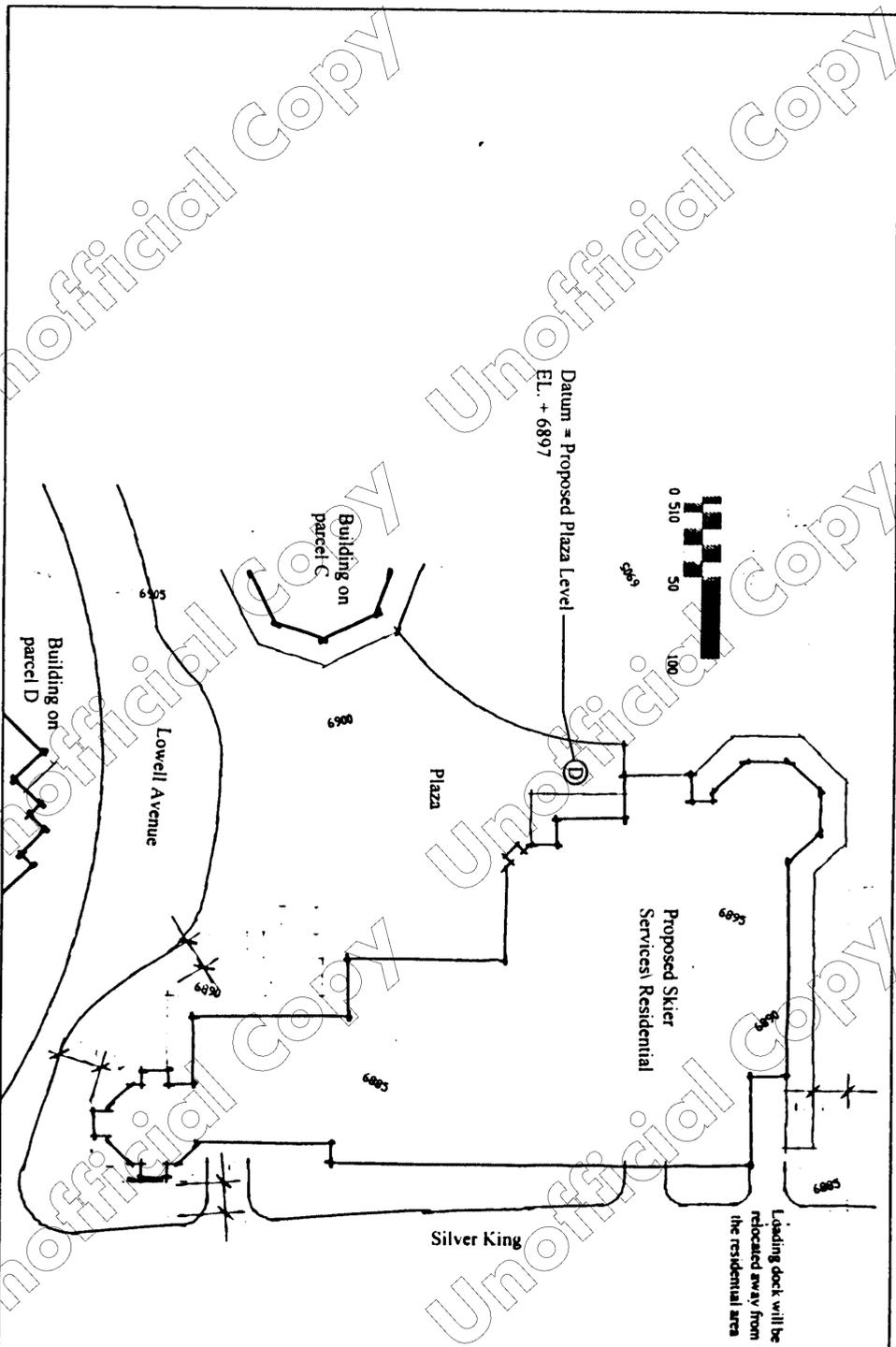
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Rev. Mar. 14, 1997

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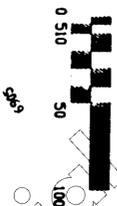


PARCEL E:
Building Setbacks and Datum.

PARK CITY RESORT
VOLUMETRICS



Datum = Proposed Plaza Level
EL. + 6897

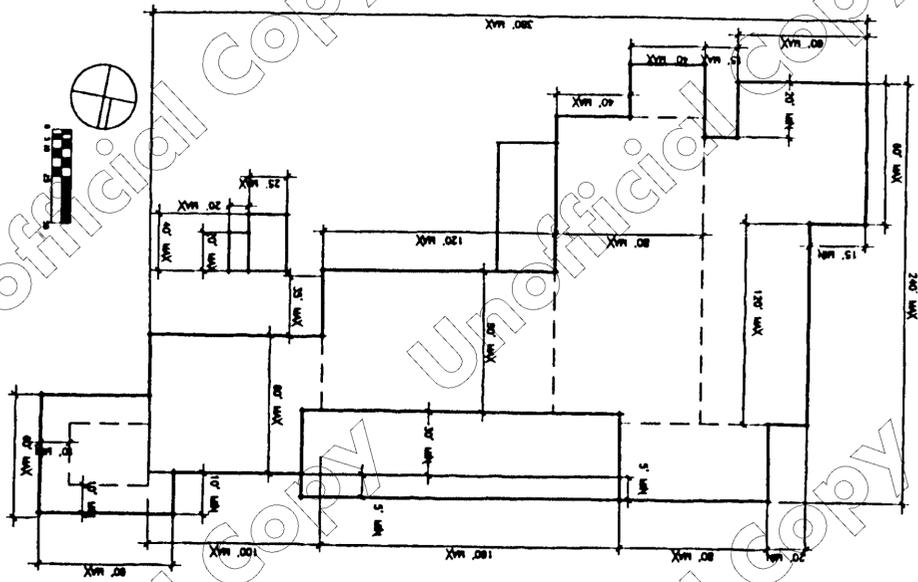


* Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographic survey.

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PARCEL E:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.



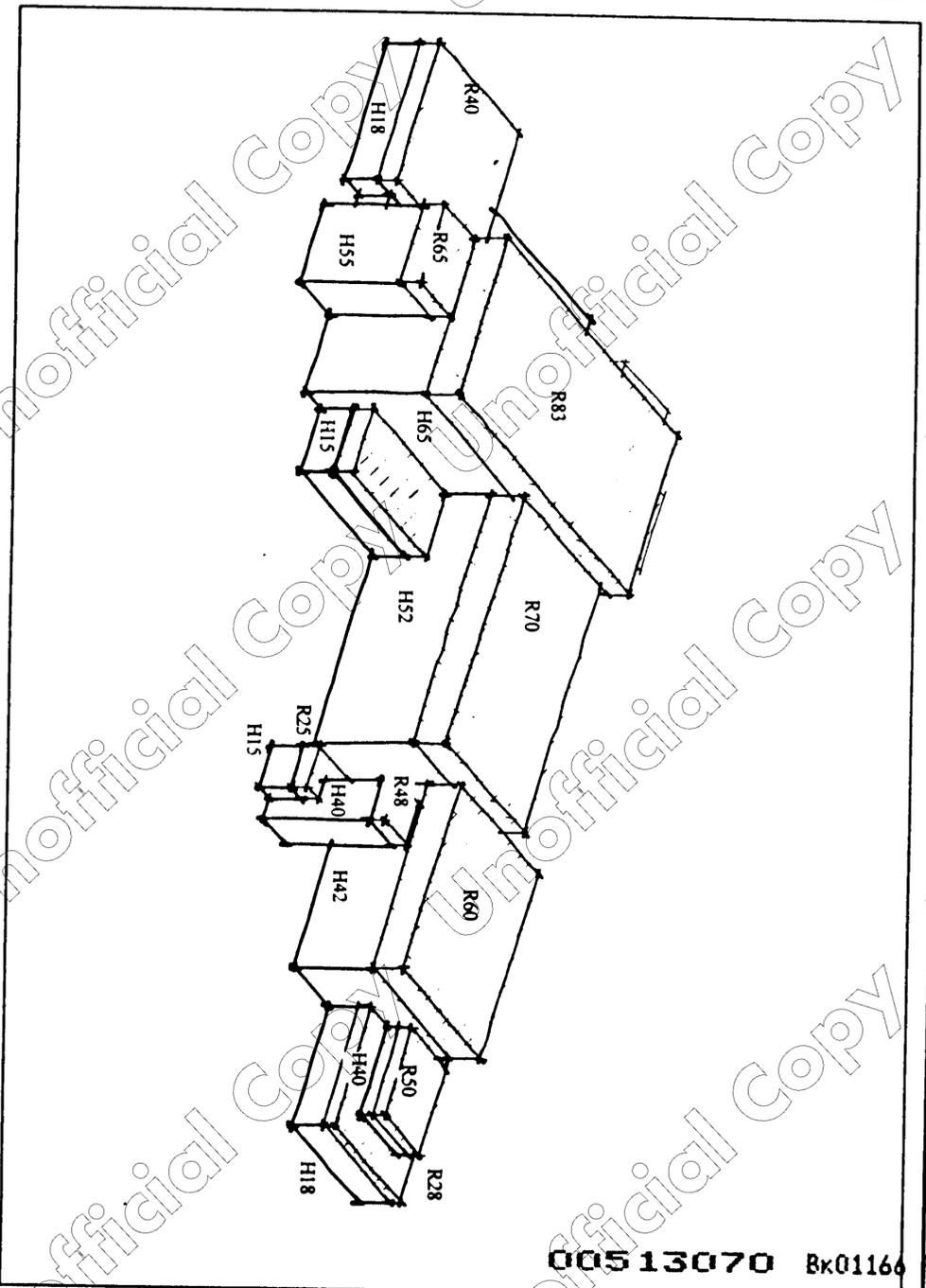
**PARK CITY RESORT
VOLUMETRICS**



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PARK CITY RESORT
VOLUMETRICS



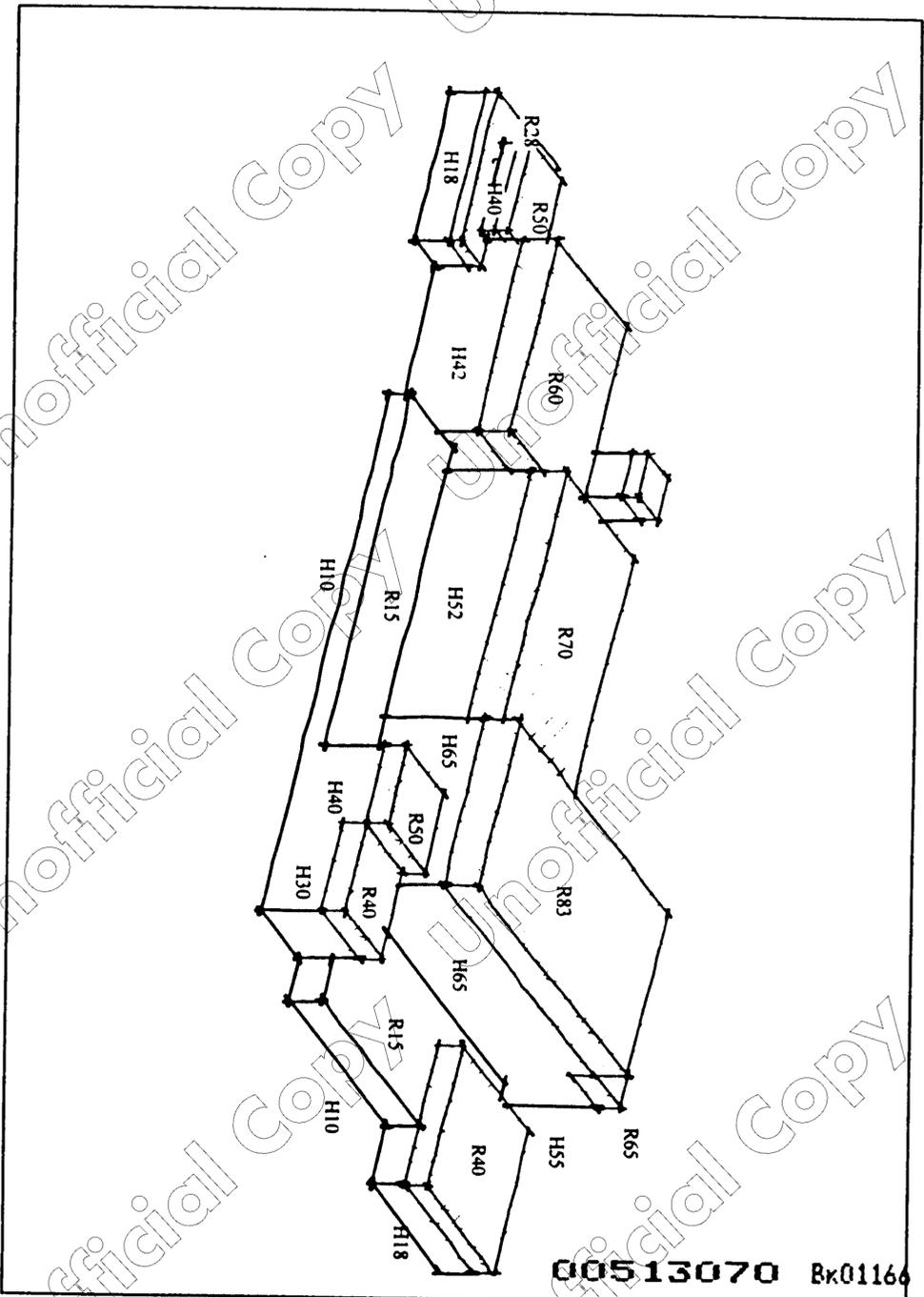
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PARCEL E: Plaza Side
 Massing Diagram
 Recommended Building Heights.

LEGEND:
 H = Maximum eave height, measured vertically from datum, El. 6897'
 R = maximum ridge height measured vertically from datum, El. 6897'
 [Hatched Box] = Pitched roof zone.



PARK CITY RESORT
VOLUMETRICS



PARCEL E: From Three Kings
Massing Diagram:
Recommended Building Heights.

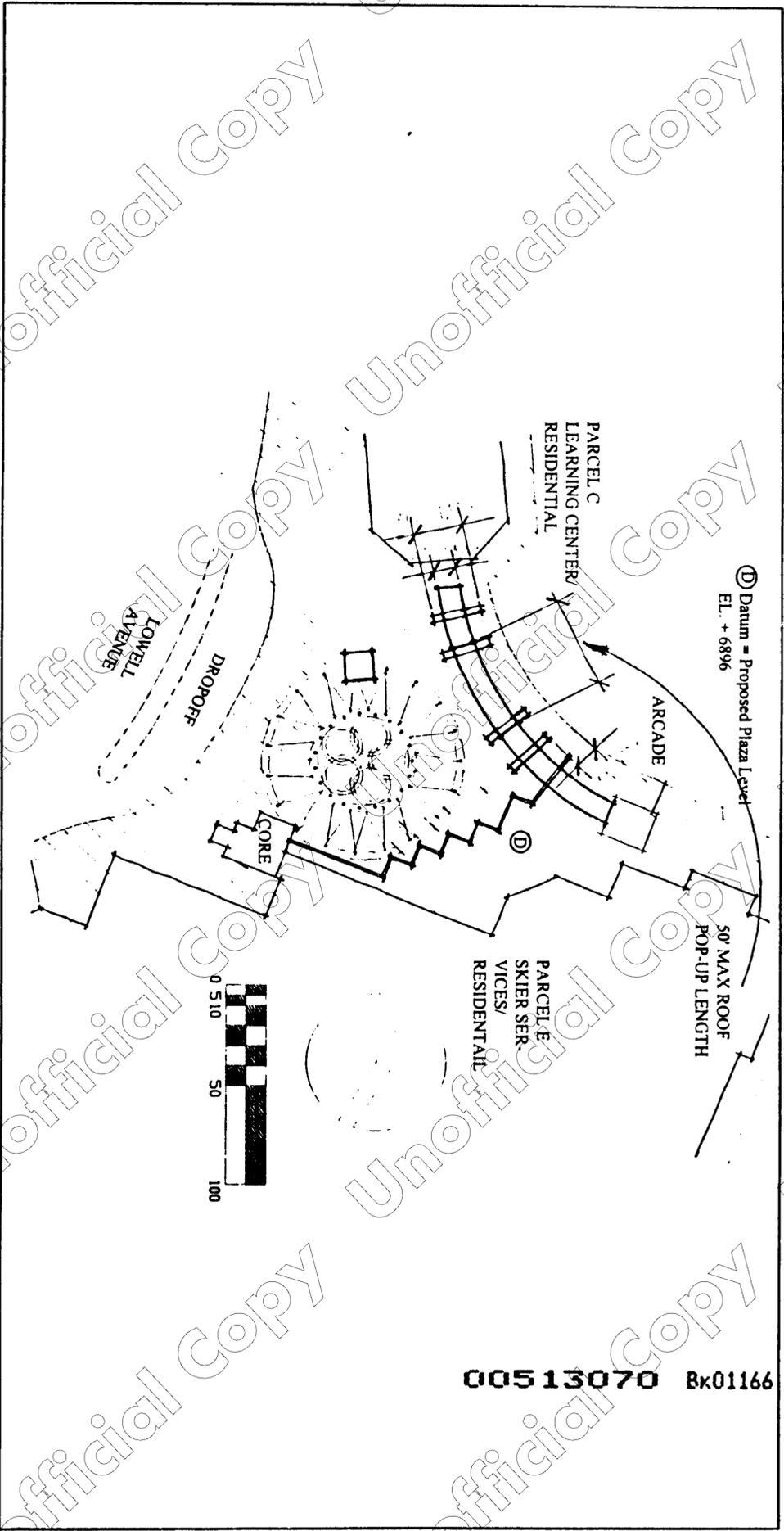
LEGEND:
 H = Maximum eave height, measured vertically from datum. El. 6897'
 R = maximum ridge height measured vertically from datum. El. 6897'

 = Pitched roof zone.



PARK CITY RESORT
VOLUMETRICS

ARCADE:
Footprint Diagram:
Recommended Lengths, Widths and Offsets.

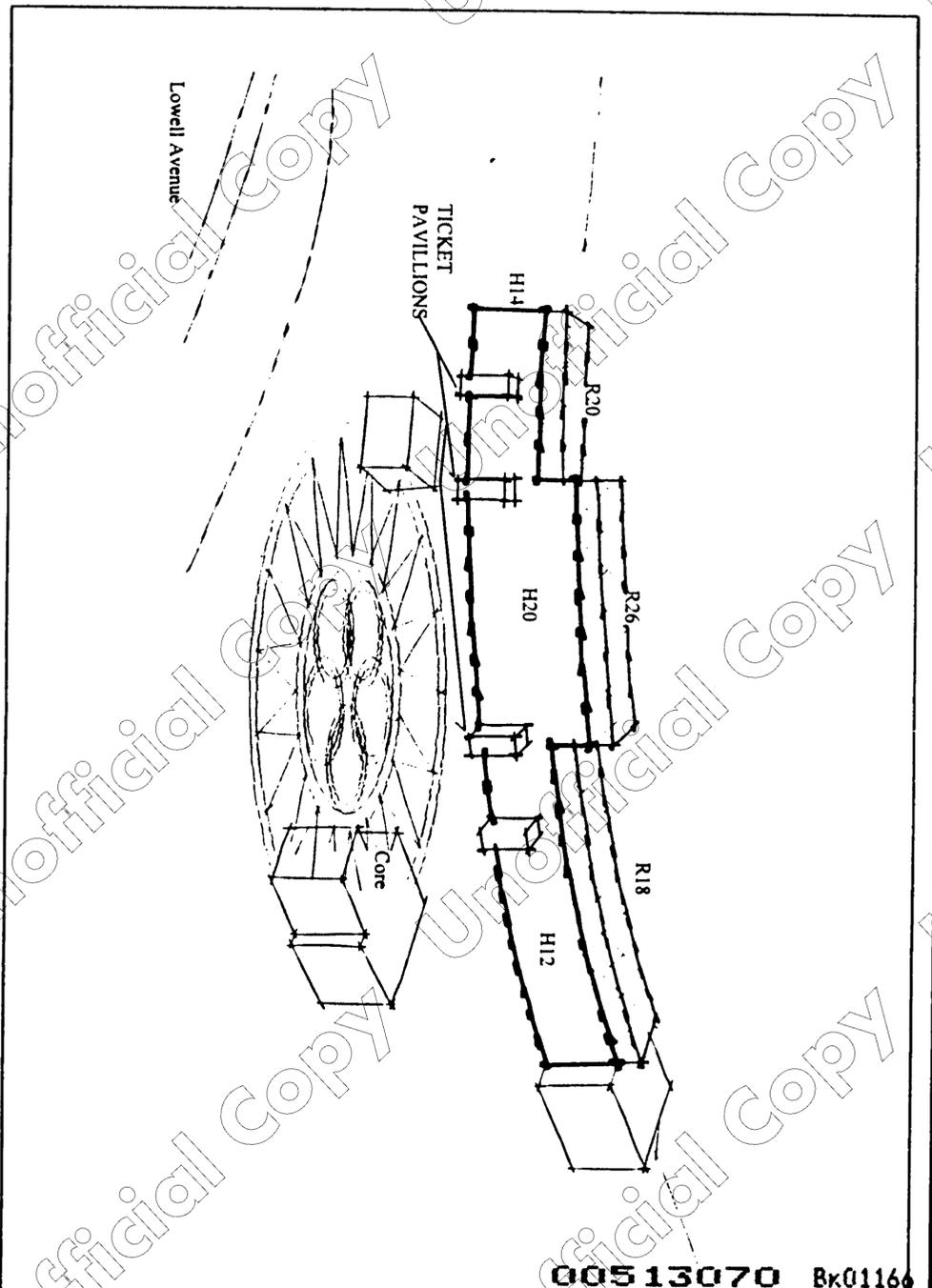


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PARK CITY RESORT
VOLUMETRICS



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ARCADIE: From Lowell Avenue
Massing Diagram:
Recommended Building Heights.

LEGEND:

H= Maximum height, to underside of structure.
R= maximum roof height measured vertically
from datum. El. 6896'



=Roof truss zone.



Department of Community Development
Engineering • Building Inspection • Planning

September 2, 1997

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

Exhibit E

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Park City Mountain Resort

Project Description: Large Scale Master Plan

Date of Meeting: June 25, 1997

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

Master Planned Development Findings:

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

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

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

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Doug Clyde
Page 2
September 2, 1997

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

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

Density

The densities and square footages proposed are as follows:

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

- (1) If there are retail/commercial uses other than Support Commercial or Accessory Uses they will require a proportionate reduction in the square footage that is allocated for the other uses in this table.
- (2) Building square footage does not include mechanical or storage space that may be located below grade.

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

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

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

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

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

RESORT ACCESSORY USES:

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

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

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RESIDENTIAL ACCESSORY USE AND SUPPORT COMMERCIAL:

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

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

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

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

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

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September 2, 1997

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

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

5. The Large Scale MPD proposes over 70% open space in the form of pedestrian plazas and walkways, ski runs, and landscaped areas. Special conditions will be placed on the Master Plan to ensure the long term maintenance and quality of those open space areas and that they remain open to the public, subject to reasonable restrictions.
6. The applicant prepared two parking and traffic studies which were carefully evaluated by the Planning Commission. A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increase traffic demand.
7. The site planning for the project takes into consideration separation from existing uses and has been determined to provide adequate setbacks. The setbacks proposed are at, or in excess, of those required in the RC Zone.
8. The Recreation Commercial Zone allows the highest density in the City and is intended to provide transient residential bed base.
9. The site planning criteria set forth in Section 10.9(h) of the Land Management Code were considered in the review of this Large Scale Master Plan. Specific design guidelines, building volumetrics and site planning were required in order to:
 - site building masses in the most appropriate locations, taking into consideration surrounding uses and structures;
 - cluster units in the most developable portions of the project, keeping development off of the hillsides and maintaining significant view corridors;
 - place utilities and roads in areas already disturbed whenever possible;
 - provide for significant pedestrian circulation;
 - improve the efficiency of the road and transit system;
 - provide attractive and functional landscaping and streetscape;
 - minimize the impact of construction on the neighborhood and surrounding open space areas;
 - maximize public access and usability of open space;

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- ensure that the buildings are attractive and compatible with existing structures and architectural styles in Park City;
 - provide adequate facade variation.
10. Because of significant existing vegetation on the site, limits of disturbance and construction staging will be required to manage construction activity.
11. The adjacent neighborhood is unique in that it includes a variety of land uses and occupancies. In order for the impact of construction on the adjacent neighborhoods to be minimized, a construction mitigation plan is required.
12. The Park City Mountain Resort Master Plan will result in a significant demand for new employees as detailed in employee generation studies conducted by both the applicant and the City. The City Council has stated that employee generation should be addressed in resort expansion. The Park City Mountain Resort has agreed to provide seasonal housing for 80 employees, which constitutes 10% of the employees generated. In addition, the Park City Mountain Resort provides an employee shuttle from Salt Lake City, Provo and Heber and will commit to continue this service.
13. Parking requirements for the residential developments will be dependent on the final unit configuration and will conform to the current requirements for parking as set out in Chapter 10 of the Land Management Code. Those requirements are based on unit type, zone and project size. The classification that applies to this project is RC³ (projects having more than 24 development credits) and is as follows:

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

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

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

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

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

14. It has been represented by Powdr Corporation that this plan is the complete plan for new development on the undeveloped lands currently owned by Powdr Corp or its subsidiaries, at the base of the resort.
15. The conceptual elements of the basic fire protection and life safety plan for the Master Plan have been set out in correspondence from Rolf Jensen and Associates to Ron Ivie dated December 11, 1996. Several overall life safety requirements will apply project wide with specific fire protection requirements for Building A. Building A requires fire protection systems in excess of the minimums as set forth in the Uniform Fire Code in order to gain approval. The balance of the project will be of standard design based upon the rating of the building. Specific plans for the implementation of the fire protection elements will be a condition precedent to any Conditional Use Approval.

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Findings for Recommending the Requested Height Variation to the City Council:

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

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

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

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

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

Conclusions of Law:

1. The proposed Large Scale Master Plan, as conditioned, is consistent with the criteria set forth in Chapter 10 of the Land Management Code.
2. The proposed plan is consistent with the 1985 Comprehensive Plan for Park City and with Phase 1 of the 1996 Park City General Plan.
3. The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.
4. The uses proposed in the Large Scale Master Plan are consistent with the intent of the RC zone. The uses are intended to be nightly rental, operating as hotels, timeshare, or condos available for nightly rental.
5. The nature of the commercial uses has been limited to support the purpose of this area as outlined in the Comprehensive Plan for Park City and the 1996 General Plan.

Conditions of Approval:

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

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2. The volumetrics outlined in the Concept Master Plan are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given parcel. The vertical and horizontal articulations that are specified in the volumetrics are minimums that must be met. If the proposed building does not fill the volumetrics, the minimum roof and facade shifts set out in the Design Guidelines and Volumetrics must be present in the reduced structure.
3. Final site planning is required which shall include landscaping, streetscape details and finalization of the design guidelines for the buildings. Lighting standards shall be consistent with the standards in effect at the time of application for building permits. If the architectural design guidelines (such as materials, color and fenestration) for Park City become more restrictive in the future than those for this project, the more restrictive guidelines shall apply, but not to the extent that they negatively effect the structural engineering of the project. The final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible. The bridges shown on the preliminary site plan are conceptual only and are not granted specific approval at this time. Planning Commission may decide that alternative methods for providing the necessary pedestrian links are more desirable.
4. This Large Scale Master Plan approval is contingent upon City Council approval of the recommended height variation, as required in Section 10.9(f) of the Park City Land Management Code. If the height exception, and therefore the Master Planned Development, is approved by the City Council, the applicant must apply for the necessary change in the zoning map and resubdivision of the property. Planning Commission and City Council shall review and take action on these applications. The approval and construction of the Master Plan can only move forward if and when the height exception, zone modification, and resubdivision are approved by the City Council.
5. The City does not fully own the current Bus Drop Off Area at the Resort Center. As a part of the process for this approval, the City, the Resort Center and the Park City Mountain Resort discussed transit alternatives, which includes the City obtaining control of the Bus Drop Off Area. That area is being required to be improved as a part of this Large Scale Master Plan. The ownership and maintenance issues must be resolved prior to, or concurrent with any plat approval for this Large Scale Master Plan. If this cannot be achieved, the circulation and transit plan will be reevaluated.

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6. The applicant has submitted a draft phasing plan. Prior to, or concurrent with the review of the first CUP, a detailed phasing plan for the entire Large Scale MPD is required. That plan shall include, but not be limited to, the following:
 - timing and phasing of development
 - phasing of parking to ensure adequate skier parking is available during each phase
 - schedule for construction and completion of public improvements including plazas, pedestrian walkways and trails, streets, transit improvements, utilities, landscaping, and lighting.
 - a plan to address the improvements to be completed by the 2002 Olympics
 - timing of construction of the employee units
7. As a part of the draft phasing plan, the applicant has proposed construction management practices. A more comprehensive construction mitigation plan is required and specific construction mitigation plans will be required as a part of each CUP. That plan shall address, at minimum, the following:
 - Days of the week and hours when construction is permissible
 - Routing of construction traffic so that adjacent residential streets are not affected
 - Material stockpiling and staging on site
 - Parking of construction vehicles
 - Maintenance of pedestrian ways and trails during construction
 - Recycling of construction waste, including the minimizing of off-site soil/material transport.

A financial security will be required to ensure compliance with the agreed to Construction Mitigation Plan, consistent with existing practices.
8. A Master Owners Association will be formed for this Large Scale MPD prior to or concurrent with any subdivision or condominium plat approval. The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities that are a part of this Master Plan. The Master Association shall coordinate recycling, snow removal and maintenance with the existing associations in the resort center project.
9. The developer shall upgrade utilities as deemed reasonably necessary by the City Engineer. These upgrades shall be consistent with the application of these standards throughout the City.
10. Concurrent with the review of the CUP for each building, the applicant shall satisfy fire protection requirements as specified by the Chief Building Official and the Park City Fire

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September 2, 1997

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

11. The proposed employee housing will be required to meet the standards guidelines adopted by the City Council (such as rental limitations and sizes) at the time of site specific approval. The specific location, design and restrictions on the housing requires the appropriate review by the Planning Commission.
12. Prior to any construction commencing on this project, or Planning Commission action on any CUP related to this project, the Park City Mountain Resort, Property Owner(s), City and County shall enter into an annexation or interlocal agreement which gives the City review authority over improvements to the Park City Mountain Resort. If an interlocal agreement is executed, the City's review will specifically include:
 - The impact of any improvement on parking, traffic and transportation systems.
 - Environmental or visual impact on Park City consistent with the provisions outlined in the Sensitive Lands Ordinance.
 - Water quality and erosion prevention and revegetation.
 - Lighting
13. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, the traffic mitigation plan submitted by the applicant shall be finalized, to the satisfaction of the City Engineer, Public Works Director and Police Chief, which shall address, but not be limited to:
 - Traffic control during peak hours of peak ski season.
 - Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave and Deer Valley Drive and Bonanza.

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

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

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

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

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

15. The Staff, applicant and property owners shall prepare documentation (preferably deed restrictions) necessary to ensure that development does not occur in the future in the areas shown as open space in the Park City Mountain Resort Master Plan and that the area is maintained to a mutually acceptable standard.
16. The City and the applicant will concurrently enter into a development agreement which includes language necessary to implement the Findings of Fact, Conclusions of Law and Conditions of Approval of this Large Scale MPD.

Sincerely,



Nora Seltenrich, AICP
Special Projects Manager

NS/tr

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height
Variation

)
)
)

**FINDINGS OF FACT AND
CONCLUSIONS OF LAW GRANTING
PCMR HEIGHT VARIATION**

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

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.
2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.
3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.
4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.
5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.
7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.
8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.
9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

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

CONCLUSION OF LAW:

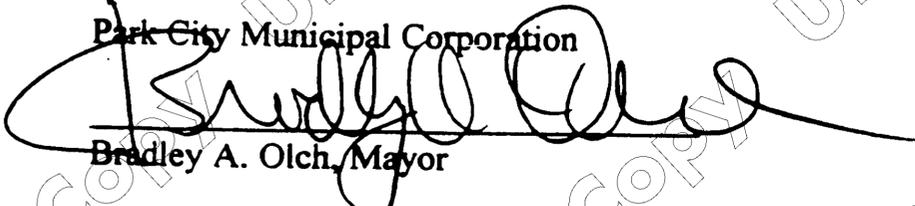
The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

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

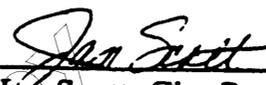
Dated this 21st day of August, 1997

Park City Municipal Corporation


Bradley A. Olch, Mayor

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Attest:


Jan Scott, City Recorder

Approved as to form:


Jodi Hoffman, City Attorney



00513070 Bk01166 Pg00569

Exhibit F

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height)
Variation)
:

**FINDINGS OF FACT AND
CONCLUSIONS OF LAW GRANTING
PCMR HEIGHT VARIATION**

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

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.
2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.
3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.
4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.
5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

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Exhibit F

6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.
7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.
8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.
9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

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

CONCLUSION OF LAW:

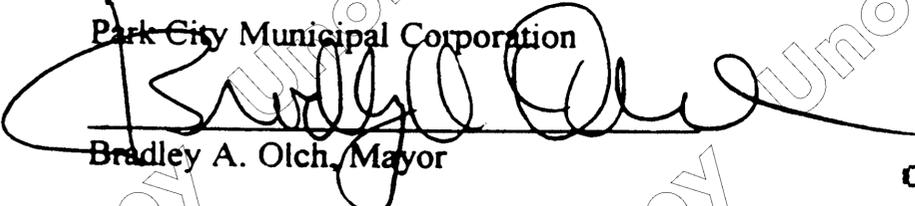
The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

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

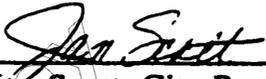
Dated this 21st day of August, 1997

Park City Municipal Corporation


Bradley A. Olch, Mayor

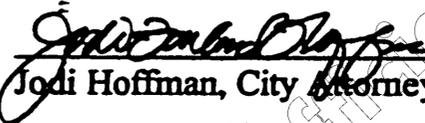
00513070 Bk01166 Pg00571

Attest:



Jan Scott, City Recorder

Approved as to form:



Jodi Hoffman, City Attorney
=



When Recorded Please Return To:
City Attorney
Park City Municipal Corporation
P.O. Box 1480
Park City, Utah 84060-1480

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

EASEMENT AGREEMENT

This Easement Agreement ("Agreement") is entered into this 21st day of June, 1998, by and between **THE RESORT CENTER CONDOMINIUMS OWNERS ASSOCIATION**, a Utah non-profit corporation ("Association"), 1415 Lowell Avenue, P.O. Box 3449, Park City, Utah 84060, Attention: Trent W. Davis and **PARK CITY MUNICIPAL CORPORATION**, a body corporate and third class city of the State of Utah, of P.O. Box 1480, 445 Marsac Avenue, Park City, Utah 84060-1480, ("Park City").

RECITALS

A. The Association is the manager and operator of the Resort Center Condominiums, a Utah condominium project ("Resort Center"). The Resort Center includes as part of its common areas that certain parcel of real property ("Easement Area") located in Summit County, State of Utah, more particularly described on Exhibit A attached hereto and made a part hereof.

B. The Easement Area is contiguous to that certain public street known as Lowell Avenue, which is owned and maintained by Park City. Park City has used the Easement Area, as a bus transit station for picking up and dropping off passengers using Park City's public transportation system. The Association has constructed and reconstructed and repaired certain improvements in the Resort Center contiguous to the Easement Area, including a covered passenger area, baggage storage facility, attendant structure, asphalt roadway, cement sidewalks and signs to provide a more convenient and efficient point of arrival and departure for the public to use the Resort Center facilities.

C. The Association desires to grant to Park City and exclusive easement on, over, across and through the Easement Area in accordance with the terms of this Agreement.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Association and Park City agree as follows:

1. **Grant of Easement**. The Association grants to Park City, for the benefit of Park City, an exclusive easement in gross ("Easement") for access, ingress and egress on, over, across and through the Easement Area for the use as a bus transit station, and for ancillary uses related thereto. This Easement is an exclusive easement in favor of Park City, thus granting unto Park City and its invitees the exclusive use and possession of the Easement Area except that the Association reserves the right to use the Easement Area to access Association properties for the

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Exhibit G

purpose of snow removal and pedestrian access for Association owners, customers, guests and invitees to travel over the Easement Area.

2. **Maintenance of Improvements.** Park City agrees to maintain and keep the Easement Area in a reasonable and attractive state in conformity with the maintenance standards employed by Park City throughout the City. The Association shall pay all costs for electricity used for reasonable lighting located on or near the Association Parcel.

3. **No Interference.** No routine, repair or reconstruction shall occur within the Easement Area from the time Park City Mountain Resort, its successors and assigns as to the ownership and/or use of the ski resort, opens for business until it closes for the season, and from July 1 through September 10 of each year.

4. **Duration.** The Agreement and the easement and undertakings set forth herein shall be perpetual.

5. **Integration.** This Agreement contains the entire agreement between the Association and Park City with respect to the matters set forth herein.

6. **No Partnership.** The parties do not by this Agreement, in any way or for any purpose, become partners or joint venturers of each other in the conduct of their respective businesses or otherwise.

7. **Applicable Law.** This agreement shall be construed in accordance with and governed by the laws of the State of Utah.

8. **Attorneys' Fees.** In the event it becomes necessary for any party hereto to employ the services of an attorney to enforce its rights under this Agreement, either with or without litigation, the losing party in any such controversy shall pay the successful party reasonable attorneys' fees and such costs and expenses as are incurred in enforcing this Agreement.

9. **Notices.** All notices and other communications provided for in this Agreement shall be in writing and shall be sufficient for all purposes if personally delivered, or sent by certified U.S. mail, return receipt requested, postage prepaid, or by other overnight courier service, and addressed to the respective party at the addresses first written above, which addresses may be changed from time to time by notice from one party to the other.

10. **Main Bus Drop Off.** "Main Bus Drop Off" means that at least seventy percent (70%) of the regularly scheduled City buses that service the Park City Mountain Resort, and the various condominium projects contiguous to the Park City Mountain Resort, must stop in the Easement Area, regardless of whether or not such buses stop at any other location in the area. In the event the Easement Area ceases to be the Main Bus Drop Off, for a period of one month or more, then after 30 days written notice and opportunity to cure, either party may suspend the exclusivity of the easement by written notice to the other. The exclusivity of the easement shall reinstate upon Park City's notice to the Association of its use of the Easement Area as the Main

Bus Drop Off. Park City shall exercise best efforts to notify the Association of any change in bus service that could result in suspension of the exclusivity of the easement. During the suspension period. Park City's obligation to maintain and to properly sign the Easement Area shall remain intact.

IN WITNESS WHEREOF, this Easement Agreement is executed as of the day and year first above written.

THE RESORT CENTER CONDOMINIUMS OWNERS ASSOCIATION
A Utah Non-Profit Corporation

By: _____

David Holland Zatz

Its: Agent

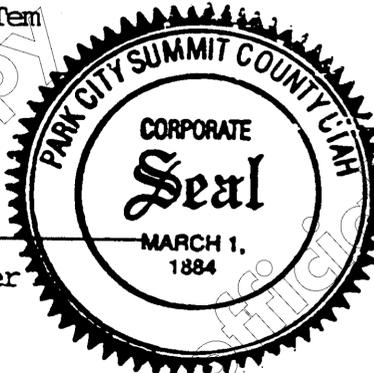
PARK CITY MUNICIPAL CORPORATION
A Body Corporate and Politic of the State of Utah

By: _____

Charles P. Klingenstein, Mayor Pro Tem

Attest:

Cindy Lopiccolo, Deputy City Recorder



Approved as to form:

Jodi Hoffman, City Attorney

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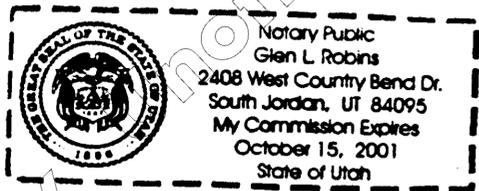
(continued from previous page)

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

The forgoing instrument was acknowledged before me on this 26th day of
June, 1998, by David H. Zate the Agent
of THE RESORT CENTER CONDOMINIUM OWNERS ASSOCIATION, a Utah Non-
Profit Corporation.

Glen L. Robins

Notary Public
Commission Expires 10-15, 2001 *9h*



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EXHIBIT "A"

BUS TURNOUT EASEMENT
Located in S16, T2S, R4E, SLB&M

Beginning at a point on the westerly right-of-way line of Lowell Avenue, as shown on the dedication plat titled Lowell Avenue, Silver King Drive, Millsite Way, Marsac Manor and recorded December 22, 1982 as Entry #199571 in the office of the Summit County Recorder, said point of beginning is located South 89° 35' 48" East along the Section Line 1084.93 feet and South 488.16 feet from the northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian, and running thence along the westerly right-of-way line of Lowell Avenue South 35° 28' 00" East 51.93 feet; thence South 04° 31' 35" West 4.90 feet to a point on a 67.00 foot radius curve to the left, whose radius point bears South 85° 28' 26" East; thence along the arc of said curve 46.77 feet thru a central angle of 39° 59' 34"; thence South 35° 28' 00" East 30.88 feet to a point on a 67.00 foot radius curve to left, whose radius point bears North 54° 32' 00" East; thence along the arc of said curve 48.82 feet thru a central angle of 41° 45' 00"; thence South 77° 13' 00" East 2.71 feet; thence along the westerly right-of-way line of Lowell Avenue South 35° 28' 00" East 52.62 feet to a point on a 75.00 foot radius curve to the left, whose radius point bears South 26° 10' 13" West; thence along the arc of said curve 17.52 feet thru a central angle of 13° 23' 13"; thence North 77° 13' 00" West 24.60 feet to a point on a 100.00 foot radius curve to the right, whose radius point bears North 12° 47' 00" East; thence along the arc of said curve 72.87 feet thru a central angle of 41° 45' 00"; thence North 35° 28' 00" West 30.88 feet to a point on a 100.00 foot radius curve to the right, whose radius point bears North 54° 32' 00" East; thence along the arc of said curve 69.80 feet thru a central angle of 39° 59' 35"; thence North 04° 31' 35" East 37.19 feet to a point on a 75.00 foot radius curve to the left, whose radius point bears North 85° 28' 25" West; thence along the arc of said curve 7.50 feet thru central angle of 05° 43' 48" to the point of beginning.

Y:\PCSR\DOCS\BUS_DES

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MAPSAC VALLEY WAY
FACE CITY MOUNTAIN REPORT &
BUS DROP-OFF EASEMENT &
BUS SIDEWALK EASEMENT
FROM THE LANDS OF THE REPORT CENTER
DATE: 10/1/78

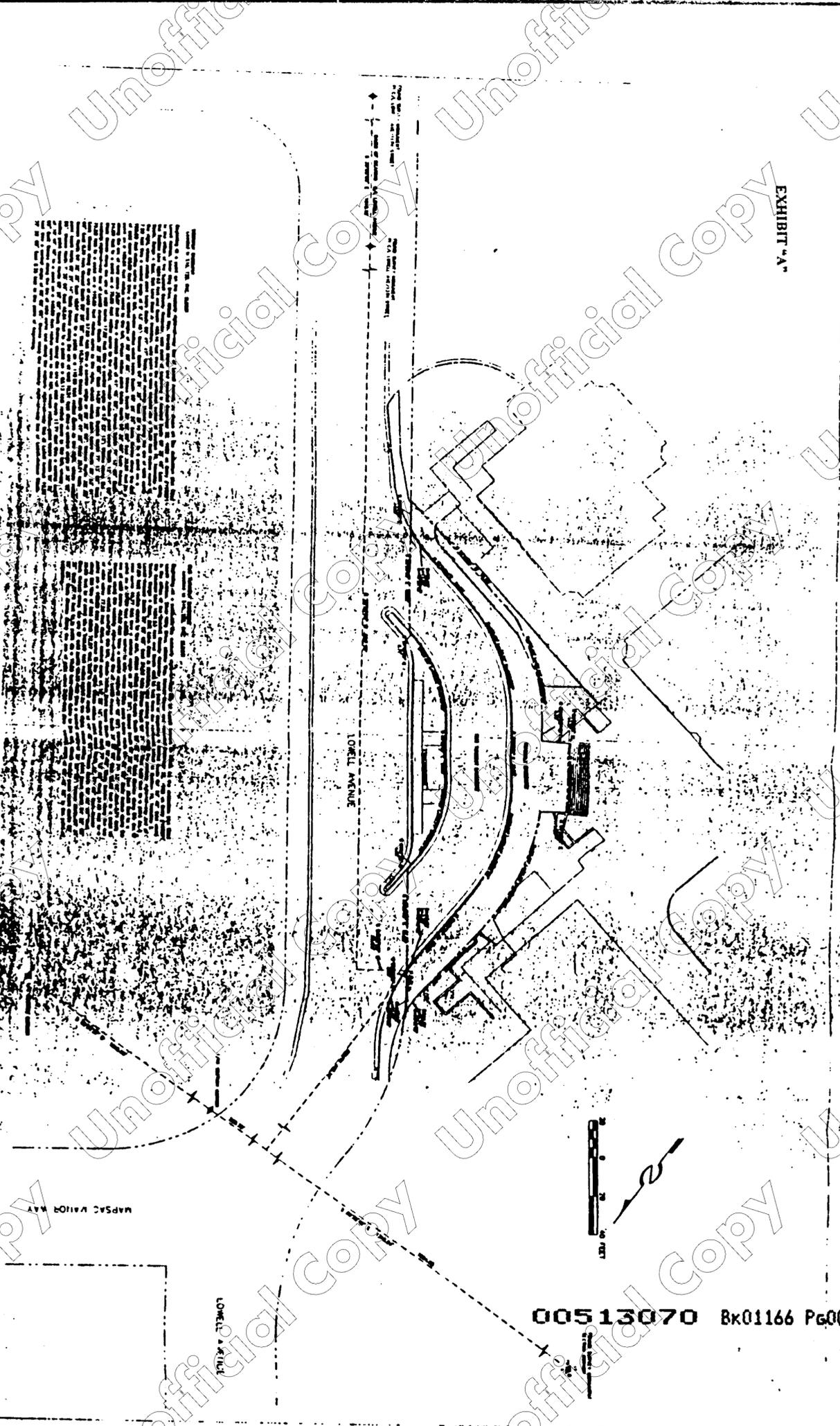


EXHIBIT "A"

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Exhibit H

Park City Mountain Resort and Park City Village

Master Phasing and Construction Management Plan

May 22, 1998

This plan forms the basis for the construction phasing of the Park City Mountain Resort and Park City Village Projects. Each phase will also have an individual construction plan incorporating the general conditions outlined in this plan. The actual timing and phasing of each project is dependent on the market demand and subject to revisions. Park City Mountain Resort projects are identified in the Mountain Upgrade Plan and Development Agreement between Park City Mountain Resort and Park City Municipal Corporation. Applications for these projects within City limits will be made on a year by year basis as the demand for the project warrants.

Each phase of the Park City Village project is planned to not decrease the total available parking at the ski area during construction of the phase and to accommodate the increase in parking required by improvements to the ski area.

Construction workers for each phase will vary by the trades required and the stage of construction. Based on experience on similar projects in Park City, 70 to 100 workers are anticipated during the peak periods. Options will be explored for the general contractor to shuttle employees from Salt Lake or other locations as currently accomplished on other projects in Park City. A specific plan for shuttling will accompany each individual building project construction management plan.

PHASE I

Park City Village Projects:

- Marriott Phase 1 - 1998
- New Base Lodge - 1999
- Realignment of Lowell Avenue from Empire to Manor Way - 1998
- Replacement and realignment of the west side of Lowell Ave. at Manor - 1998
- Additional parking at the Lower Lot - 1998
- Repair / replacement of the Lowell Ave. storm drain - 1998
- Repair / replacement of the Lowell Ave water line - 1998
- Parcel D Construction - 1998-1999

Park City Mountain Resort Projects -1998

- Installation of McConkeys Lift and runs (Summit County)
- Re-contouring lower Payday and Heckler runs
- Re-contouring First Time Run and the Olympic Run (CUP required)
- Shortening of Ski Team Lift
- Re-contouring lower Hollow run (CUP required)
- Skate Board Park (CUP required)
- Re-installation of the Alpine Slide

Marriott Phase 1 / New Base Lodge

Phase I buildings will be the construction of the new lodging and ski facilities on Parcel A. Applications and a specific construction management plan have been submitted for review. Construction plans for the water and storm drain lines and improvements to the portions of Lowell Avenue are currently being prepared.

On Parcel A the gondola portion of the gondola building will be removed in April of 1998. The remaining portion of the building (Steeps, Garts and restrooms) will be removed in the spring of 1999. The first phase of the Parcel A lodging will be constructed during the summer of 1998. Excavation for all phases of the Parcel A lodging building will be conducted the first year to accommodate material staging and construction employee parking. The replacement skier services building will be constructed during the summer of 1999.

Approximately 70 to 100 construction related employees are anticipated. Parking for the construction workers will be on Parcel A during the phases 1 and 2 of the project. The construction management plan for this project identifies that a shuttle system for employees is planned from the K-Mart / W-Mart area to the site. During phases 3 and 4 parking will be provided on the south side of parcel B during summer and off-site during the ski season.

Material delivery will be "just-in-time" with stockpiles on the graded area of the project site serviced by a tower crane and to the northeast between phases 1 and 2 of the building. Stockpile areas are expected to be approximately 20,000 square feet.

The entrance and surface parking area will be graded and constructed in the initial phase of construction and can be used for additional material and worker parking.

The construction area on the south and west will have established limits of disturbance fenced with orange construction fencing. Construction limits

within the existing plaza area and adjacent to the Payday lift area will be fenced with a wooden fence constructed with 4 x 8 sheets of plywood.

Re-Contouring Payday, Heckler, Hollow First Time and Olympic Runs, Re-installation of the Alpine Slide

Excavated materials from the Phase I site will be transported to the "Hollow" area of the ski area and used for re-contouring the ski run. The grading plan for this project indicates the haul routes and appropriate construction fencing for this portion of the project. Additional grading identified as part of the Payday and Heckler run re-contouring is also shown on that grading plan application. Additional grading will occur during the Olympic run re-construction.

Fencing and haul routes will be phased to accommodate summer activities. The first phase of the fill areas in the Hollow re-contouring will be in the lower Hollow area. This is expected to be completed by July, 1998. At the completion of work in this area, the re-located Alpine slide and Payday lift will operate. The construction fencing will be moved to accommodate this operation and the public access areas sodded to allow for these activities. The remaining re-contouring work from Heckler run, First Time run and the Olympic run will continue through the summer along the designated haul routes. Equipment will be stored on the construction site. Appropriate revegetation and erosion control treatments will be applied to this area in accordance with the *Park City Resort Resource Management Plan*.

Reconstruction of Lowell and Lowell Utility Improvements

The west side of Lowell Avenue at the intersection with Manor Way and the bus drop off area will be reconstructed to the new configuration shown on the master plan. In this area the curb and sidewalk between the existing bus drop off and the garage entrance will be reconstructed. The entrance to the existing underground parking on Lowell will be realigned to the new alignment. Both improvements are designed for additional City bus and private shuttle carrier drop off areas.

Lowell Avenue from Empire Avenue to Manor Way and the intersection of Empire and Lowell will be reconstructed. During this period, Lowell Avenue will be closed in the construction area. Vehicles will be routed along Empire Avenue to access the B Lot and Lowell Avenue to return north to the Lower Lot parking. Fencing and signage are shown on the construction plans for this project.

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Additional Parking in the Lower Lot

The Lower Lot will be closed for reconstruction in June of 1998. Summer activity parking will be routed to the Main (B) Lot. The Lower Lot will be

regraded, paved and interim landscaping installed along with a relocation of the children's learning area to accommodate the additional parking. This new parking (opening for the ski season 1998) will create a better guest experience by placing more parking closer to the ski slope and reducing the number of persons required to cross Lowell Ave. 90 spaces can be accommodated in the Northwest corner of the Lower Lot. This area will be regraded and paved with the disturbed area revegetated. The area directly south (old children's teaching area) will be graded and paved to accommodate approximately 40 spaces. The final area will accommodate 130 spaces after grading and paving.

Skateboard park, and McConkeys Lift Staging

The Skateboard Park will be constructed on the reconstructed and expanded Lower Lot. This will occur on the northern half of the lot. The southern half of the Lower Lot will be used for the McConkeys Lift construction staging area.

Parcel D Construction

The building on Parcel D may begin construction during the construction of the other elements of Phase I. Parcel D is located on the existing Silver King lot. To accommodate this construction, Excavated materials will be transported to the First Time / Silver Hollow / Bunny Hollow Ski run areas for ski run re-contouring. Material will be stockpiled on the existing parking outside of the re-construction of Lowell Avenue until the ski season. At that time materials will be stockpiled on Parcel D. Construction parking will be on the existing parking of the Silver King lot until ski season when it will be moved on Parcel D.

The Silver King Lot currently has a parking capacity of 243 cars. The construction of the Parcel D building will cause 130 cars to be relocated to the new Lower Lot parking (discussed above). The remaining 113 cars will be accommodated in the area of the relocated Lowell Avenue, or if Lowell is not relocated in this phase due to approval processing or weather, remain on the existing Silver King Lot outside of the Parcel D construction area.

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PHASE II

Potential Start Date start 1999

Phase II would consist of the construction of the Parcel C building and or/ the Parcel B buildings.

- Parcel C building
- Parcel B buildings

Parcel C building

This phase consists of the construction of Parcel C - lodging and skier services. It is planned to construct this phase as one continuous construction.

Similar to the Phase I buildings, 70 to 100 construction workers will be required at peak activity. Material storage will be on site or adjacent ski run to the west. Construction worker parking will be on the north end of the Lower lot during the summer construction of the parking structure. After construction of the structure, workers will be therein.

Excavated material will be transported to the Three Kings / Silver Hollow / Treasure Hollow ski run areas and used to recontour the run for more acceptable teaching and beginner terrain. Revegetation and erosion control will be placed as required.

This phase will require approximately half of the existing Lower Lot parking (487 spaces total) The required half (243 spaces) are replaced by 300 new spaces in the structure. The net new spaces (57) will satisfy the parking requirement of the new units on this parcel.

Parcel B buildings

Parcel B is proposed to be constructed on the Main Lot. During summer construction the Main Lot will be utilized for construction parking and material staging. During the winter, the new parking will be available for use during the ski season. The number of construction workers would be the same as previous construction, 70 to 100 workers.

Excavated material will be transported to the Three Kings / Silver Hollow / Treasure Hollow ski run areas with erosion control and revegetation as required. Construction fencing will be placed on the lot to facilitate skier traffic and minimize conflicts with the construction.

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The existing parking on Parcel B is 492 spaces. If Parcel B is completed over more than one season, the parking would be accommodated as follows. Half of the 492 spaces (246) would be lost and replaced in the new structure on the north half of the lot. Of the remaining 246 spaces, 74 would be dedicated to construction staging for Parcel B. This results in 150 surface space remaining available for skiers. The new structure will accommodate 380 spaces (780/2 = 390 use 380).

This results in approximately 530 spaces (380 + 150) available at this phase for a net increase of 38 spaces (530 - 492 = 38).

64 (191 spaces required for all units in Parcel B / 3) spaces will be required for the new units constructed. The total of unit and skier parking required is 556 (492 existing spaces + 64 for new units). Prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and east side of the Silver King Lot. This results in approximately 60 spaces for a net - net increase of 34 spaces for the ski area, assuming construction continues as above.

The completion of the remainder of Parcel B will be completed on a non-critical schedule (see Phase IV). On site parking for construction will be available. Material storage may require some on-street storage during the summer season. This would likely occur between the employee building and the project site.

PHASE III

Potential Start Date start 1999 / 2000

- Parcel E building

Parcel E building

This phase completes the construction Parcel E on the existing Lower Lot. The new plaza and relocation of Empire Avenue are completed during this phase. The plan anticipates that this phase will be completed for the Olympic Games.

Excavation material will be transported to the Olympic run area and Three Kings for completion of the run improvements. Revegetation and erosion control will be in-place as in previous phases.

Similar to previous phases, 70 to 100 construction workers are anticipated at peak operation in this phase. Parking will be on the Silver King lot along with

material storage during the construction summer. Material and construction workers will use the parking structure after its completion.

The remaining 243 spaces of the Lower lot will be replaced with 764 parking stalls for a total of 1064 spaces with Parcel C. Net new spaces will be 577 spaces ($1064 - 487 = 577$). 192 are required for the units and commercial spaces resulting in a net - net new of 385 spaces for the ski area.

PHASE IV

Potential Start Date - open

This phase will complete the unit construction of Parcel B if only a portion of Parcel B is constructed in Phase II. Parcel B would be an independent project with material storage and workers staged on site. Use of the right of way is anticipated during summer construction operations.

Parcel B construction materials would be staged on the site with some right-of-way staging on Manor Way. This would be located to avoid conflict with transit operations. Construction worker parking would be on site and in the Parcel B skier parking during the summer season.

This Phase would include the completion of the additional skier parking adding the remaining 390 spaces of the south half of the parking structure on this site. The completed parking allocation would be: 780 spaces constructed, 492 surface spaces replaced and 191 spaces provided for units on Parcel B. This results in an increase of skier parking of 97 spaces ($780 - 492 - 191 = 97$).

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RJA

ROLF JENSEN & ASSOCIATES, INC.
FIRE PROTECTION ENGINEERING CONSULTANTS

Exhibit I

RECEIVED

JAN 07 1998

PARK CITY
MUNICIPAL CORP.

Exhibit I

November 21, 1997

Revised December 30, 1997

Mr. Ron Ivey
Fire Marshal/Building Official
Park City Municipal Corporation
445 Marsac Avenue
P. O. Box 1480
Park City, UT 84060

**PARK CITY SKI AREA BASE MASTER PLAN
AND MARRIOTT TIMESHARE RESORT PROJECT**

Dear Ron:

This letter is to follow-up on our previous letter to you dated December 11, 1996, and our discussions in your office on September 17, 1997, and December 4, 1997, with Doug Clyde of Powdr Development, Brad Sanders of Marriott and John Ashworth of BSA Architects. Below is our understanding of the fire and life safety approach for the ski area base master plan and specifically for the development of Parcel A, the timeshare resort being developed by Marriott.

The Park City Ski Resort plans to construct several new facilities on five parcels of land at the resort.

The goal of the Base Area Master Plan is to outline project-wide issues. This letter similarly addresses project-wide fire and life safety concerns. Fire and life safety issues related to the first phase, Parcel A, are then presented in greater detail. Finally, general information on later project phases is present for an overall view of the master plan's fire and life safety concerns.

GENERAL ITEMS

- **Evacuation Shelters** - The Park City Resort will establish a program to designate shelter locations attended by trained staff within the resort complex in the event occupants of any building must be evacuated at any time of the year. The resort shares the City's concern that people are not evacuated from any building and left in the snow during an emergency. Locations such as the Steeps Restaurant replacement, the new cafeteria and other skier service, conference and office facilities at the resort may be used. A formal plan will be submitted to the Park City Fire District for review, comments and approval.

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MR. RON IVEY
PARK CITY SKI AREA BASE MASTER PLAN

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- **Garage Ventilation** - All enclosed parking garages will be provided with mechanical ventilation meeting the requirements of the 1997 Uniform Building Code (UBC) Section 1202.2.7. Lighting requirements for the parking garage will exceed the one foot-candle at floor level requirement found in 1997 UBC Sections 403.8.2 and 1003.2.9.1.
- **Fireplaces** - The residential units will be provided with only gas-fired fireplaces. No wood burning fireplaces will be found in the residential units. Creosote build-up in flues will not be a problem in residential units. The replacement for the Steeps Restaurant will be a separate discreet building element with an area separation wall dividing this element from the residential building. The restaurant may contain no more than two wood burning fireplaces. If these fireplace units are installed, the resort will include routine chimney cleaning as a part of its preventative maintenance program. Provisions for an ash drop feature in the wood burning fireplaces will be investigated by the architect and will be incorporated in the design, if feasible.
- **Egress Protection** - Exits from buildings will be protected from snow sliding from the roof. Exits will open onto maintained pathways leading to public ways.
- **Medical Access** - Primary exit stairways will be sized to accommodate the movement of medical personnel, equipment and gurneys as requested. At least one elevator serving all floor levels will also meet or exceed the stretcher size requirements of 1997 UBC Section 3003.5.
- **Roof Access** - The roofs of these buildings will have multiple levels. Roof access hatches or access doorways from adjacent levels will be provided as necessary to reach the different roof levels. The architect will work with the Building and Fire Departments to best determine the locations for these access points during the detailed design of the buildings.

PARCEL A

Parcel A is proposed to include two discreet buildings, a residential structure and a skier services building that includes the replacement for the Steeps Restaurant. The two building elements will be separated by an area separation wall in complete conformance with the 1997 Uniform Building Code. The residential building component will be comprised of approximately 280,000 square feet. The two lowest levels will house covered parking for residents. The levels of the building will step upward from Lowell Avenue and will reach up to 9 levels above grade for a small portion of the structure. One of the two parking levels will be below grade.

The skier service component will comprise approximately 10,000 square feet of retail space and a 20,000 square feet replacement for the existing Steeps Restaurant. This low-rise element will face the existing ski slopes.

MR. RON IVEY
PARK CITY SKI AREA BASE MASTER PLAN

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- **Type of Construction** - The Parcel A residential building could be divided by area separation walls constructed in accordance with 1997 UBC Section 504.6 resulting in a single nine-level high-rise structure with low-rise structures attached. However, the entire structure, except the skier service element, will be treated and protected as a single high-rise building. The residential building will be of Type II-FR construction and will meet the requirements of 1997 UBC Section 403 for automatic sprinkler systems, back-up water supply, smoke detection systems, smoke control, fire alarm and communications, central control station, elevators, standby power, exits and seismic considerations. The skier service element will be of Type II-one hour construction, with automatic sprinkler protection substituting for the one hour construction. An area separation wall from the adjacent residential structure will be provided.
- **Horizontal Separation** - A three hour fire resistive horizontal separation is proposed in the skier service element between the lower retail floor and the upper two restaurant floor levels. The restaurant will be an A-2.1 occupancy and will have an exposed roof structure. This separation is intended to allow the two story A-2.1 occupancy in this Type II-one hour building to sit above the one story mercantile occupancy.
- **Automatic Sprinklers** - An automatic sprinkler system will be installed throughout the building as required by 1997 UBC Sections 403.2 and 904. In addition, the design of the sprinkler systems will comply with NFPA 13 as opposed to the reduced standard NFPA 13R.
- **Standpipe System** - A standpipe system meeting the requirements of 1997 UBC Section 904.5 will be provided in all stairways and will be supplied by both municipal water supplies and the back-up water supply in 1997 UBC Section 403.
- **Back-up Water Supply** - A proposed outside water tank located approximately 1,000 to 1,500 feet from the building, designed for fire protection service and constructed in accordance with applicable NFPA standards would be acceptable to the Building Department to satisfy Section 403. The reliance on gravity to deliver the required flows and pressures for the sprinkler and standpipe systems offers an improved degree of reliability over mechanical fire pump installations.
- **Smoke Control** - A smoke management system in conformance with 1997 UBC Section 905 will be developed in cooperation with the Building Department and Scott Adams of the Park City Fire Service District. Testing and acceptance of the system will involve both agencies.
- **Roof Access** - All roof levels will be accessible from corridor access doors for lower roof levels and stairway access for the uppermost roof level. An architectural tower feature will facilitate ready access to higher roof levels and will be accessible to the Fire Department.

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MR. RON IVEY
PARK CITY SKI AREA BASE MASTER PLAN

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- **Reduced Travel Distance** - Exit stairways in rated enclosures have been provided with maximum travel distances significantly reduced from those allowed by the UBC. Maximum travel distance to reach a rated exit stairway enclosure will be approximately 150 feet. In many cases, exit travel distance from a residential unit to a rated stairway enclosure will be under 100 feet.
- **Fire Flow Requirements** - Fire flow will be provided at the site to meet the requirements of the Park City Building and Fire Departments.
- **Access** - This access roadway will substantially improve the long, dead-end fire access to the existing plaza. Access to Parcel A will be provided on the north side of the main building entry and will connect to the existing fire access currently dead-ending on the plaza to the north. Access along the east side of the building will be provided from Lowell Avenue.
- **Pass-Through Access** - It will be possible to pass through the grade-level parking garage between the north entry to the west skier use area at several points. The parking garage will be separated from the remainder of the building by a fire-resistant deck providing added protection to fire department personnel in the event of a fire on an upper floor.
- **Fire Equipment Caches** - Emergency rescue and fire equipment caches will be provided by the developer in strategically placed locations in the building. Equipment inventories will be developed with the Park City Fire Service District. Equipment caches such as these will enable fire district personnel to respond quicker without the need to shuttle equipment long distances through the building. Equipment placed in these cache locations would be under the exclusive control and maintenance of the fire district and would meet the specifications and requirements of the Park City Fire Service District.

Due to the designation of the entire residential building on Parcel A as a high-rise structure, the fire resistive construction of the residential building element, the extent of the built-in fire and life safety protection features, the increased sprinkler system design standard, the improvement to the Fire Department's access to the existing plaza, the placement of fire and emergency equipment in caches, and given the existing topography of the site, approval of your department to modify the 150 foot travel distance as allowed under the Uniform Fire Code (UFC) is requested.

The following items summarize future construction phases and are included for information:

PARCEL B

Parcel B is proposed to have approximately 296,000 square feet of buildable area. Three to four sub-grade levels of parking will be provided. The height of the building will vary and will range from 2 up to 6 levels above grade.

MR. RON IVEY
PARK CITY SKI AREA BASE MASTER PLAN

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Access to the building's exterior walls will be from the four public streets surrounding the parcel. Two plaza areas will be accessible to fire department apparatus, one interior courtyard will meet the requirements for exiting and occupant loads in the UBC. No portion of the exterior of the Parcel B building will exceed a 150 foot travel distance from a fire apparatus access roadway.

PARCEL C

Parcel C is proposed to include approximately 25,000 square feet of retail, commercial and skier service areas. The building will have approximately 181,000 square feet. A portion of the grade level will provide parking for residents. The levels of the building will vary and will range up to 6 levels.

Access to the building will be from Lowell Avenue on the east, from the new plaza to the north and from an extension of the existing drive along the southwest side of the Parcel C Building. No portion of the exterior of the Parcel C Building will exceed a 150 foot travel distance from a fire apparatus access roadway.

PARCEL D

Parcel D will be approximately 93,000 square feet. The basement level will provide parking for residents. The levels of the building vary, ranging up to five levels.

Access to the building will be from Lowell Avenue on the north and west sides and from Empire Avenue on the east side. No portion of the exterior of the Parcel D Building will exceed a 150 foot travel distance from a fire apparatus access roadway.

PARCEL E

Parcel E is proposed to include approximately 31,000 square feet of retail, commercial and skier service areas. The building will have approximately 172,000 square feet. Three sub-grade levels will provide parking for skiers and residents. The levels of the building will vary and will reach up to six levels above grade.

Access to the building will be from Lowell Avenue on the east, from the new plaza to the south and from Silver King on the north. No portion of the exterior of the Parcel E Building will exceed a 150 foot travel distance from a fire apparatus access roadway.

MR. RON IVEY
PARK CITY SKI AREA BASE MASTER PLAN

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CONCLUSION

Fire and life safety for Parcel A is enhanced by the increased level of construction and built-in fire and life safety systems. These systems are designed to offset the limited access on the building's south and west elevations. The development of Parcel A will also significantly improve the access to the existing plaza by eliminating a long, dead-end access road and providing a continuous roadway back to Lowell Avenue.

Access for Parcels B, C, D and E can be satisfied within the requirements of the Uniform Fire Code.

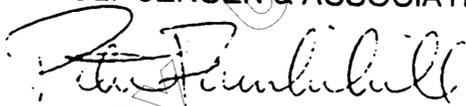
Exiting, shelter for evacuees, building protection systems will all meet or exceed the minimum requirements set by the 1997 Uniform Building Code.

These combinations of features should provide an acceptable level of protection from fire and other hazards for building occupants, resort staff, visitors and responding fire department personnel.

We look forward to working with the Park City Building Department and the Park City Fire Service District in the construction of these projects.

If you concur with the design approach as detailed for this project, please return a copy with your approval noted below. Thank you for your assistance in developing the fire and life safety criteria for this project.

Sincerely,
ROLF JENSEN & ASSOCIATES, INC.



Peter J. Mulvihill

APPROVED BY:



Ron Ivey, Building Official
Park City Municipal Corporation



Scott Adams
Park City Fire Service District

PJM/AJV:pm
S13235

cc: John Ashworth
Douglas Clyde
Scott Adams

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Exhibit J Exhibit K

Park City Village

Traffic and Parking Management Plan

This Traffic and Parking Management Plan forms the basis for maintaining existing or improved traffic conditions throughout the construction of the Park City Village Project and after the completion of the project.

1. Project Construction Overview

Each phase of the Park City Village project is planned to not decrease the total available parking at the ski area during construction of each phase and to accommodate the increase in parking required by improvements to the ski area.

Construction workers for each phase will vary by the trades required and stage of construction. Similar projects in the Park City area indicate that approximately 70 to 100 workers are anticipated during the peak construction periods.

Overall construction impacts will be minimized by :

- Place excavated material on site to eliminate the impacts of haul trucks to roads accessing the site.
- Set restricted construction delivery times and specific routes for each phase. No deliveries during morning and evening peak travel hours.
- Set limitation of work during special events - Park City Art Festival, America's Opening for the World Cup, etc.

Need to place the following improvements in the Construction Phases listed below:

Improvements to Empire Avenue, Lowell Avenue and the intersection of Lowell Avenue/Empire Avenue/ Silver King Drive - These improvements will need to be considered as a package of improvements along with any utility improvements or relocations necessary. Although the realignment of Lowell is suggested as soon as possible in the project schedule the final curb, gutter, and sidewalk may not occur until the completion of the Lower Lot parking structure.

Phase I planned start 1997 - completed winter 1997-1998. This phase will be the construction of the new lodging and ski facilities on Parcel A. The gondola building and gondola will be removed. The replacement skier facilities and the first phase of Parcel A lodging will be constructed. Excavation for all phases of the Parcel A building will be conducted the first year to accommodate material staging and construction employee parking. Construction traffic will use SR-224, Empire Avenue, Manor Way, and Lowell Avenue to the site.

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Exhibit J

Exhibit K

Phase I option A - planned start 1997 - complete 1998. This option considers the construction of the units and required parking proposed on Parcel D (Silver King Lot) with additional parking constructed on the North half of Parcel B (Main Lot). The units above the parking on Parcel B would be constructed in the later Phase. Construction traffic will use SR-224, both Empire Avenue and Silver King Drive to the site.

Phase I option B - planned start 1997 - complete 1998. In addition to the construction of Parcel A, this option considers the construction of the North half of the parking and one third of the lodging units of Parcel B. Parcel D would not be constructed and subsequent phases of Parcel B would be constructed as other phases develop. Construction traffic will use SR-224, and Empire Avenue to the site.

Phase II - planned start 1998 - complete winter 1999-2000. This phase consists of the construction of Parcel C - lodging and skier services. It is planned to construct this phase as one continuous construction. Construction traffic will use SR-224, Empire Avenue, Silver King Drive, Lowell Avenue to the site.

Phase III - planned start 1999 - complete winter 2000-2001. This phase completes the construction of Parcel E on the existing Lower Lot. Construction parking and staging could occur on Parcel D if Phase I option A does not occur, otherwise construction parking and staging will need to occur on Parcel E, utilizing the right-of-way during the summer. The new plaza and relocation of Lowell Avenue are completed during this phase. Lowell relocation should occur during the summer with traffic detouring on Empire Avenue and Shadow Ridge Drive. The plan anticipates that this phase will be completed for the Olympic Games. Construction traffic should be on SR-224, Empire Avenue, Silver King Drive, and Lowell Avenue to the site. Construction traffic will be restricted from Three Kings Drive. Continual access can be provided on Silver King Drive by widening out Silver King Drive to the north prior to the start of this phase as proposed for full buildout.

Phase IV - planned date - open. This phase will complete the unit construction of Parcel B and/or if either of the two Phase I options for development of Parcel B or D is exercised. As previously described, Parcel D would be an independent project with material storage and workers staged on site. Use of the right of way is anticipated during summer construction operations. Construction traffic will use SR-224, and Empire Avenue to the site.

2. Parking - accommodating existing parking requirements and new requirements as each phase is completed.

Phase	I	Option IA	Option IB	II*	III*	IV*	Total
Existing stalls	1222			1542	1614	2541	2544
Skier stalls lost	0	563	256	243	244	246	0
Existing surface stalls remaining	1222	659	966	416	173	0	0
Stalls constructed							
Skier	0	400	336	214	990	228	1832
Commercial/ Residential	187	66	64	101	91	191	636
Employee					150		150
Subtotal	187	466	400	315	1231	419	2618
Temporary		230	60		-60	-170	0
Total skier stalls	1222	1289	1362	1260	1946	1758	1832
Total other stalls	187	253	251	354	595	786	786
Total stalls	1409	1542	1613	1614	2541	2544	2618

* Option IA was assumed

** Existing stalls do not include underground parking.

Phase I. Existing parking will not be impacted, site will be self contained, new parking structure (187 stalls) will be completed prior to completion of new dwelling units.

Phase I option A. The construction on Parcel D (Silver King Lot) is an independent phase, the construction workers will be accommodated on site with overflow worker parking on Parcel E (Lower Lot) during the summer operations. The completion of the remainder of parcel B will also provide on site parking on the south side.

The Silver King Lot currently accommodates 243 skier parking stalls, the development of Parcel D will replace these with the required 66 stalls for the units

developed. Skier parking will be accommodated in the other lots. For this phase, the skier parking will be accommodated in the structure on Parcel B.

The existing parking on Parcel B (current Main Lot) is 492 stalls. Construction of the north half of the proposed parking structure will provide 400 of the proposed 819 stalls. Approximately 1/3 of the existing remaining parking in the Main Lot will be taken up with material and construction parking leaving approximately 150 stalls of this parking available for skiers. ($492/2=246$, $246-74=172$ use 150 stalls)

The parking for skiers from Parcel D to be accommodated on Parcel B in this Phase is 243. Therefore the total parking for skiers required from the parking developed in this phase from Parcel B is $243+246+74=563$ skier stalls. The new parking structure will accommodate 400 stalls. 170 stalls will be available for the skiers on the surface level deck of the new structure. 150 stalls will be available on the south third of the existing lot.

Prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls.

Phase I option B construction parking will be maintained on site.

The existing parking on Parcel B is 492 stalls. Half of these stalls (246) would be lost and replaced in the new structure on the north half of the lot. Of the remaining 246 stalls 10 would be dedicated for construction staging for Parcels A and B (during the ski season the remaining 64 construction workers will park in the 64 residential stalls constructed during the summer of this phase). This results in approximately 150 surface stalls remaining available for skiers. The new structure will accommodate 380 stalls ($780/2=390$ use 376).

This results in approximately 530 stalls ($380+150$) available during this phase for a net increase of 38 skier stalls ($530-492=38$).

64 (191 stalls required for all the units in Parcel B/3) stalls will be required for the new units constructed. The total of unit and skier parking required is 556 (492 existing stalls and 54 for the new units). Again, prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls for a net increase of 34 stalls for the ski area.

Phase II. Construction worker parking will be on the Lower Lot north during the summer construction of the parking structure. After the parking structure is completed the workers can use it for parking.

This phase will require approximately half of the existing Lower Lot parking (487 stalls total). The required half (243 stalls) are replaced by 315 new stalls in the structure. 101 of which will be used for employees and the new residential units. The net new stalls (72) will satisfy the parking requirement of the new dwelling units on this parcel also can be used for construction worker parking prior to completion of the residential units..

Phase III. Construction worker parking will be on the Silver King Lot during the summer construction of the structure (unless Phase I option A is constructed then construction workers will need to be accommodated on Parcel E or the southern half of Parcel B), the construction workers will use the parking structure upon completion.

The remaining 244 stalls on the Lower Lot will be replaced with 1231 parking stalls for a total of 1546 stalls including Parcel C. Net new stalls will be 1059 stalls ($1546 - 487 = 1059$). 192 stalls are required for the units and commercial to be constructed on this parcel.

Phase IV. Construction worker parking will be on site in the winter and in Parcel B skier parking in the summer.

This Phase would include the completion of the additional skier parking adding the remaining 419 stalls of the south half of the parking structure on Parcel B. The completed parking allocation would be: 819 stalls constructed, 492 surface stalls replaced and 191 stalls provided for the units on Parcel B. This results in an increase of 136 stalls for skier parking ($819 - 492 - 191 = 136$).

3. Transit

The existing transit routes can be maintained through construction of Phase II even if Lowell Avenue is made one-way in Phase I. However, in Phase III the relocation of Lowell Avenue and reconstruction of the Park City Transit transfer station will occur requiring some modifications to the Transit System. It is currently planned that the roadway work will occur during the summer when the Park City Transit has the flexibility to stage in alternate locations (we have discussed this with representatives from Park City Transit and a location will be selected in the future).

As mentioned previously, transit use will be recommended to construction workers and ski area employees in the winter to maximize the stalls available for skiers. Provide a park and ride lot for the construction workers, most probably come from Salt Lake City.

4. Traffic

Below is a summary of forecasted traffic impacts by Phase. The proposed construction phasing and requirements for on site staging allows only minor increases in traffic until Phase III when the roadway improvements will be constructed and in place for the ski

season. Therefore, in Phases I and II existing traffic control methods can be used for peak skier traffic periods.

The changing of Lowell Avenue to one-way before the reconstruction (of Lowell Avenue) may want to be considered when Parcel B is constructed. This would improve the circulation for the existing site, reduce vehicle conflicts, may also provide additional staging area for construction or/ and additional drop-off/ pick-up.

Trip Generation Table for new parking and existing surface stalls

	Enter	Exit
Phase I	28	647
Phase IA	38	715
Phase IB	38	711
Phase II	53	651
Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

* includes 99 additional trips from commercial and commercial employees
 This table includes cumulative trips by phase for the new surface and new stalls, it does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

Phase I will increase the evening peak hour traffic volumes by approximately 28 vehicles (15% of 187) arriving, i.e. destination skiers coming back to their dwelling unit.

Phase I option A will increase the evening peak hour traffic volumes by approximately 10 vehicles (15% of 66) arriving, i.e. destination skiers coming back to their dwelling unit, and 68 vehicles (53% of 127) exiting day skiers leaving.

Phase I option B will increase the evening peak hour traffic volumes by approximately 74 vehicles (15% of 64 and 53% of 120). 10 arriving vehicles for the new dwelling units on Parcel B and 64 exiting vehicles for the net new skier stalls.

Phase II will increase the Phase I evening peak hour traffic volumes by approximately 15 vehicles (15% of 101) arriving, i.e. destination skiers coming back to the new dwelling units on Parcel C.

Phase III will increase the Phase II evening peak hour traffic volumes by approximately 440 vehicles (30 trips for employees, 15% of 91 and 53% of 747).

14 arriving vehicles for the new dwelling units on Parcel E and the 396 exiting vehicles for the net new skier stalls in the parking structure on Parcel E.

Phase IV will increase the Phase III evening peak hour traffic volumes by approximately 19 (15% of 125). 19 arriving vehicles for the new dwelling units on Parcel B.

Neighborhood mitigation strategies

Three Kings

During Phase III of the construction it is recommended that construction traffic exiting out of the Parcel E parking structure towards Three Kings be restricted to right turns only, as well as improved signing to the ski area via Empire Avenue. Although these neighborhood traffic impact mitigation measures are recommended in Phase III they may also want to be considered in Phase I, with the proposed additional parking being constructed adjacent to the Lower Lot (west side).

The changing of existing Lowell Avenue to one-way may also want to be considered prior to the start of construction. This change will reduce the traffic exiting the ski area traveling towards Three Kings and also reduce the vehicle conflicts along Lowell Avenue.

After the completion of Parcel E with parking access onto Silver King Drive it is imperative that the following actions are incorporated:

- Sign at are placed at the driveways on Silver King Drive restricting left turn movements out (towards Three Kings Drive).
- Cones, and parking attendant restricting left turn movement out of driveways on Silver King Drive.
- Signs are placed on SR-224 that direct traffic to the Empire/ Lowell entrance into the Park City Village, away from access on Three Kings.

Empire Avenue

The Park City Ski Area has committed to keeping the ski visitors from parking on the shoulder of Empire Avenue during the peak ski periods. With the increased activity from the Park City Village, Empire Avenue will need to provide open lanes for vehicle travel. The ski area will use parking attendants, cones and signing (installed by the City) to prohibit the parking. Depending on the success of these strategies it may also be necessary to ticket and impound (repeat offenders).

Methods for monitoring compliance (regular traffic counts and publishing of data)

UDOT should be encouraged to install permanent count stations on SR-224 to monitor overall traffic in and out of Park City.

Periodically publish number of actual skiers compared to forecasted numbers. This will either show that the proposed mitigation measures are sufficient or that other measures need to be taken, such as increased transit use, increased car pooling, and adjusting arrival and departure times for skiers - just to name a few possible solutions. This information is not only critical to the Park City public but also to the ski area so they can provide a quality experience to their visitors.

Perform annual parking lot counts, transit ridership inventory and turning movement counts at intersections adjacent to the ski area. This in combination with the skier counts will verify transit use, skiers per car, arrival times, and will enable the ski area to be proactive in maintaining smooth access to and from the site.

Although the circulation patterns will be improved there will still be a need for traffic attendants at the following locations and for the time periods listed:

- Silver King Driveways (AM peak hour) for assigning lanes into structure, and restricting left turns towards Three Kings (PM peak hour).
- Lowell Avenue and Silver King Drive (PM peak hour) to allow exit traffic from Silver King onto Lowell without blocking Lowell SB traffic.
- Millsite Way (Shadow Ridge Drive) and Empire Avenue (PM peak hour) to balance exiting resort traffic from Millsite and NB Empire, specifically the Transit on Empire.
- Off Duty Police Officers from the City or County should be used at the intersections of Empire Avenue and Millsite Way, and Lowell Avenue and Silver King Drive.

It is forecasted that the attendants will be needed only on weekends and holidays to improve the ingress and egress for people who are unfamiliar with the site.

Summary

The proposed Park City Village provides a layout that will accommodate the increased parking and traffic by improving the circulation and access patterns. The proposed one-way Lowell Avenue significantly reduces the vehicle conflicts with the majority of parking, drop-off/ pick-up being on the right side of the street. Access points to the new parking structures have been strategically located to provide efficient ingress and egress. The reduction in number of access points will also improve the circulation, the access point which are currently near unlimited for some parking lots are now restricted to driveways into the structures.

Traffic Analysis Background Data

ITE Trip Generation Rates are based on suburban applications and overestimate the trips generated in a mixed use residential/ commercial resort facility such as the Park City

Village. In order to provide the most accurate forecast of the projected growth the following assumptions were used for this traffic study:

- Evening peak hour traffic counts and inventory of parking stalls for daily skier parking indicate that approximately 53% of the daily skiers exit during the evening peak hour, the remaining 47% exit prior to or after this peak hour.
- During this same evening peak hour destination skiers are returning to their dwelling units, approximately 15% of the overnight visitor parking. These are people staying at the dwelling units on site and are returning to their dwelling units during the evening peak hour.
- ITE trip generation rates for commercial development were reduced by 40 percent to account for internal trips. The commercial development on site are primarily for the use of the destination skiers that come to the Park City Village resort overnight, therefore the development can be accessed by foot.
- Commercial employee trips are estimated at an additional 30 trips during the evening peak hour, most employee trips will occur after the peak hour.
- Ski area employee trips will also occur before and after the evening peak traffic volume hour.
- Distribution of the new trips was based on the existing trip distribution, the primary origin (Salt Lake City area) remains the same for the daily skier regardless the size of the area.

These assumptions were based on previous traffic counts and studies performed at the existing Park City Ski Area Resort and other ski areas throughout the country.

Phase	I	Option IA	Option IB	II*	III*	IV*	Total
Existing stalls	1222			1602	1583	2571	2513
Skier stalls lost	0	503	256	334	243	247	0
Existing surface stalls remaining	1222	719	966	399	173	0	0
Stalls constructed							
Skier	0	400	376	214	990	228	0
Commercial/ Residential	187	66	64	101	91	191	0
Employee					150		0
Subtotal	187	466	440	315	1231	419	0
Temporary		230				-230	0
Total skier stalls	1222	1349	1342	1229	1976	1727	1875
Total other stalls	187	253	251	354	595	786	786
Total stalls	1409	1602	1593	1583	2571	2513	2661

* Option IA was assumed

** Existing stalls do not include underground parking.

Phase I

1222 stalls includes:

Lower Lot	487
Main Lot	492
Silver King Lot	243

165 Commercial/ Residential includes:

Parcel A new stalls	187
---------------------	-----

1222 Total skier stalls, no additional constructed

165 Total other - stalls constructed for new residential units Parcel A

1409 Total skier plus total other stalls (1222+187)

Phase IA

503 skier lost stalls includes:

Silver King Lot	243	
North half of Main Lot	246	
Construction workers residential stalls)	74	(60 of the 74 can park in the Parcel D

719 Remaining existing surface stalls (1222-503)

400 new skier includes:

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stalls under 1/2 of Parcel B 400

60 new commercial/ residential includes:
new units Parcel D 66 (used by construction workers)

1349 Total skier existing minus skiers stalls lost plus new skier stalls constructed (1222-
- 503+400+230)

253 Total other stalls includes: 66 Parcel D and 187 Parcel A

1554 Total Stalls (1329+225)

Phase IB

256 skier lost stalls includes:
North half of Main Lot 246
Construction workers 74 (64 of the 74 can park in the Parcel B
residential stalls)

376 new skier includes:
stalls under 1/2 of Parcel B 316
northwest of Lower lot 60

64 new commercial/ residential includes:
for units on Parcel B 64 (will be used for construction workers until
project is complete)

1342 Total Skier Stalls (1222-320+376+64)

251 Total Other Stalls (187+64)

1593 Total Stalls (1342+251)

Phase II

1602 Existing stalls (1602 from Phase IA)

317 skier lost stalls includes:
South half of Lower Lot 243
Construction workers 74 (Construction workers for Parcel C will use
74 residential stalls in Parcel C)
Construction workers 74 (Construction workers for Parcel A will use
surface stalls in south half of Main Lot)

399 Existing remaining surface stalls (719 from phase IA plus 14 from phase IA
construction workers minus 74 for construction workers Parcel A minus 243)

construction of Parcel C, the 14 stalls are gained from construction workers in phase IA)

214 new skier includes:
stalls under Parcel C 214

101 new commercial/ residential includes:
for units on Parcel C 57 (used by construction workers)

1246 Total Skier Stalls (1349-317+214), (1349 from Phase I option A total skier stalls)

354 Total other stalls (253+101)

1600 Total Stalls (1246+354)

Phase III

1600 Existing stalls (1520 from Phase II)

243 skier lost stalls includes:
North half of Lower Lot 243
Construction workers 80 (accommodated in the designated residential stalls under Parcel E)

173 Remaining existing surface stalls (416-243)

990 new skier stalls includes:
stalls under Parcel E 990

91 new commercial/ residential stalls includes:
for units on Parcel C 91

150 Employee parking

1564 Total skier stalls (1229-243+990), (1229 is the total skier stalls from Phase II)

595 Total Other Stalls (91+354+150)

2571 Total Stalls (1976+595)

Phase IV

2571 Existing stalls (from Phase III)

247 skier lost stalls includes:
South half of Main Lot 247

Construction workers 74 (park in the constructed residential/ commercial stalls)

In phase IV the 74 construction workers that have been accommodated in the south half of the Main Lot will need to be relocated into the Parcel B underground parking.

0 Remaining existing surface stalls (173+74-247)

228 new skier includes:
stalls under 1/2 Parcel B 228

191 new commercial/ residential includes:
for units on 2/3 Parcel B 191
completion of other residential units on parcel B assuming Option IA, 64 stalls currently being used for skiers will be required for residential

230 eliminating 230 temporary stalls

1663 Total skier stalls (1976-247+228-64)

850 Total Other Stalls (595+191+64)

2513 Total Stalls (1516+608)

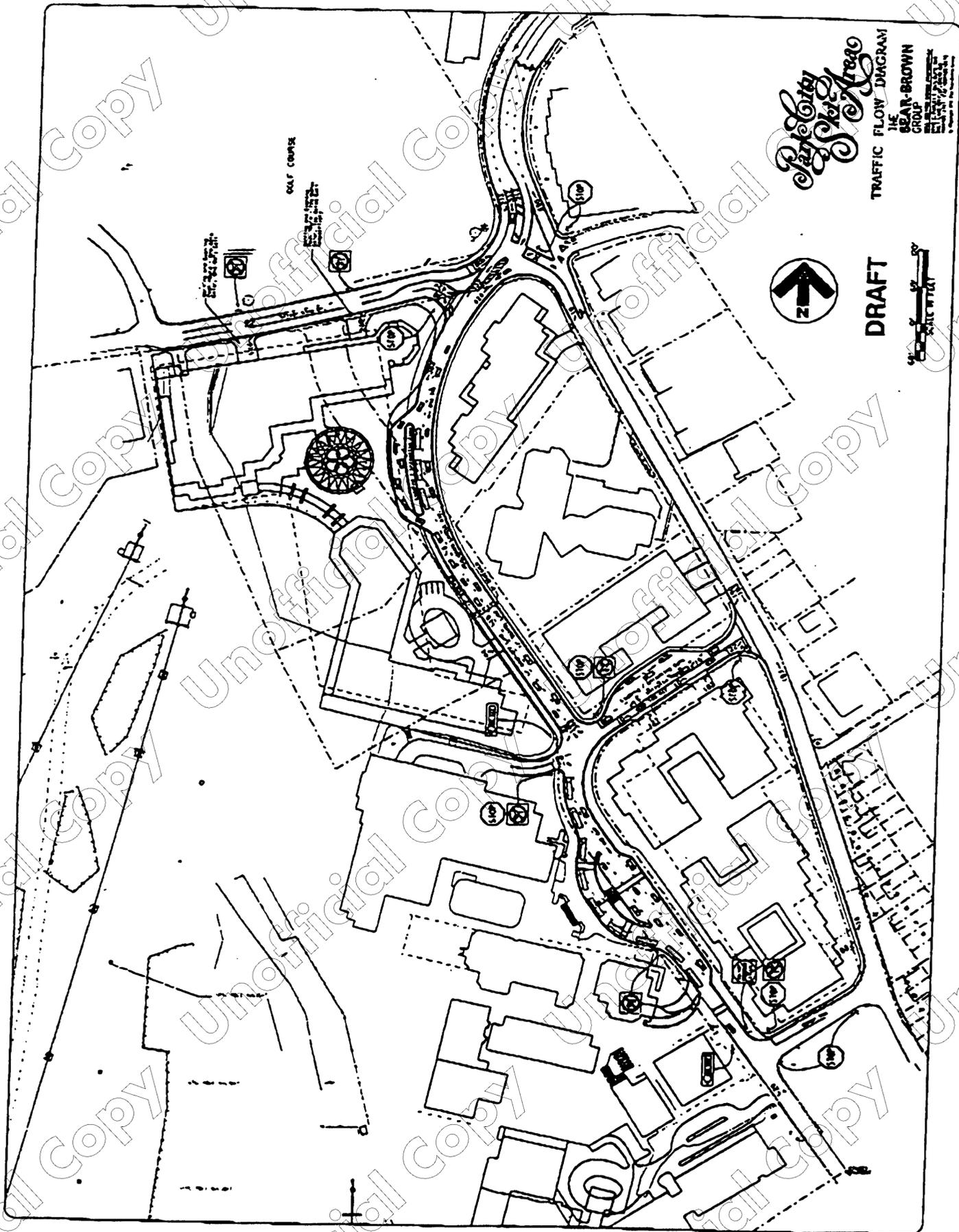
Upon completion 148 stalls are gained from construction to bring the total up to 2661.

Trip Generation Table for new parking and existing surface stalls

	Enter	Exit
Phase I	28	647
Phase IA	38	715
Phase IB	38	711
Phase II	53	651
Phase III	89	1047
Phase IV	127	881
Project Complete*	171	1004

* includes 99 additional trips from commercial and commercial employees
This table does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

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Payette Valley Area
TRAFFIC FLOW DIAGRAM
THE
SEAR-BROWN
GROUP
PLANNERS
ARCHITECTS
INC.
1000 N. 10TH ST.
BOISE, IDAHO 83702

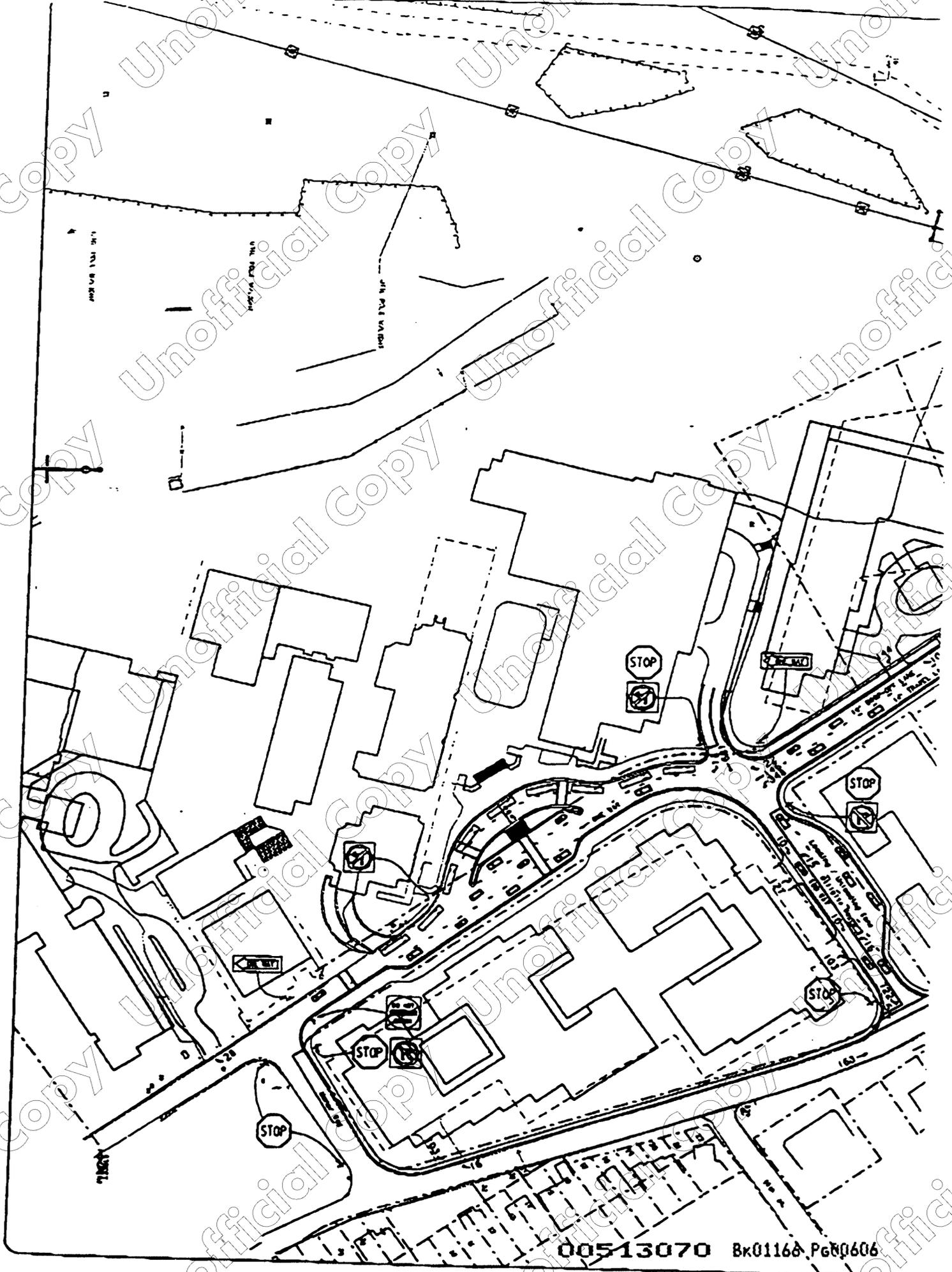


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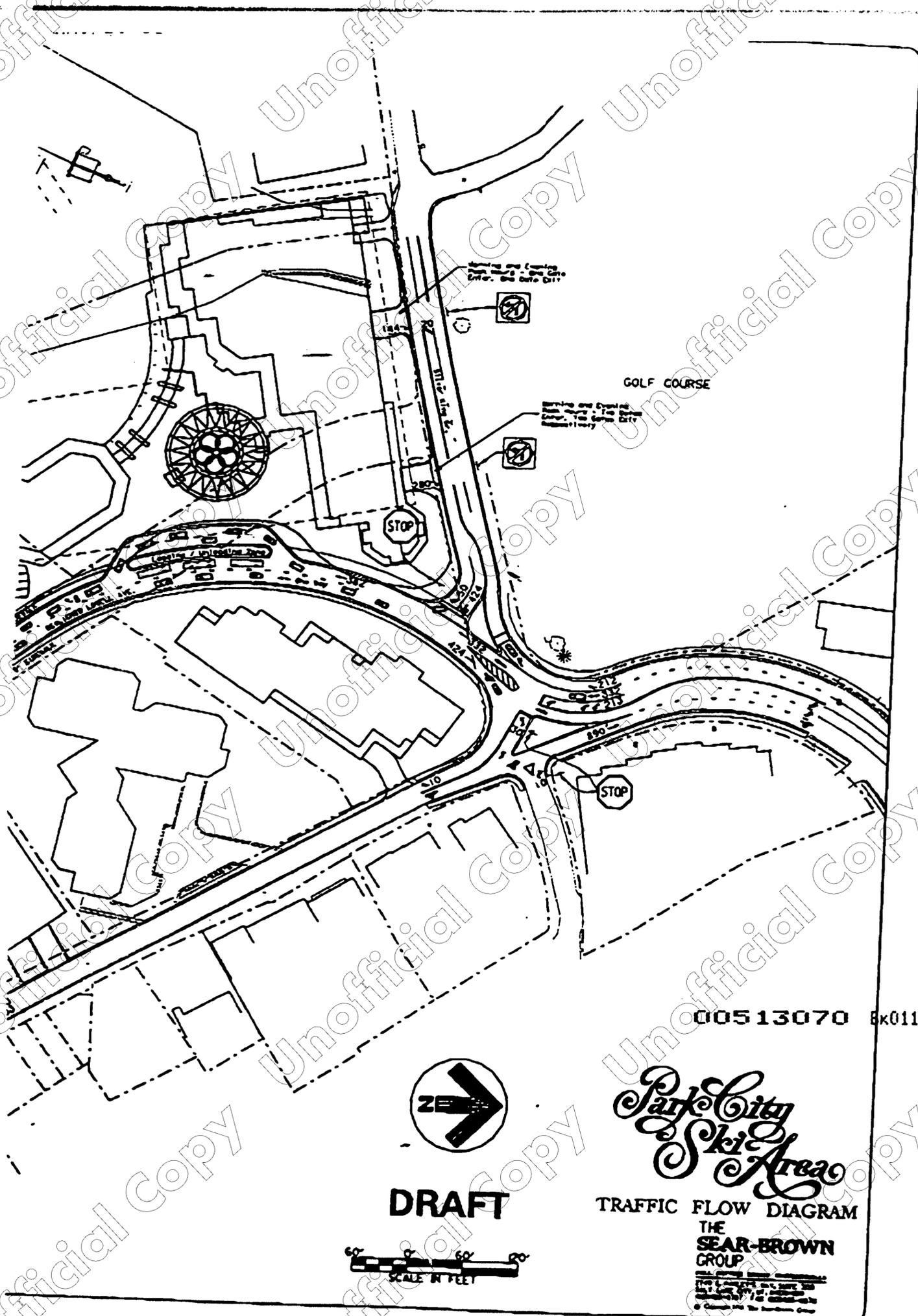


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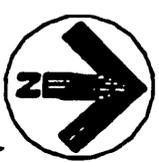
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DRAFT



*Park City
Ski Area*

**TRAFFIC FLOW DIAGRAM
THE
SEABROWN
GROUP**

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1100 S. MAIN ST. SUITE 200
SALT LAKE CITY, UT 84143
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BY THE ARCHITECTS

Park City Ski Area

Mountain Upgrade Plan

Exhibit L

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August 1996

sno.engineering





Mountain Upgrade Plan

August 1996

Prepared for:
Park City Ski Area
Post Office Box 39
Park City, Utah

Prepared by:
Sno-engineering, Inc.
Littleton, New Hampshire
Frisco, Colorado

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PROPRIETARY AND CONFIDENTIAL
PLEASE RETURN TO PARK CITY SKI AREA - DO NOT DUPLICATE

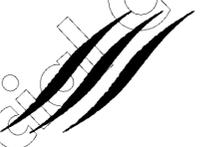


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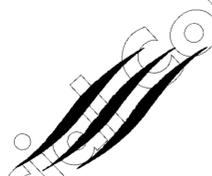
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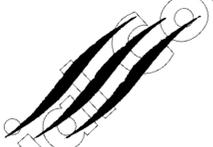
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APPENDIX A

**PARK CITY SKI AREA PARKING
AND CAPACITY ANALYSIS 49**

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I. INTRODUCTION

A. Background

Sno engineering, Inc. has been retained by Powder Corporation to develop a mountain upgrade plan for the Park City Ski Area (PCSA). The primary goal in undertaking this project is to develop a long-range plan for upgrading the ski area facilities. Specific objectives of the upgrading plan include:

- to identify opportunities to improve the quality of the ski product by upgrading facilities within the current ski area boundary;
- to utilize innovative ski area planning and design techniques, as well as recent technological advances, to modernize the ski area facilities;
- to reconfigure the out-of-base lifts to accommodate a new base area staging portal in the Three Kings/First Time area;
- to develop a greater variety of ski terrain tailored to the skier market ability distribution (to the extent possible) with an emphasis on enhancing opportunities for beginner, novice, intermediate, and advanced intermediate skiers;
- to improve out-of-base lift capacity, end-of-day egress trail capacity, and overall skier circulation;
- to balance the uphill capacity of the lift systems with the downhill capacity of the ski trails;
- to identify areas of potential future expansion terrain; and
- to establish the skier support facility requirements (day lodge square footage, food service seating, and parking/shuttle/overnight accommodations) to maintain a balance with the upgraded lift and trail system.

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B. Study Methodology

In order to develop a mountain upgrade plan for PCSA that is responsive to the planning goals and objectives outlined above, an evaluative process has been undertaken that includes three interrelated tasks. These components are summarized below:

Existing Conditions

An evaluation of the existing conditions at PCSA was completed, which involved a review of the ski area's physical resources and an assessment of the existing ski area operation. On site investigations of the ski facilities were conducted under bare ground conditions, and during winter operations, including a site visit to observe the facility during "America's World Cup Opener". The inventory of site resources helps to guide the planning and location of new facilities, whereas the assessment of the existing ski operation identifies deficiencies within the ski area which must be brought into balance to improve the recreational experience. The evaluation of existing conditions is set forth in Section III of this document.

Alternative Development Concepts

The initial inventory and analysis of the existing ski area operation lead to the production of a number of alternative development concepts for upgrading the ski facilities. The alternative concepts were presented to the PCSA planning team in Park City for review and comments. Based upon input from the PCSA planning team, a "preferred concept" was selected.

Mountain Upgrade Plan

The "preferred concept" guided the production of the Park City Ski Area Mountain Upgrade Plan, which sets forth the improvement program for PCSA. Addressing both ski facilities and visitor services, the Mountain Upgrade Plan is outlined in Section IV of this document.

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II. DESIGN CRITERIA

The upgrading and expansion of a ski area is influenced by a variety of ski facility design criteria that help to create a quality ski experience. This section will briefly discuss these factors as they apply to PCSA.

A. Trail Design

1. Fall-Line

This analysis looks at the natural flow of skiers and skier routes that will service various skier ability levels from the top of the mountain to the base area on a consistent basis. Consistency of fall-line provides for the best recreational skiing experience and demonstrates the resort's potential to develop an expanded ski trail system with minimal topographic disturbance.

2. Slope Gradients and Terrain Breakdown

The following gradients were used to determine the skier ability level of the mountain terrain.

Table II-1
ACCEPTABLE TERRAIN GRADIENTS

Skier Ability	Slope Gradient
Beginner	8 to 12%
Novice	to 25% (short pitches to 30%)
Low Intermediate	to 30% (short pitches to 35%)
Intermediate	to 40% (short pitches to 45%)
Advanced Intermediate	to 50% (short pitches to 55%)
Expert	over 50% (maximum of 80%)

Source: Sno.engineering, Inc.

The resultant terrain breakdown is then compared with the market demand for each ability level. The available ski terrain should be capable of accommodating the full range of ability levels consistent with market demand. The ideal breakdown of terrain for PCSA's skier market is shown in table II-2. This table illustrates that intermediate skiers comprise the bulk of PCSA's skier market.

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**Table II-2
PCSA'S SKIER ABILITY BREAKDOWN**

Skier Ability	Percent of Skier Market
Beginner	5 percent
Novice	12 percent
Low Intermediate	18 percent
Intermediate	35 percent
Advanced Intermediate	20 percent
Expert	10 percent

Source: Sno.engineering, Inc.

3. Trail Density

The calculation of capacity for a ski area is based in part on the acceptable number of skiers that can be accommodated on each acre of ski terrain at any one given time. The widely accepted density criteria for ski areas in western North America are listed in Table II-3.

**Table II-3
SKIER DENSITY PER ACRE**

Skier Ability	Trail Density
Beginner/Novice	50 skiers/acre
Low Intermediate/Intermediate	30 skiers/acre
Advanced Intermediate/Expert	15 skiers/acre

Source: Sno.engineering, Inc.

These density figures are based on the assumption that on an average day, approximately 33 percent of the total number of skiers in the area will be on the trails at any one time. The remainder of the skiers are either in lift lines, riding the lifts, or utilizing skier support services. The densities listed above have been used in the analysis of PCSA's trail densities.

4. Trail System

Each trail must have generally consistent grades to provide an interesting and challenging ski experience for the ability level for which the trail is designed. Optimum trail widths should vary depending upon topographic conditions and the caliber of the skier being served. The trail network must minimize cross-traffic and should provide

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the full range of ability levels consistent with market demand. The trails must be designed and constructed to minimize off fall-line conditions and to avoid bottlenecks and convergence zones, which might produce skier congestion.

In summary, a broad range of skiing terrain must be provided in order to satisfy skiers from beginner through expert ability levels within the natural, topographic characteristics of the site.

B. Lift Design

Ski lifts should be placed to serve the available ski terrain in the most efficient manner, while considering a myriad of factors such as wind conditions, round-trip skiing and access needs, interconnectability between other lifts and trails, and the need for circulatory space at the lower and upper terminal sites. Additionally, it should be understood that the vertical rise and length of ski lifts for a particular mountain are the primary measures of overall attractiveness and marketability of a ski area.

C. Capacity Analysis and Design

Comfortable Carrying Capacity (CCC) is defined as the optimal level of utilization for the ski area (the number of visitors that can be accommodated at any given time) which guarantees a pleasant recreational experience, while at the same time preserving the quality of the environment. The accurate estimation of the CCC of a ski area is a complex issue and is the single most important planning criterion for the resort. Given proper identification of the mountain's true capacity, all other related skier service facilities can be planned, such as base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services. The CCC figure is based on a combination of the uphill hourly capacity of the lift system, the downhill capacity of the trail system, and the total amount of time spent in the lift waiting line, on the lift itself, and in the downhill descent.

Sno engineering employs a planning parameter which recommends that the total ski area CCC should be able to flow through the entry portal or out of the base area lifts in 90 to 120 minutes. Accordingly, total out-of-base skier capacity is computed using the hourly



uphill capacity of the access lifts multiplied by the minimum 90 to 120 minute cycle time. This planning parameter must also address return ski trail capacity over a 90-minute egress period.

D. Base Area Design

Particular consideration should be given to the relationship of the base area to the mountain facilities. Skiers should gravitate naturally into the base area and mid-mountain hubs allowing convenient access to any of the lift systems originating in these staging areas. Upon arrival at the ski area, skiers should be able to move directly from parking/shuttle drop-off areas, through ticketing or rentals, to the base of the lifts. Walking distance and vertical differential between the base area facilities and lifts should be minimized in an effort to move skiers directly onto the mountain. Vehicle, pedestrian, and skier circulation should be coordinated to create a safe and pleasant base area environment.

E. Balance of Facilities

The mountain master planning process emphasizes the importance of balancing recreational facility development. The size of the skier service functions must be matched to the CCC of the mountain. The future development of a ski area should be designed and coordinated to maintain a balance between skier demand, ski area capacity (lifts and trails), and the supporting equipment and facilities (e.g. grooming machines, day lodge services and facilities, overnight lodging, utility infrastructure, access, and parking).

Based upon the suitability of site resources, complementary year-round facilities and recreational opportunities should also be integrated into a comprehensive plan. In addition to alpine skiing, activities such as nordic skiing, snowshoeing, ice skating, summer chairlift rides, hiking, bike riding, golf, tennis, wildlife viewing, and environmental interpretation programs can help enhance the overall attractiveness of a resort's environs.

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III. EXISTING SKI RESORT FACILITIES

The following section contains an examination and analysis of PCSA's existing ski facilities. As the first step in the evaluation process, the resort inventory involves the collection of data pertaining to PCSA's existing facilities, including data regarding: ski lifts, ski trails, base area structures, skier services, and day-use parking/shuttle services. The analysis of the inventory data involves the application of ski industry standards to PCSA's existing conditions. This process enables Sno engineering to compare PCSA's existing ski facilities to those facilities commonly found at other North American ski resorts of similar size and composition.

The overall balance of the existing ski area is evaluated by calculating the skier capacities of PCSA's various facility components, and, in turn, comparing these capacities to the ski area's CCC (PCSA's existing CCC is detailed in Section III.A.3). This examination of capacities helps to identify the ski resort's strengths and weaknesses (i.e. surpluses and deficiencies). With an understanding of the ski area's strengths and weaknesses, the next step is to identify improvements that will: (1) help bring the existing ski area into better equilibrium, and (2) help the resort meet the ever-changing needs of their skier marketplace. Accomplishing both of these objectives will ultimately enhance PCSA's financial performance.

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MOUNTAIN UPGRADE PLAN

PREPARED FOR:
 PARK CITY SKI AREA
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 PARK CITY, UT 84060
 801-848-8111

PREPARED BY:

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**Figure III-1
 Existing Ski Area**

- LEGEND
-  Existing Lifts
 -  Buildings
 -  Existing Ski Trails

DATE: AUGUST 1984
 CONTOUR INTERVAL: 100'


A. Skiing Facilities

1. Ski Lifts

The skiable terrain at PCSA is currently served by two detachable quads, four fixed-grip doubles, six fixed-grip triples, one fixed-grip quad, and one four-passenger gondola. Table III-1 provides specifications for PCSA's fourteen existing lifts.

Table III-1
EXISTING LIFT SPECIFICATIONS

Map Ref.	Lift Name	Lift Type	Top Elev. (ft.)	Bot. Elev. (ft.)	Vert. Rise (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Grade (%)	Hourly Capacity (skiers/hr.)	Rope Speed (fpm)
1	Prospector	Det. Quad	9,250	7,980	1,270	5,130	5,285	25	2,800	1,000
2	Thaynes	Double	9,385	8,505	880	2,630	2,773	33	1,200	500
3	Three Kings	Double	7,360	6,895	465	2,570	2,612	18	900	400
4	Pay Day	Triple	8,250	6,980	1,270	5,790	5,928	22	1,800	500
5	Crescent	Quad	8,735	7,875	860	2,440	2,587	35	1,800	450
6	First Time	Triple	7,170	6,900	270	1,900	1,919	14	900	350
7	King Con	Det. Quad	8,480	7,280	1,200	4,320	4,484	28	2,800	1000
8	Jupiter	Double	9,960	8,935	1,025	3,200	3,360	32	1,200	500
9	Ski Team	Double	8,630	7,020	1,610	5,600	5,827	29	1,200	500
10	Motherload	Triple	9,230	7,975	1,255	5,110	5,262	25	1,800	500
11	Pioneer	Triple	9,400	8,400	1,000	4,070	4,191	25	1,800	500
12	Town	Triple	8,175	6,985	1,190	6,430	6,539	19	1,800	500
13	Eagle	Triple	8,050	6,915	1,135	3,300	3,490	34	1,200	500
14a	Gondola (lower)	4-Pass.	8,180	6,990	1,190	6,950	7,051	17	600	500
14b	Gondola (upper)	4-Pass.	9,230	8,180	1,050	5,650	5,747	19	600	500

Source: PCSA Resort Management

PCSA's existing lifts service the terrain efficiently, however many of the lifts have low hourly capacities (the exceptions being the Prospector and King Con detachable quads). While many of PCSA's lifts feature older technology, these lifts are generally well-maintained. Pay Day, Ski Team, Motherload, Town, and the Gondola all have long slope lengths and relatively slow rope speeds, causing these lifts to be underutilized due to their long ride time. The base terminals of Ski Team and Eagle chairlifts are inconveniently located for access from parking areas and skier services in the base area.

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2. Ski Terrain

The existing ski area has approximately 700 acres of skiable acreage (not including natural, non-maintained tree skiing and chutes). The sanctioned ski trail network accommodates the entire range of skier ability levels, from beginner to expert. Table III-2 outlines the terrain which constitutes PCSA's formal ski trail network.

Table III-2
EXISTING SKI TERRAIN SPECIFICATIONS

Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
1	Upper Claim Jump.	488	3,416	3,459	145	11.51	14	27	Low Int.
2	Claim Jumper	598	3,039	3,103	195	13.89	20	31	Low Int.
3	Lower Claim Jump.	202	1,496	1,518	150	5.23	14	25	Low Int.
4	Assessment	733	3,443	3,539	150	12.19	21	36	Inter.
5	Powder Keg	435	1,259	1,335	175	5.36	35	35	Inter.
6	Hidden Splendor	920	3,704	3,740	150	12.88	25	45	Inter.
7	Mel's Alley	450	2,150	2,197	75	3.78	21	26	Low Int.
8	Newport	445	989	1,088	150	3.75	45	57	Expert
9	Lost Prospector	360	850	923	100	2.12	42	62	Expert
10	Dynamite	332	892	956	150	3.29	37	52	Adv. Int.
11	Up. Lost Prospector	300	1,500	1,530	150	5.27	20	29	Low Int.
12	Prospector	783	2,638	2,768	200	12.71	30	51	Adv. Int.
13	Lower Parley's	365	1,450	1,495	200	6.87	25	44	Inter.
14	Parley's Park	310	794	880	200	4.04	39	43	Inter.
15	Upper Prospector	469	2,936	2,981	100	6.84	16	28	Low Int.
16	Single Jack	595	2,400	2,473	75	4.26	25	29	Low Int.
17	Double Jack	675	1,743	1,879	200	8.63	39	56	Expert
18	Summit Road	145	1,386	1,405	50	1.61	10	10	Low Int.
19	Thaynes	817	2,177	2,345	200	10.77	38	68	Expert
20	Hoist	739	2,133	2,290	100	5.26	35	70	Expert
21	Keystone	827	4,417	4,538	75	7.81	19	45	Inter.
22	King's Crown	174	783	803	75	1.38	22	28	Low Int.
23	Three Kings	191	780	780	100	1.79	25	37	Inter.
24	Quick Silver	186	721	747	100	1.71	26	31	Low Int.
25	Pick 'n Shovel	461	2,495	2,544	150	8.76	18	25	Novice
26	Silver Hollow	393	2,711	2,755	100	6.32	14	25	Novice
27	Pay Day	1,140	5,292	5,435	100	12.48	22	40	Inter.
28	Nastar	663	3,025	3,106	120	8.56	22	36	Inter.
29	Drift	361	3,265	3,302	30	2.27	11	34	Low Int.
30	Lower Blanche	354	1,735	1,773	150	6.10	20	25	Low Int.
31	Nail Driver	565	1,346	1,469	175	5.90	42	69	Expert
32	Widowmaker	438	979	1,077	300	7.42	45	62	Expert

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
33	Dividend	271	769	817	175	3.28	35	43	Inter.
34	Treasure Hollow	703	2,973	3,073	200	14.11	24	44	Inter.
35	Silver Queen	567	1,530	1,643	125	4.72	37	58	Expert
35A	Upper Silver Queen	116	1,076	1,085	125	3.11	11	19	Expert
36	Crescent	841	2,201	2,373	150	8.17	38	58	Expert
37	Silver Skis	671	1,414	1,573	125	4.51	47	66	Expert
38	Shaft	886	1,682	1,906	50	2.19	53	62	Expert
39	Water Fall	490	1,910	1,972	100	4.53	26	62	Expert
40	First Time	269	2,032	2,057	125	5.90	13	22	Novice
41	Bunny Hollow	239	1,612	1,638	100	3.76	15	22	Novice
42	Teaching Area	65	1,070	1,072	125	3.08	6	8	Beginner
43	Road to Hollow	70	1,600	1,602	30	1.10	6	10	Beginner
44	Hot Spot	265	1,213	1,249	150	4.30	22	38	Inter.
45	Combustion	302	1,132	1,192	150	4.10	27	57	Expert
46	Gotcha Ridge	357	1,951	1,984	150	6.83	18	23	Low Int.
47	Temptation	735	3,650	3,723	120	10.26	20	35	Low Int.
48	Seldom Seen	623	1,955	2,062	175	8.28	32	55	Adv. Int.
49	Climax	559	1,683	1,780	150	6.13	33	49	Adv. Int.
50	Monitor	523	1,525	1,619	125	4.65	34	53	Adv. Int.
51	Eureka	483	1,328	1,416	125	4.06	36	51	Adv. Int.
52	Liberty	504	1,309	1,407	175	5.65	39	54	Adv. Int.
53	Shamus	508	1,418	1,511	175	6.07	36	50	Adv. Int.
54	Sitka	641	2,027	2,143	175	8.61	32	58	Expert
55	Courchevel	568	1,603	1,708	150	5.88	35	52	Adv. Int.
56	High Card	672	2,032	2,150	150	7.40	33	55	Expert
56A	Chance	356	942	1,011	150	3.48	38	50	Adv. Int.
57	King Con	584	1,890	1,981	150	6.82	31	40	Inter.
58	Broadway	435	3,820	3,845	100	8.83	11	18	Low Int.
59	Shadow Ridge	990	3,110	3,264	100	7.49	32	56	Expert
60	Scotts Bowl	885	4,800	4,881	150	16.81	18	77	Expert
61	Fortune Teller	950	2,780	2,938	200	13.49	34	83	Expert
62	Silver Cliff	715	1,780	1,918	100	4.40	40	75	Expert
63	Indicator	780	2,100	2,240	100	5.14	37	95	Expert
64	Portuguese Gap	680	2,020	2,131	100	4.89	34	73	Expert
65	Six Bells	570	1,050	1,195	100	2.74	54	95	Expert
66	West Face	1,905	5,870	6,171	200	28.34	32	67	Expert
67	Jupiter Road	743	7,386	7,457	25	4.28	10	35	Low Int.
68	Silver King	904	1,966	2,184	200	10.03	46	76	Expert
69	Willy's Run	1,245	3,829	4,060	150	13.98	33	62	Expert
70	Men's GS	1,610	3,550	3,898	150	13.42	45	65	Expert
71	Men's SL	550	965	1,250	150	4.30	57	62	Expert
72	Ladies SL	397	991	1,073	200	4.93	40	59	Expert
73	Thaynes Canyon	1,150	9,450	9,520	50	10.93	12	19	Low Int.

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
74	Lower Single Jack	450	880	988	200	4.54	51	71	Expert
75	Ford Country	716	1,627	1,791	200	8.22	44	64	Expert
76	Glory Hole	720	1,817	1,964	200	9.02	40	55	Adv. Int.
77	Sunny Side	686	1,926	2,059	175	8.27	36	53	Adv. Int.
78	Carbide Cut	310	970	1,018	150	3.51	32	42	Inter.
79	Sampson	470	1,557	1,653	100	3.80	30	55	Adv. Int.
80	Cornstock	439	1,181	1,277	100	2.93	37	55	Adv. Int.
81	Red Fox	406	1,137	1,213	125	3.48	36	50	Adv. Int.
82	Hawk Eye	379	1,212	1,281	125	3.68	31	47	Adv. Int.
83	Woodside	713	3,271	3,371	100	7.74	22	42	Adv. Int.
84	Blue Slip Bowl	554	1,614	1,734	200	7.96	34	71	Expert
85	Webster	496	3,515	3,568	150	12.29	14	29	Low Int.
86	Lucky Boy	345	1,900	1,931	75	3.32	18	50	Adv. Int.
87	Creole	576	2,092	2,190	150	7.54	28	49	Adv. Int.
88	Quit 'n Time	551	2,724	2,811	100	6.45	20	52	Adv. Int.
89	Gotcha Cutoff	605	5,180	5,215	30	3.59	12	36	Inter.
90	C.B.'s Run	801	1,918	2,091	150	7.20	42	62	Expert
91	Upper Clementine	340	950	1,009	150	3.47	36	63	Expert
92	Commitment	500	1,150	1,254	150	4.32	43	83	Expert
93	Clementine	315	1,600	1,631	200	7.49	20	31	Low Int.
94	Bonanza	400	3,150	3,175	200	14.58	13	29	Low Int.
95	Bonanza Cutoff	178	1,947	1,929	30	1.33	09	21	Low Int.
96	Bonanza Road	156	1,362	1,378	30	0.95	11	24	Low Int.
97	Belmont	465	1,745	1,821	150	6.27	27	59	Expert
98	Side Winder	1,003	5,864	6,002	200	27.56	17	35	Low Int.
99	King Con Access	197	3,457	3,474	30	2.39	06	21	Low Int.
100	Quarter Load	85	381	391	200	1.80	22	30	Low Int.
101	Half Load	141	427	450	200	2.06	33	38	Inter.
	Total:					691.53			

Source: PCSA Resort Management

Existing Ski Terrain Classification Distribution

The ski trails described in Table III-2 have been categorized according to skier ability level. The six skier ability levels used to classify the slopes and trails at PCSA have been compared with the national trail standards (refer to Table III-3).

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**Table III-3
ABILITY LEVELS AND NATIONAL TRAIL STANDARDS**

Skier Ability Level	Trail Designation	Map Symbol
Beginner and Novice	Easier	Green Circle ●
Low Intermediate and Intermediate	More Difficult	Blue Square ■
Advanced Intermediate and Expert	Most Difficult	Black Diamond ◆

Source: Sno.engineering, Inc.

Table III-4 sets forth a distribution of PCSA's existing ski terrain by skier ability level. The figures in the skier capacity column indicate the total number of skiers the ski terrain in each ability level category can support. The last column in this table represents the skill level distribution of PCSA's skier market.

**Table III-4
EXISTING SKI TERRAIN DISTRIBUTION BY ABILITY LEVEL**

Skier Ability Level	Skiable Area (acres)	Skier Capacity (skiers)	Skier Distribution (%)	Skier Market (%)
Beginner	4.2	167	1	5
Novice	24.7	742	6	12
Low Intermediate	173.4	4,334	37	18
Intermediate	109.6	2,193	19	35
Adv. Intermediate	116.4	1,747	15	20
Expert	263.1	2,631	22	10
Total:	691.5	11,815	100	100

Source: PCSA Resort Management, Sno.engineering, Inc.

The results of the ski terrain classification distribution indicate that there is a surplus of low intermediate and expert terrain, with a commensurate deficit of beginner, novice, intermediate, and advanced intermediate terrain. As a result, PCSA's upgrading plan should focus on improving the distribution of terrain by enhancing the skiing opportunities for beginner, novice, intermediate, and advanced intermediate skiers.

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3. Analysis of Comfortable Carrying Capacity

The CCC is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere. Of the total CCC, 70 to 85 percent (depending primarily on weather and snow conditions) will be actively skiing, while the balance of the visitors will be using skier support facilities. At a well-balanced ski facility, the active skiers will be evenly distributed throughout the mountain facilities -- on ski trails, waiting in lift lines, or riding ski lifts.

As was stated earlier, the accurate estimation of a ski area's CCC is a complex issue and is the single most important planning criterion for the ski area. Based on the proper identification of the mountain's capacity, all other related skier service facilities can be planned (e.g. base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services).

The estimated CCC for the existing ski facilities at PCSA is calculated in Table III-5.

**Table III-5
EXISTING COMFORTABLE CARRYING CAPACITY**

Lift Name	Lift Type	Slope Length (ft.)	Vert. Rise (ft.)	Hourly Capacity (skiers/hr.)	Oper. Hours (hrs.)	Load Eff. (%)	Adjust. Hrly. Cap. (skiers/hr.)	VTF/Hr (000)	Vertical Demand (ft./day)	CCC (skiers)
Prospector	Det. Quad	5,285	1,270	2,800	6.75	95	2,660	3,556	11,769	1,940
Thaynes	Double	2,773	880	1,200	6.50	95	1,140	1,056	16,706	390
Three Kings	Double	2,612	465	900	7.00	90	810	419	6,156	430
Pay Day	Triple	5,928	1,270	1,800	7.00	80	1,440	2,286	11,254	1,140
Crescent	Quad	2,587	860	1,800	6.75	50	900	1,548	18,011	290
First Time	Triple	1,919	270	900	7.00	90	810	243	3,588	430
King Con	Det. Quad	4,484	1,200	2,800	6.75	95	2,660	3,360	12,061	1,790
Jupiter	Double	3,360	1,025	1,200	6.00	95	1,140	1,230	20,271	350
Ski Team	Double	5,827	1,610	1,200	7.00	80	960	1,932	21,258	510
Motherload	Triple	5,262	1,255	1,800	6.50	90	1,620	2,259	15,659	840
Pioneer	Triple	4,191	1,000	1,800	6.50	90	1,620	1,800	13,045	810
Town	Triple	6,539	1,190	1,800	7.00	25	450	2,142	13,820	270
Eagle	Triple	3,490	1,135	1,200	7.00	50	600	1,362	18,789	250
Gondola (lower)	4-Pass.	7,051	1,190	600	7.00	25	150	714	9,622	130
Gondola (upper)	4-Pass.	5,747	1,050	600	7.00	75	450	630	9,815	340
Total:		67,054		22,400			17,410	24,537		9,910

Source: PCSA Resort Management, Snoengineering, Inc.

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As described earlier, the CCC is defined as the number of active and inactive skiers that can be accommodated at a ski area at any given time while guaranteeing a pleasant recreational experience and, at the same time, preserving the quality of the environment. As Table III-5 illustrates, PCSA's existing CCC is 9,910 skiers.

It is not uncommon for ski areas to experience peak days, throughout the ski season, during which skier visitation exceeds the CCC by as much as 25 percent. However, it is not recommended that resorts consistently exceed their CCC due to the resulting decrease in the quality of the recreational experience (and thus the resort's repeat business). Historical skier-visit performance records at PCSA indicate that the resort experiences peak days which are approximately 10 percent greater than the CCC, or approximately 11,000 skiers.

Terrain Capacity and Skier Density

The CCC figures specified above are based on uphill lift capacity. In order to measure the balance between uphill lift capacity and downhill slope capacity, the CCC of the lifts must be compared with the resort's terrain capacity. To calculate terrain capacity, the total area of the ski trails is multiplied by an average trail density that reflects the ability distribution of the ski terrain. As the difficulty of the terrain increases, the acceptable slope density decreases. The following table outlines the industry standards for acceptable slope densities at ski areas in the western United States.

Table III-6
SKIER DENSITY PER ACRE INDUSTRY STANDARDS

Skier Ability	Acceptable Slope Density	Ski Area Design Density
Beginner	10-20/acre	40-60/acre
Novice	8-17/acre	30-50/acre
Low Intermediate	6-13/acre	25-40/acre
Intermediate	5-10/acre	20-30/acre
Advanced Intermediate	3-5/acre	10-20/acre
Expert	1-4/acre	5-15/acre

Source: Sno. engineering, Inc.

In Table III-6, the "acceptable slope density" figure represents the number of skiers who are actually on the ski trails. The "ski area design density" figure accounts for the total carrying capacity of the trails, including skiers on the slopes, riding the lifts, waiting in lift lines, and using milling areas and support facilities. At a well-balanced ski facility, approximately one-third of the active skiers will be on the slopes while the remaining two-thirds of the active skiers will be either riding the lifts or waiting in the lift lines. Active skiers make up 70 to 85 percent of the total number of skiers visiting a resort. As a result, the "acceptable slope density" must be multiplied by a factor of 3 to 4 to

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derive the overall "ski area design density." A ski area's terrain capacity is derived by finding the product of the average "ski area design density" and the skiable area.

One of the critical steps in estimating total capacity, and a method for making certain the density figures are applicable, is to determine the actual density of skiers per acre of skiable terrain, on a lift-by-lift basis. Using the trail and capacity figures developed in earlier tables, PCSA's density breakdown is depicted in Table III-7.

**Table III-7
EXISTING TERRAIN CAPACITY AND DENSITY ANALYSIS**

Lift Name	Area (acres)	CCC (skiers)	Terrain Capacity (skiers)	Actual Density (CCC/acre)	Acceptable Density (CCC/acre)	Difference (+/-)	Difference (actual/acceptable)
Prospector	110.5	1,940	2,044	18	19	-1	0.97
Thaynes	39.7	390	583	10	15	-5	0.68
Three Kings	17.1	430	482	25	28	-3	0.89
Pay Day	73.0	1,140	1,401	16	19	-3	0.83
Crescent	24.6	290	330	12	13	-1	0.90
First Time	12.9	430	428	33	33	0	0.99
King Con	103.4	1,790	1,788	17	17	0	0.98
Jupiter	83.3	350	833	4	10	-6	0.40
Ski Team	55.9	510	693	9	12	-3	0.72
Motherload	48.2	840	820	17	17	0	1.00
Pioneer	46.0	810	782	18	17	1	1.06
Town	15.8	270	256	17	16	1	1.05
Eagle	24.3	250	374	10	15	-5	0.65
Gondola (lower)	8.9	130	198	15	22	-7	0.68
Gondola (upper)	27.9	340	549	12	20	-8	0.61
Total:	691.5	9,910	11,561				

Source: PCSA Resort Management, Sno.engineering, Inc.

Table III-7 shows that PCSA's downhill terrain capacity (11,561 skiers) exceeds the CCC of the lifts (9,910 skiers). This fact indicates that PCSA's uphill lift capacity and downhill terrain capacity is relatively well-balanced, even on peak days when as many as 11,000 skiers visit PCSA. The small surplus of downhill terrain capacity is one sign that PCSA has uncongested trails. On a lift-by-lift basis, Table III-7 illustrates that Prospector, Crescent, First Time, King Con, Motherlode, Pioneer, and Town have uphill lift and downhill terrain capacities that are in equilibrium. The uphill capacity of all the other lifts could be increased to effect a more balanced lift/trail system. PCSA's upgrading plan should focus on balancing the lifts and downhill capacities so that capital decisions produce a well-balanced and well-utilized product.

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4. Skiers Access and Egress Analysis

Morning Access Capacity

The existing lift configuration at PCSA features seven out-of-base access lifts (Three Kings, Pay Day, First Time, Ski Team, Town, Eagle, and the Gondola) which provide access from the PCSA base area to the remote lifts, as well as to round-trip skiing opportunities on the lower slopes of the ski area. These lifts have a total out-of-base capacity of 6,264 skiers per hour. (The combined hourly capacity of these lifts is adjusted to reflect a 95 percent peak period loading efficiency rate.) To appraise the suitability of the access lifts for carrying skiers to the up-mountain lifts within an acceptable time frame, a computer modeling technique has been used to simulate the staging functions of each access lift. This model computes the percentage of the uphill capacity of the access lift that is dedicated to access versus the percentage of the lift capacity required for round-trip skiing during the access period. Knowing the total skier staging requirement for each access lift and the amount of uphill access capacity available, the access time for each lift can be calculated and compared to an industry standard. Table III-8 summarizes the access times for PCSA's out-of-base lifts.

Table III-8
EXISTING MORNING ACCESS CAPACITY

Access Lift	Hourly Capacity* (skiers/hr.)	Percent Access (%)	Percent Round-Trip (%)	Access Capacity (skiers/hr.)	Total Access Requirement (skiers)	Access Time (minutes)
Three Kings	810	50	50	405	430	64
Pay Day	1,710	79	21	1,357	2,759	122
First Time	810	50	50	405	430	64
Ski Team	1,140	87	13	992	1,970	119
Town	1,710	86	14	1,466	945	39
Eagle	1,140	93	7	1,065	1,910	108
Gondola	600	96	4	573	1,466	153
Total:	7,920			6,264	9,910	

Source: Sno. engineering, Inc.

* Reduced for loading efficiency.

According to an accepted industry standard, a destination ski resort's dedicated access lifts should have sufficient hourly capacities to supply the resort's remote lift systems with their daily CCC requirements in a period of 90 to 120 minutes. Table III-8 shows that the access times for the Ski Team and Eagle chairlifts are near the 120 minute limit. The access time at Pay Day exceeds 120 minutes and at the Gondola's access time is significantly higher (estimated at 153 minutes). This access deficiency is apparent on weekends and during holiday periods when morning lift lines are long at these locations.



The access times in the right hand column of Table III-8 should not be confused with the length of the lift line at the various access lifts. The access time represents the amount of time the particular out-of-base lift is used primarily for access during the morning hours to supply the remote lifts with their daily capacity. The actual length of the lift line is dependent on the rate at which skiers are arriving at the lift in comparison with the uphill hourly capacity of the access lift. When the arrival rate of skiers is higher than the uphill lift capacity, lift lines will grow. Typically, when the access time extends longer than 90 minutes, the combined number of skiers arriving at the lift for their first ride (access skiers), and skiers who are also arriving at the lift's lower terminal from runs on terrain served by that lift (round-trip skiers) will exceed the uphill lift capacity, causing lift lines to grow.

Egress Capacity

At the end of the ski day, PCSA's entire CCC must return to the resort's base facilities or to the base of the Town chairlift. The mandate of the egress capacity analysis is to ensure that there is a sufficient number of ski trails to accommodate the additional traffic returning from the remote ski lifts during the last 60 minutes of the ski day without causing unacceptable congestion on the return trails.

Currently, the majority of the skiers return to the base area or town via one of the following routes (or combination of routes): Pay Day Egress (Drift, Pay Day, Nistar), Sidewinder Egress (Silver Hollow, Sidewinder, Gotcha Cutoff, Treasure Hollow), Three Kings Egress (First Time, Pick N' Shovel/Clementine), Town Egress (Creole Entrance), and Upper Mountain Egress (Upper Claim Jumper, Webster, Bonanza Road, Silver Queen Road, Broadway/Thaynes).

The egress capacity analysis investigates the skier capacity of each egress trail based on acceptable skier flows at observed "bottleneck" areas. Table III-9 sets forth the resultant skier densities (number of skiers per acre) on each egress trail during the 60-minute egress period. The egress densities calculated for PCSA's return trails are then compared with acceptable density figures, which are based upon egress criteria collected at other ski areas within the Rocky Mountain region.

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**Table III-9
EXISTING EGRESS TRAIL CAPACITY STUDY**

Egress Route	Min. Width (ft.)	Skier Speed (fpm)	Ability Level	Egress Req. (skiers)	1 Hour Egress* (skiers)	Egress Density (skier/acre)	Acceptable Density (skier/acre)	Diff. +/-	Diff. (%)
Pay Day Egress									
Drift	40	1,200	Low Int.	2,467	1,604	24	20	4	121
Pay Day	100	1,500	Inter.	1,044	679	3	15	(12)	22
Nastar	80	1,500	Inter.	695	451	3	15	(12)	18
Sidewinder Egress									
Silver Hollow	100	1,000	Beginner	6,125	3,981	29	25	4	116
Sidewinder	120	1,200	Low Int.	5,144	3,343	17	20	(3)	84
Gotcha Cutoff	75	1,800	Inter.	981	638	3	15	(12)	23
Treasure Hollow	60	1,500	Low Int.	2,365	1,537	12	20	(8)	62
Three Kings Egress									
First Time	80	1,200	Novice	559	363	3	20	(17)	14
Pick N' Shovel/Clem	150	1,200	Low Int.	551	358	1	20	(19)	7
Town Egress									
Creole Entrance	80	1,500	Inter.	1,072	697	4	15	(11)	28
Upper Mtn. Egress									
Upper Claim Jumper	95	1,200	Low Int.	5,848	3,801	24	20	4	121
Webster	25	1,200	Low Int.	1,610	1,046	25	20	5	127
Bonanza Road	50	1,200	Low Int.	3,314	2,154	26	20	6	130
Silver Queen Road	30	1,500	Adv. Int.	925	601	10	10	(0)	97
Broadway/Thaynes	30	1,500	Low Int.	433	281	5	20	(15)	23

Source: Sno.engineering, Inc.

* Assumes that 65 percent of skiers exit the ski area from 3:30 PM to 4:30 PM.

Table III-9 indicates that the trail densities on Drift, Silver Hollow, Upper Claim Jumper, Webster, and Bonanza Road are subjected to congested conditions at the end of the ski day while other egress routes are underutilized. Section IV contains alternatives for improving PCSA's egress trail capacity.

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B. Visitor Services

1. Visitor Service Buildings

The buildings and facilities that accommodate visitor services must be sized and located such that they complement the mountain capacity. PCSA's existing visitor services are provided primarily in the Park City Resort Center and at three on-mountain locations: the Snow Hut at the base of the Prospector Chairlift, the Mid-Mountain Lodge off the Webster Trail, and the Summit House at the top of the Gondola (see Figure III-1 for building locations). The following discussion outlines the general layout of PCSA's visitor service buildings.

Park City Resort Center

Most of PCSA's visitor services are located in the buildings which comprise the Park City Resort Center. The main day lodge, located at the base of the Gondola, houses the Steeps Restaurant, as well as rest rooms, ski equipment rental and repair shops, and a retail shop. There are 504 indoor food service seats at Steeps and 140 outdoor seats. The day lodge building is well-located relative to the ski trails served by the Pay Day, Three Kings, First Time, Eagle, and Gondola lifts.

Other visitor service buildings in the Resort Center include the Gondola building, the Ticket building, Kinderschule, ski school, and several retail/rental/repair shops. Located adjacent to the base lodge, the Gondola building contains ski patrol/first aid space, as well as public and PCSA employee lockers. The primary ticket windows are located in the Ticket building across the plaza from the main day lodge. Additional ticket windows are located at a kiosk at the base of the Three Kings and Eagle chairlifts.

The new employee building is located to the east of the Resort Center and houses administration offices, rest rooms, and employee locker/lounge space.

On-Mountain Buildings

The Summit House, Snow Hut, and Mid-Mountain Restaurants provide food service facilities at strategic locations on the upper mountain. The Summit Restaurant is directly accessible from Pioneer, Thaynes, Motherlode, Prospector, and Upper Gondola lifts, and offers 392 indoor food service seats and 72 outdoor seats. The 168 indoor seats and 246 outdoor seats at the Snow Hut are conveniently located for access to and from King Con, Prospector, and Motherlode chairlifts. The Mid-Mountain Restaurant is centrally located on the upper mountain and offers 506 indoor seats and 508 outdoor seats.

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2. Size and Placement of Visitor Service Functions

Table III-10 shows the size and placement of all existing visitor services at PCSA.

**Table III-10
EXISTING SPACE USE BY BUILDING/LOCATION**

Service Function	Resort Center (sq. ft.)	Summit (sq. ft.)	Snow Hut (sq. ft.)	Mid-Mountain (sq. ft.)	Total Space (sq. ft.)
Restaurant Seating*	9,050	6,000	3,000	7,280	25,330
Kitchen/Scramble	1,947	1,000	250	1,342	4,539
Bar/Lounge	6,171	0	0	0	6,171
Rest Rooms	1,898	1,200	320	1,594	5,012
Ski School	0	0	0	0	0
Ski Wee/Day Care	5,980	0	0	0	5,980
Rentals/Repair/Retail Sales	9,254	0	0	0	9,254
Ticket Sales	3,478	0	0	0	3,478
Public Lockers	2,407	0	0	0	2,407
Ski Patrol	3,971	0	0	0	3,971
Administration	16,382	0	0	0	16,382
Employee Lockers/Lounge	19,761	0	0	0	19,761
Total:	80,299	8,200	3,570	10,216	102,285

Source: PCSA Resort Management

* Restaurant seating space does not include outdoor deck space

It should be noted that space use square footage information, available to PCSA management, was limited and included some known inconsistencies. Therefore, the information set forth in Table III-10 is not complete, and may include some inaccuracies. Field verification of PCSA's square footage information was beyond the scope of this report.

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Based upon a CCC of 9,910 skiers, Table III-11 illustrates the industry standards for space use for a resort of similar size and market orientation as PCSA. Space requirements outlined in Table III-11 are supplied for comparison and planning purposes only, and should not be considered absolute requirements for PCSA. However, given PCSA's mountain capacity of 9,910 skiers, space for the following services appears to be underappointed: restaurant seating, kitchen/scramble, ski school, public lockers, and ski patrol.

Table III-11
EXISTING TOTAL SPACE USE REQUIREMENTS

Service Function	Resort Center (sq. ft.)	Summit (sq. ft.)	Snow Hut (sq. ft.)	Mid-Mountain (sq. ft.)	Total Space (sq. ft.)
Restaurant Seating	11,976	5,130	3,771	2,798	23,674
Kitchen/Scramble	4,790	2,736	2,011	2,238	11,775
Bar/Lounge	1,996	1,425	1,048	746	5,214
Rest Rooms	2,156	1,539	1,131	1,007	5,833
Ski School	5,252	0	0	0	5,252
Ski Wee/Day Care	5,351	0	0	0	5,351
Rentals/Repair	4,261	0	0	0	4,261
Retail Sales	6,042	365	268	239	6,913
Ticket Sales	1,487	0	0	0	1,487
Public Lockers	4,460	0	0	0	4,460
Ski Patrol	5,946	0	0	0	5,946
Administration	6,640	0	0	0	6,640
Employee Lockers/Lounge	2,478	0	0	0	2,478
Mechanical/Storage	4,152	784	576	492	6,003
Circulation/Waste	2,794	560	411	351	4,117
Total:	69,781	12,539	9,216	7,871	99,407

Source: Sno.engineering, Inc.

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3. Food Service Seating

Food service seating at PCSA can be found at the Resort Center and at on-mountain restaurants. There is a total of 1,570 indoor, cafeteria-style seats available to skiers, including 504 seats at the Steeps Restaurant, 506 seats at the Mid-Mountain Restaurant, 168 seats at Snow Hut, and 392 seats at the Summit House Restaurant. In addition to the indoor seats, there are 966 outdoor seats available at the four restaurant locations (140 seats at Steeps, 508 seats at Mid-Mountain, 246 seats at Snow Hut, 72 seats at Summit House).

A key factor in evaluating food service seating capacity is the seat turnover rate. A turnover rate of 3 to 5 is the standard range utilized in determining restaurant seating capacity. Sit-down dining at ski areas typically results in a turnover rate of 3, while cafeteria-style dining is characterized by a higher turnover rate. Furthermore, weather has an influence on turnover rates, as skiers will typically spend more time indoors on stormy days than on sunny days.

Table III-12 summarizes the seating requirements at PCSA, based on a logical distribution of the CCC to each service building/location.

**Table III-12
EXISTING FOOD SERVICE SEATING REQUIREMENTS**

	Resort Center	Summit	Snow Hut	Mid-Mountain	Total
Total Skier Capacity	3,100	2,850	2,095	1,865	9,910
Average Seat Turnover	4.0	4.5	4.5	4.5	
Total Seats Required	775	633	414	466	2,288
Total Seats Available	504	392	168	506	1,570
Difference	-271	-241	-246	40	-718

Source: Sno. engineering, Inc.

Due to PCSA's predominance of cafeteria-style food service, an average turnover rate of 4.5 was used to calculate the seating capacity of the on-mountain facilities. An average turnover rate of 4 was used for the Resort Center to reflect the influence of the lower ability skiers who tend to take more time for lunch. Table III-12 shows a combined deficit of 718 seats (and estimated 3,096 skiers). The seating shortage is mitigated by the fact that outdoor seating is available at all food service locations, and additional restaurant opportunities exist in the Resort Center (a combined 516 seats at Baja, Moose's, Eating Establishment, Ziggy's, Bistro, and Yen Jing). However, as the ski area is upgraded, additional indoor food service seating should be provided.

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4. **Parking/Shuttle Services and Access**

A complete Parking and Capacity Analysis has been prepared for PCSA and is included in Appendix A of this document. The following is a summary of the Parking and Capacity Analysis for existing conditions.

Parking

There are approximately 1,700 parking spaces available to skiers and resort employees. About 200 of these spaces are used by resort employees, leaving 1,500 spaces for ski area guests. Parking surveys have indicated that the average car occupancy of cars arriving at PCSA is 3.7 people per car. As a result, the existing parking spaces can support a maximum of 5,550 skiers per day.

Lodging at Base Area

There are a total of 4,274 ski to/ski from beds available at PCSA's base area. Assuming a 95 percent peak occupancy, and that 20 percent of the accommodations guests are non-skiers, the existing bed base yields 3,249 ski to/ski from beds used by skiers at PCSA. Accordingly, the ski to/ski from accommodations in the base area can support a maximum of 3,249 skiers per day.

Town Lift

Based upon "design day" skier counts during the 1995-96 ski season, an average of approximately 1,100 skiers access PCSA via the Town lift.

Park City Transit

A number of PCSA surveys have been conducted which indicate that, on average, 13 percent of the skiers at PCSA arrived at the resort by riding some form of Park City transit. Using the aggregate of the figures given above, on a peak day, approximately 1,480 skiers access PCSA via Park City transit.

The combination of on-site parking, ski to/ski from accommodations, Town lift access, and Park City transit access can support a maximum of approximately 11,380 skiers per day. This illustrates that the current parking/access capacity at PCSA is sufficient to meet the demands of peak-day skier visitation patterns.

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C. Conclusions

Based on Sno engineering's initial investigation of the PCSA's existing conditions, the PCSA Mountain Upgrade Plan should contain recommendations which:

- Improve out-of-base access;
- Enhance egress routes off the mountain to improve skier egress traffic;
- Develop beginner, novice, intermediate, and advanced intermediate terrain (based on the physical capabilities of the land) to improve PCSA's distribution of terrain by ability levels;
- Modernize lifts and balance them with the available downhill terrain; and
- Position additional on-mountain seating to accommodate existing and upgraded capacities.

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IV. MOUNTAIN UPGRADING PLAN

The improvements recommended for the upgrading of PCSA reflect the findings of Sno engineering's analysis of the existing facilities. They also reflect the expectation for continued growth in demand and recognize skier preferences (confirmed by RRC's market research). The purpose of the upgrading plan is to produce a road map for ski area development that ensures the greatest practical and profitable use of the existing lands while remaining sensitive to the environment.

The upgrading plan is a dynamic document that will be implemented in accordance with market demand. The goal of the upgrading plan is to produce a high quality experience throughout the recreational complex. Accordingly, the upgrading plan is tailored to improve PCSA's ability to respond to market/skier demands through development of a more well-rounded resort experience. This plan should not only improve the ski area's current market niche, but also help to attract new visitors on a year-round basis.

A. Skiing Facilities

During the course of the planning process, a number of alternatives were evaluated for the upgrading and expansion of PCSA. In formulating the upgrade plan, the following design criteria were considered:

- **Consistent Fall-Line** - New ski trails were designed to follow the natural fall-line, thus providing for the most natural flow of skier traffic and optimum skiing routes to serve specific skier ability levels, from top to bottom, on a consistent basis.
- **Trail Classification Distribution** - The new and upgraded ski trails were designed to provide a distribution of trail classifications that will more closely match the ability level profile of the PCSA skier market.
- **Optimum Skier Density (skiers-per-acre) on Trails** - The installation of new lifts has been suggested in order to balance the uphill capacity of each lift with the downhill capacity of the terrain which it serves.
- **Reasonable Waiting Lines for Lifts** - Low trail densities have been balanced with hourly uphill capacities on lifts. A maximum of ten minute waits have been specified for peak hour operations.
- **Lift Alignments** - Lift terminals have been located at practical sites, based upon evaluation of terrain, circulation, and ease of integration with existing ski facilities.

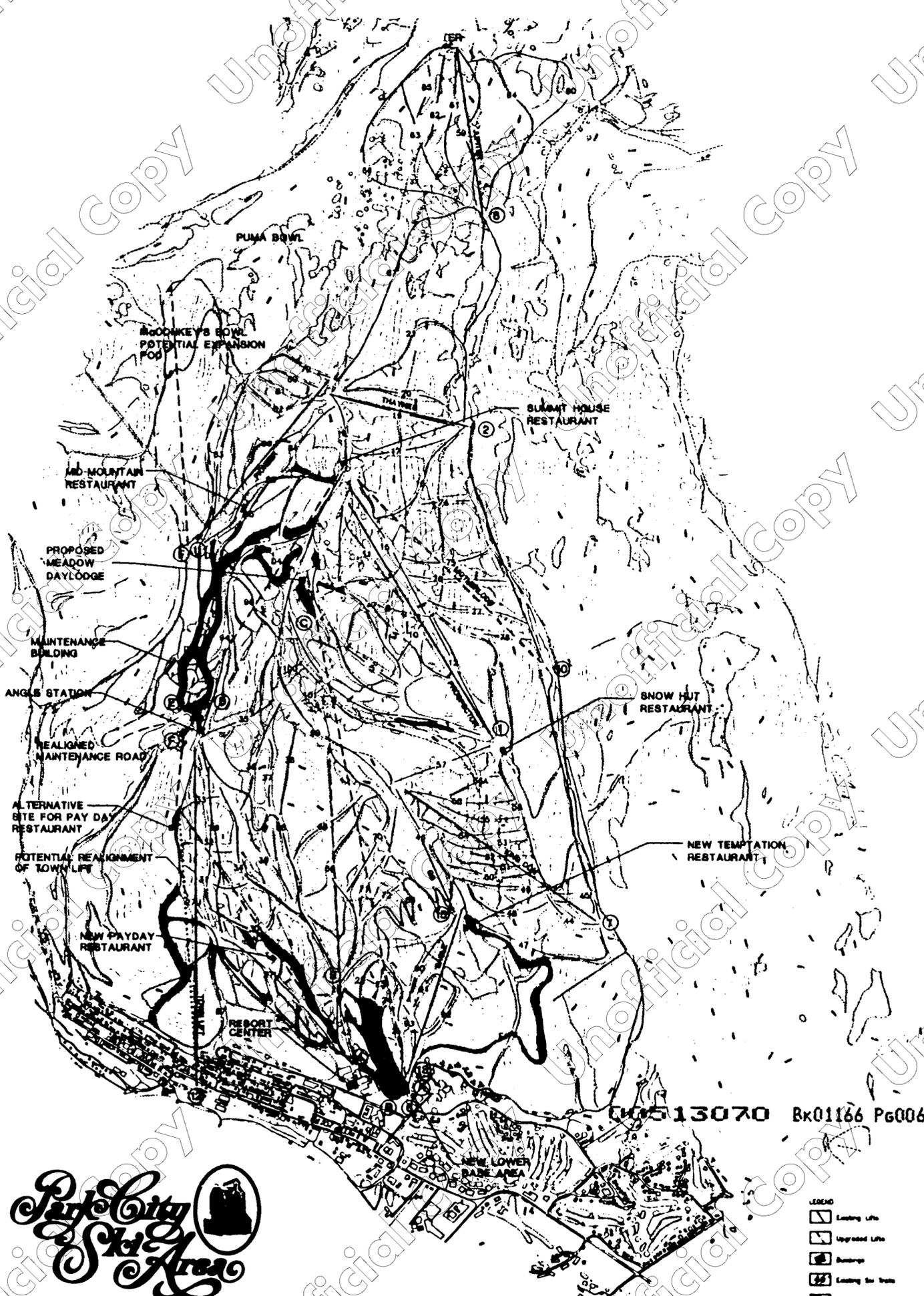
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- **Support Facility Requirements** - The mountain development has been organized to incorporate the interface of vehicular, pedestrian, and skier circulation, as well as skier support services and ski area maintenance.

Figure IV-1 is a graphic representation of analyses conducted using detailed topographic mapping and on-site field work. Prior to implementation of any component of the upgrading plan, it will be necessary to establish more detailed planning prior to final field adjustments.

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MOUNTAIN UPGRADE PLAN

PREPARED FOR:
 PARK CITY SKI AREA
 PO BOX 38
 PARK CITY, UT 84063
 801-840-8111

PREPARED BY:

 [unreadable text]

- LEGEND
- Existing Lifts
 - Upgraded Lifts
 - Buildings
 - Existing Ski Trails
 - Upgraded Ski Trails

Figure IV-1
Ski Area Upgrading

DATE: AUGUST 1988
 CONTROLS: INTERNAL USE

1. Ski Lifts

The lift upgrading program involves the replacement and/or reconfiguration of several of PCSA's existing lifts. In addition, the existing Three Kings and Gondola lifts (and optionally Crescent chair) would be removed, and seven new lifts would be installed as shown in Figure IV-1 and summarized below in Table IV-1.

**Table IV-1
LIFT SPECIFICATIONS - UPGRADING**

Map Ref.	Lift Name	Lift Type	Top Elev. (ft.)	Bot. Elev. (ft.)	Vert. Rise (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Grade (%)	Hourly Capacity (skiers/hr.)	Rope Speed (fpm)
1	New Prospector	Det. Six	9,250	7,980	1,270	5,130	5,285	25	3,000	1,000
2	New Thaynes	Triple	9,385	8,505	880	2,630	2,773	33	1,800	500
3	Three Kings	(removed)								
4	New Pay Day	Det. Six	8,250	6,980	1,270	5,790	5,928	22	3,000	1,000
5	Crescent	(removed)								
6	New First Time	Triple	7,170	6,900	270	1,900	1,919	14	1,200	350
7	King Con	Det. Quad	8,480	7,280	1,200	4,320	4,484	28	2,800	1,000
8	Jupiter	Double	9,960	8,935	1,025	3,200	3,360	32	1,200	500
9	Ski Team	Double	8,630	7,090	1,540	4,850	5,089	32	1,200	500
10	New Motherload	Det. Quad	9,230	7,975	1,255	5,110	5,262	25	2,200	1,000
11	Pioneer	Triple	9,400	8,400	1,000	4,070	4,191	25	1,800	500
12	Town	Triple	8,175	6,985	1,190	6,430	6,539	19	1,800	500
13	Eagle	Triple	8,050	6,915	1,135	3,300	3,490	34	1,200	500
14	Gondola	(removed)								
15	G.S. Lift	Triple	8,320	8,050	270	1,540	1,563	18	600	500
A	New Chondola	8-Passenger	8,940	6,890	2,050	10,100	10,306	20	2,800	1,000
B	New Beginner	Baby Double	6,962	6,900	62	850	852	7	500	300
C	New Beginner	Baby Double	8,920	8,870	50	600	602	8	500	300
D	New Bonanza I	Det. Quad	9,245	8,130	1,115	5,450	5,563	20	2,000	1,000
E	New Bonanza II	Double	8,450	8,130	320	2,100	2,124	15	600	350
F	Pay Day Link	Double	8,250	8,130	120	1,600	1,604	8	1,200	450
G	McConkey's	Det. Quad	9,575	8,410	1,165	4,850	4,988	24	1,800	1,000

Source: PCSA Resort Management, Sno engineering, Inc.

The lift upgrading program at the base of the mountain has been developed to improve out-of-base access. The plan reflects the development of two formalized entry portals to the mountain, thus improving access and distribution to the mountain. The upper entry portal (next to Steps) will be serviced by a relocated Pay Day Chairlift -- a detachable, six-passenger lift. From the top of the New Pay Day Chairlift, skiers will be able to access the summit of the mountain via the New Bonanza-I Chairlift (a detachable

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quad chairlift depicted as Lift E in Figure IV-1). This configuration of detachable chairs will reduce the ride time to the Summit House to about 12 to 15 minutes. The upgrading of Pay Day to a detachable lift will improve the utilization of the Pay Day terrain (the reduced ride time will enhance round-trip skiing).

An expanded entry portal will be located below the Eagle and First Time chairlifts. This site will feature a chondola lift (by definition, a detachable lift with both gondola cabins and quad chairs). PCSA's New Chondola will terminate at the meadow above Assessment Trail (an area commonly known as the meadow). Sno engineering recommends the installation of a chondola lift to allow for the proposed construction of a beginner ski lift and the Meadow Restaurant (see Figure IV-1). Both beginner skiers and night/summer pedestrian traffic will require gondola cabins for downloading. In addition, the chondola lift will also provide downloading for novice skiers in ski school classes and act as an additional egress route off the mountain.

To help accommodate beginner skiers in the base area, Sno engineering recommends the installation of a beginner, baby double chairlift (designed for first-time beginner skiers). This lift would access terrain specifically dedicated for first-time beginners -- providing a category of lift-served terrain that presently is not available at PCSA. The slopes served by the base area beginners' lift will require fencing to ensure that first-time beginner skiers are not intimidated by skiers of higher ability levels.

To create a logical progression from the beginner lift, Sno engineering is recommending that the First Time Chairlift be relocated with significant reshaping of the slopes served by the lift to ensure the final slope gradients are suitable for a novice skier.

As a complement to these significant base area lift improvements, Sno engineering recommends the upgrading of several up-mountain lifts (i.e. Motherlode from a triple to a detachable quad, Prospector from a detachable quad to a detachable six-passenger lift, and Thaynes from a double to a triple). The increased uphill hourly capacity on these lifts will provide a better equilibrium between uphill lift capacity and downhill terrain capacity.

Several new lifts are recommended, including a detachable quad to service McConkey's Bowl, an advanced beginner lift near the upper maintenance area for ski school instruction (New Bonanza-II Chairlift), and a return egress lift (from the bottom of the New Bonanza chairlifts to the top of Pay Day Chairlift) to provide an alternative return route off of the mountain.

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2. Ski Terrain

Improvements to the existing ski terrain, coupled with the addition of new trails, will increase the formal trail network from 691 acres to 792 acres -- an increase of 101 acres. This represents a 15 percent increase in the size of PCSA's formal trail network. Table IV-2 summarizes the terrain specifications for the upgraded trail network. Bold and italicized trails are either new or upgraded trails.

Table IV-2
SKI TERRAIN SPECIFICATIONS - UPGRADING

Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
1	Upper Claim Jumper	488	3,416	3,459	145	11.51	14	25	Novice
1A	<i>New Trail</i>	90	630	636	100	1.46	14	25	Novice
2	Claim Jumper	598	3,039	3,103	195	13.89	20	31	Low Int.
3	<i>Lower Claim Jumper</i>	202	1,496	1,518	200	6.97	14	25	Low Int.
4	Assessment	733	3,443	3,539	150	12.19	21	36	Inter.
5	Powder Keg	435	1,259	1,335	175	5.36	35	35	Inter.
6	Hidden Splendor	920	3,704	3,740	150	12.88	25	45	Inter.
6A	<i>New Trail</i>	80	500	506	50	0.58	16	25	Inter.
7	Mel's Alley	450	2,150	2,197	75	3.78	21	26	Low Int.
8	Newport	445	989	1,088	150	3.75	45	57	Expert
9	Lost Prospector	360	850	923	100	2.12	42	62	Expert
10	Dynamite	332	892	956	150	3.29	37	52	Adv. Int.
11	Upper Lost Prospector	300	1,500	1,530	150	5.27	20	29	Low Int.
12	Prospector	783	2,638	2,768	200	12.71	30	51	Adv. Int.
13	Lower Parley's	365	1,450	1,495	200	6.87	25	44	Inter.
14	Parley's Park	310	794	880	200	4.04	39	43	Inter.
15	Upper Prospector	469	2,936	2,981	100	6.84	16	28	Low Int.
16	Single Jack	595	2,400	2,473	75	4.26	25	29	Low Int.
16A	<i>Single Jack Glades</i>	400	1,000	1,077	300	7.42	40	51	Adv. Int.
17	Double Jack	675	1,743	1,879	200	8.63	39	56	Expert
18	Summit Road	145	1,386	1,405	50	1.61	10	10	Low Int.
19	Thaynes	817	2,177	2,345	200	10.77	38	68	Expert
20	Hoist	739	2,133	2,290	100	5.26	35	70	Expert
21	Keystone	827	4,417	4,538	75	7.81	19	45	Inter.
22	King's Crown	174	783	803	75	1.38	22	28	Inter.
23	<i>Three Kings</i>	146	592	611	100	1.40	25	36	Inter.
24	<i>Quick Silver</i>	138	535	553	100	1.27	26	29	Inter.
25	Pick 'n Shovel	461	2,495	2,544	150	8.76	18	25	Inter.
26	Silver Hollow	393	2,711	2,755	100	6.32	14	25	Novice

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
27U	Upper Pay Day	215	720	751	150	2.59	30	40	Inter.
27L	Lower Pay Day	470	1,910	1,967	150	6.77	25	33	Low Int.
28	Nastar	1,218	7,100	7,204	120	19.84	17	25	Novice
28A	Lower Nastar	219	795	825	110	2.08	28	34	Low Int.
29	Drift	361	3,265	3,302	40	3.03	11	34	Low Int.
30	Lower Blanche	354	1,735	1,773	150	6.10	20	25	Low Int.
30A	Lwr. Blanche Cutoff	60	340	345	80	0.63	18	26	Low Int.
30B	New Lower Blanche	511	2,165	2,224	150	7.66	24	39	Inter.
31	Nail Driver	565	1,346	1,469	175	5.90	42	69	Expert
32	Widowmaker	438	979	1,077	300	7.42	45	62	Expert
33	Dividend	271	769	817	175	3.28	35	43	Inter.
34	Treasure Hollow	703	2,973	3,073	200	14.11	24	44	Inter.
35	Silver Queen	567	1,530	1,643	125	4.72	37	58	Expert
35A	Silver Queen Road	116	1,076	1,085	125	3.11	11	19	Expert
36	Crescent	841	2,201	2,373	150	8.17	38	58	Expert
37	Silver Skis	671	1,414	1,573	125	4.51	47	66	Expert
38	Shaft	886	1,682	1,906	50	2.19	53	62	Expert
39	Water Fall	490	1,910	1,972	100	4.53	26	62	Expert
40	New First Time	273	1,934	1,966	350	15.79	14	18	Novice
41	New Beginner	66	962	966	130	2.88	7	12	Beginner
42	Silver Hollow	186	1,857	1,874	70	3.01	10	12	Beginner
43	Road to Hollow	70	1,600	1,602	30	1.10	6	10	Beginner
44	Hot Spot	265	1,213	1,249	150	4.30	22	38	Inter.
45	Combustion	302	1,132	1,192	150	4.10	27	57	Expert
46	Gotcha Ridge	357	1,951	1,984	150	6.83	18	23	Novice
47	Temptation	735	3,650	3,723	120	10.26	20	35	Low Int.
48	Seldom Seen	623	1,955	2,062	175	8.28	32	55	Adv. Int.
49	Climax	559	1,683	1,780	150	6.13	33	49	Adv. Int.
50	Monitor	523	1,525	1,619	125	4.65	34	53	Adv. Int.
51	Eureka	483	1,328	1,416	125	4.06	36	51	Adv. Int.
52	Liberty	504	1,309	1,407	175	5.65	39	54	Adv. Int.
53	Shamus	508	1,418	1,511	175	6.07	36	50	Adv. Int.
54	Sitka	641	2,027	2,143	175	8.61	32	58	Expert
55	Courchevel	568	1,603	1,708	150	5.88	35	52	Adv. Int.
56	High Card	672	2,032	2,150	150	7.40	33	55	Expert
56A	Chance	356	942	1,011	150	3.48	38	50	Adv. Int.
57	King Con	584	1,890	1,981	150	6.82	31	40	Inter.
58	Broadway	435	3,820	3,845	100	8.83	11	18	Low Int.
59	Shadow Ridge	990	3,110	3,264	100	7.49	32	56	Expert
60	Scotts Bowl	885	4,800	4,881	150	16.81	18	77	Expert
61	Fortune Teller	950	2,780	2,938	200	13.49	34	83	Expert

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
62	Silver Cliff	715	1,780	1,918	100	4.40	40	75	Expert
63	Indicator	780	2,100	2,240	100	5.14	37	95	Expert
64	Portuguese Gap	680	2,020	2,131	100	4.89	34	73	Expert
65	Six Bells	570	1,050	1,195	100	2.74	54	95	Expert
66	West Face	1,905	5,870	6,171	200	28.34	32	67	Expert
67	Jupiter Road	743	7,386	7,457	25	4.28	10	35	Low Int.
68	Silver King	904	1,966	2,184	200	10.03	46	76	Expert
69	Willy's Run	1,245	3,829	4,060	150	13.98	33	62	Expert
70	Men's GS	1,610	3,550	3,898	150	13.42	45	65	Expert
71	Men's SL	550	965	1,250	150	4.30	57	62	Expert
72	Ladies SL	397	991	1,073	200	4.93	40	59	Expert
73	Thaynes Canyon	1,150	9,450	9,520	50	10.93	12	19	Low Int.
74	Lower Single Jack	450	880	988	200	4.54	51	71	Expert
74A	Single Jack Glades	750	1,600	1,767	200	8.11	47	54	Adv. Int.
75	Ford Country	716	1,627	1,791	200	8.22	44	64	Expert
76	Glory Hole	720	1,817	1,964	200	9.02	40	55	Adv. Int.
76A	Glory Hole Glades	650	1,700	1,820	200	8.36	38	54	Adv. Int.
77	Sunny Side	686	1,926	2,059	175	8.27	36	53	Adv. Int.
78	Carbide Cut	310	970	1,018	150	3.51	32	42	Inter.
79	Sampson	470	1,557	1,653	100	3.80	30	55	Adv. Int.
80	Comstock	439	1,181	1,277	100	2.93	37	55	Adv. Int.
81	Red Fox	406	1,137	1,213	125	3.48	36	50	Adv. Int.
82	Hawk Eye	379	1,212	1,281	125	3.68	31	47	Adv. Int.
83	Woodside	713	3,271	3,371	100	7.74	22	42	Adv. Int.
84	Blue Slip Bowl	554	1,614	1,734	200	7.96	34	71	Expert
85	Webster	496	3,515	3,568	150	12.29	14	29	Low Int.
86	Lucky Boy	345	1,900	1,931	75	3.32	18	50	Adv. Int.
87	Creole	576	2,092	2,190	150	7.54	28	49	Adv. Int.
88	Quit 'n Time	551	2,724	2,811	150	9.68	20	45	Inter.
88A	New Up. Quit 'n Time	409	1,492	1,548	160	5.69	27	36	Inter.
89	Gotcha Cutoff	754	5,086	5,169	30	3.56	15	37	Inter.
90	C.B.'s Run	801	1,918	2,091	150	7.20	42	62	Expert
91	Upper Clementine	340	950	1,009	150	3.47	36	63	Expert
92	Commitment	500	1,150	1,254	150	4.32	43	83	Expert
93	Clementine	160	659	681	200	3.13	24	37	Inter.
94	Bonanza	400	3,150	3,175	200	14.58	13	25	Novice
95	Bonanza Cutoff	156	1,653	1,669	30	1.15	9	21	Novice
96	Bonanza Road	156	1,362	1,378	50	1.58	11	24	Novice
97	Belmont	465	1,745	1,821	150	6.27	27	59	Expert
98	Side Winder	1,003	5,864	6,002	200	27.56	17	35	Low Int.
99	King Con Access	197	3,457	3,474	30	2.39	6	21	Novice

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Map Ref.	Trail Name	Vert. Drop (ft.)	Horiz. Length (ft.)	Slope Length (ft.)	Avg. Width (ft.)	Area (acres)	Avg. Grade (%)	Max. Grade (%)	Ability Level
100	Quarter Load	85	381	391	200	1.80	22	30	Low Int.
101	Half Load	141	427	450	200	2.06	33	38	Inter.
C1	New Beginner	45	624	629	130	1.88	7	10	Beginner
D1	New Bonanza	806	4,123	4,235	130	12.64	20	45	Inter.
D2	New Bonanza	358	2,448	2,485	120	6.85	15	34	Low Int.
D3	New Bonanza	46	367	371	75	0.64	12	18	Novice
D4	New Bonanza	201	1,108	1,129	100	2.59	18	25	Novice
D5	New Bonanza	53	519	525	30	0.36	10	21	Novice
D6	New Bonanza	340	775	846	100	1.94	44	65	Expert
E1	New Spiro	1,242	8,070	8,212	75	14.14	15	25	Novice
Total:						792.6			

Source: PCSA Resort Management, Sno engineering, Inc.

The goal in developing the ski terrain upgrading program was to improve the distribution of ability levels to better match PCSA's skier market demand and to balance the downhill capacity of the trails with the capacity of the proposed lift network. The ski terrain upgrading has increased the amount of beginner terrain to the extent possible and has significantly increased the availability of novice terrain. To a lesser degree, the intermediate and advanced intermediate terrain has been enhanced. In addition to the improvements outlined above, the upgrading plan improves egress off the mountain and enhances the terrain available for ski school instruction.

Table IV-3 reflects the distribution of terrain by ability level after completion of the trail upgrading and expansion program.

**Table IV-3
SKI TERRAIN DISTRIBUTION BY ABILITY LEVEL - UPGRADING**

Ability Level	Skiable Area (acres)	Skier Capacity (skiers)	Skier Distribution (%)	Skier Market (%)
Beginner	8.9	355	2	5
Novice	99.2	2,976	21	12
Low Intermediate	144.0	3,601	25	18
Intermediate	141.6	2,831	20	35
Adv. Intermediate	133.9	2,008	14	20
Expert	265.1	2,651	18	10
Total:	792.6	14,422	100	100

Source: Sno engineering, Inc.

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3. Analysis of Comfortable Carrying Capacity

As a result of the upgrading program, the CCC would increase from 9,910 to 13,700 skiers per day, which represents a total of 3,890 additional skiers, or an increase of 38 percent. Table IV-4 details PCSA's CCC after upgrading.

**Table IV-4
COMFORTABLE CARRYING CAPACITY - UPGRADING**

Lift Name	Lift Type	Slope Length (ft.)	Vert. Rise (ft.)	Hourly Capacity (skiers/hr.)	Oper. Hours (hrs.)	Load Eff. (%)	Adjust. Hrly. Cap. (skiers/hr)	VTF/Hr (000)	Vertical Demand (ft./day)	CCC (skiers)
New Prospector	Det. Six	5,285	1,270	3,000	6.75	95	2,850	3,810	11,769	2,080
New Thaynes	Triple	2,773	880	1,800	6.50	95	1,710	1,584	16,706	590
New Pay Day	Det. Six	5,928	1,270	3,000	7.00	70	2,100	3,810	11,976	1,560
New First Time	Triple	1,919	270	1,200	7.00	90	1,080	324	3,588	570
King Con	Det. Quad	4,484	1,200	2,800	6.75	95	2,660	3,360	12,061	1,790
Jupiter	Double	3,360	1,025	1,200	6.00	95	1,140	1,230	20,271	350
Ski Team	Double	5,089	1,540	1,200	6.75	90	1,080	1,848	21,635	520
New Motherload	Det. Quad	5,262	1,255	2,200	6.50	95	2,090	2,761	16,476	1,030
Pioneer	Triple	4,191	1,000	1,800	6.50	90	1,620	1,800	13,045	810
Town	Triple	6,539	1,190	1,800	7.00	25	450	2,142	13,820	270
Eagle	Triple	3,490	1,135	1,200	7.00	50	600	1,362	18,789	250
G.S. Lift	Triple	1,563	270	600	6.50	0	-	162	-	-
New Chondola	8-Pass.	10,306	2,050	2,800	7.00	40	1,120	5,740	13,058	1,230
New Beginner	Baby Double	852	62	500	7.00	90	450	31	1,796	110
New Beginner	Baby Double	602	50	500	6.50	90	450	25	1,813	80
New Bonanza-I	Det. Quad	5,563	1,115	2,000	6.50	95	1,900	2,230	10,272	1,340
New Bonanza-II	Double	2,124	320	600	6.50	95	570	192	5,486	220
Pay Day Link	Double	1,604	120	1,200	6.50	95	1,140	144	0	-
McConkey's	Det. Quad	4,988	1,165	1,800	6.50	95	1,710	2,097	14,432	900
Total:		75,922		31,200			24,720	34,652		13,700

Source: PCSA Resort Management, Sno. engineering, Inc.

It is a common practice at ski areas, and one that has been generally accepted by the ski industry, to exceed the CCC on peak ski days by as much as 25 percent. Based upon historical skier-visit performance records, PCSA anticipates future peak skier days to reach 110 percent of the CCC. This policy is acceptable as long as it does not become common practice. It is not believed that the ski area can economically justify a concurrent increase in the size of the visitor service facilities to accommodate the higher skier capacity. It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day. PCSA's peak ski day capacity is estimated at 15,070 skiers.

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Terrain Capacity and Density Analysis

To create a high quality ski experience, PCSA should maintain skier-per-acre ratios that are at the low end of industry norms (see Table III-6 for the skier density per acre industry standards). Table IV-5 sets forth the skier density design criteria used for upgrading at PCSA. The "acceptable slope density" figures given in Table IV-5 represent the number of skiers actually populating the trails. The "ski area design density" figures take into account all of the skiers distributed throughout the entire ski area. As was mentioned in Section III, it has been estimated that approximately 25 to 33 percent of the total skier population (depending on weather and snow conditions) will be using the trail system itself at any given time, while the remaining 67 to 75 percent will be on the lifts, in the waiting lines, or in the day lodge buildings and milling areas. This means that if a particular lift and trail system has a design density of 15 skiers per acre, there are only between 4 and 5 skiers actually populating that acre at any given time.

Table IV-5
SKIER DENSITY¹ PER ACRE -- PCSA DESIGN CRITERIA

Skill Classification	Ski Area Design Density	Acceptable Slope Density
Beginner	40/acre	10-13/acre
Novice	30/acre	8-10/acre
Low Intermediate	25/acre	6-8/acre
Intermediate	20/acre	5-7/acre
Adv. Intermediate	15/acre	4-5/acre
Expert	10/acre	2-3/acre

Source: PCSA Resort Management, Sno.engineering, Inc.

Using the trail acreage, capacity, and design criteria listed in earlier tables, the terrain capacity and density breakdown for the upgraded ski area is depicted on a lift-by-lift basis in Table IV-6.

Table IV-6 shows that the downhill terrain capacity at PCSA after upgrading (15,265 skiers) exceeds the upgraded CCC of the lifts (13,700 skiers) by a small margin. This fact indicates that the overall uphill lift capacity is well-balanced with the downhill terrain capacity, even on peak days when more than 15,000 skiers could be expected to visit PCSA.

¹ The "ski area design density" figures listed in column two of this table represent the total population of skiers distributed among the ski trails, waiting in lift lines, riding the lifts, and using the support facilities. The "acceptable slope density" column only reflects the number of skiers actually on the ski slopes.

**Table IV-6
DENSITY ANALYSIS - UPGRADING**

Lift Name	Area (acres)	CCC (skiers)	Terrain Capacity (skiers)	Actual Density (CCC/acre)	Acceptable Density (CCC/acre)	Difference (+/-)	Difference (Actual/Acceptable)
New Prospector	103.0	2,080	2,060	20	20	0	1.00
New Thaynes	42.9	590	644	14	15	-1	0.96
New Pay Day	82.9	1,560	1,824	19	22	-3	0.86
New First Time	18.3	570	586	31	32	-1	0.96
King Con	103.6	1,790	1,865	17	18	-1	0.97
Jupiter	83.3	350	833	4	10	-6	0.40
Ski Team	47.5	520	570	11	12	-1	0.94
New Motherload	68.4	1,030	1,094	15	16	-1	0.92
Pioneer	39.2	810	588	21	15	6	1.38
Town	24.4	270	464	11	19	-8	0.59
Eagle	29.1	250	466	9	16	-7	0.57
G.S. Lift	0	0	0	0	0	0	1.00
New Chondola	83.4	1,230	1,668	15	20	-5	0.76
New Beginner	2.6	110	104	42	40	2	1.05
New Beginner	1.9	80	76	43	40	3	1.08
New Bonanza-I	52.4	1,340	1,310	26	25	1	1.03
New Bonanza-II	9.7	220	213	23	22	1	1.06
Pay Day Link	0.0	0	0	0	0	0	1.00
McConkey's	60.0	900	900	15	15	0	1.00
Total:	852.6	13,700	15,265				

Source: Snoengineering, Inc.

The results of the density analysis indicate that most of the lifts are within acceptable standards, with the exception of Jupiter, Pioneer, Town, Eagle, and the New Chondola.

The uphill lift capacity at Jupiter is underappointed relative to the downhill terrain capacity. In the upgrade, Jupiter's CCC was intentionally held at 350 skiers in an effort to preserve Jupiter's snow quality on powder days.

Pioneer's uphill capacity is also not in balance with its downhill acreage. Given that only minimal terrain is available, it will not be possible to bring Pioneer into balance unless the lift's hourly capacity is reduced.

The New Chondola, Town, and Eagle lifts could support additional terrain, but due to the physical configuration of the mountain, this is not possible.

Overall, the lift upgrading program is in equilibrium with the proposed ski trail enhancements.

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4. Skier Access and Egress Analysis

Morning Access Capacity

The upgraded lift network at PCSA features six access lifts (Pay Day, First Time, Town, Eagle, New Chondola, and New Beginner) with a total out-of-base capacity, adjusted for lift efficiency, of 8,510 skiers per hour. The upgraded out-of-base capacity represents a 36 percent increase over the existing capacity of 6,264 skiers per hour.

The computer modeling technique for morning access (as described in Section III.A.4) has shown that all out-of-base access lifts meet the 90 to 120 minute standard for access time. Table IV-7 summarizes the findings of the upgrade modeling exercise.

Table IV-7
MORNING ACCESS TIME - UPGRADING

Access Lift	Hourly Capacity* (skiers/hr.)	Percent Access (%)	Percent Round-Trip (%)	Access Capacity (skiers/hr.)	Total Access Requirement (skiers)	Access Time (minutes)
Pay Day	2,850	82	18	2,338	3,906	100
First Time	1,140	81	19	928	1,534	99
Town	1,710	95	5	1,621	2,606	96
Eagle	1,140	94	6	1,067	1,764	99
Chondola	2,660	85	15	2,271	3,781	100
Beginner	570	50	50	285	110	23
Total:	10,070			8,510	13,700	

Source: Sno.engineering, Inc.

* Reduced for loading efficiency.

Egress Capacity

In an effort to improve the skier egress capacity at the end of the ski day, Sno.engineering has designed a new ski trail (Trail E-1) which links the Temptation and Clementine trails. This egress route, in concert with an improved Gotcha Cutoff, will provide those skiers utilizing King Con and Prospector chairlifts with an alternative egress to Treasure Hollow, Sidewinder, or Drift. On the east side of the mountain, Pay Day Link Chairlift (new Lift F), in conjunction with a new novice/low intermediate trail adjacent to Nastar, will allow skiers of lower ability levels using New Bonanza-I and New Bonanza-II (new lifts D and E) an additional egress to Drift/Treasure Hollow or Sidewinder. In addition to the above trail improvements, the installation of the New

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Chondola will also provide additional downloading capabilities. Table IV-8 summarizes the densities associated with PCSA's egress trails after upgrading.

**Table IV-8
EGRESS TRAIL DENSITY ANALYSIS - UPGRADING**

Egress Route	Min. Width (ft.)	Skier Speed (fpm)	Ability Level	Egress Req. (skiers)	1 Hour Egress (skiers)	Egress Density (skier/ac.)	Accept. Density (skier/ac.)	Diff. +/-	Diff. (%)
Pav Day Egress									
Drift	40	1,200	Low Int.	1,935	1,257	19	20	(1)	95%
Pav Day	100	1,500	Int.	699	454	2	15	(13)	15%
Nastar	80	1,500	Int.	1,554	1,010	6	15	(9)	41%
Sidewinder Egress									
Silver Hollow	100	1,000	Beg.	4,797	3,118	23	25	(2)	91%
Sidewinder	120	1,200	Low Int.	3,986	2,591	13	20	(7)	65%
Gotcha Cutoff	75	1,800	Int.	811	527	3	15	(12)	19%
Treasure Hollow	60	1,500	Low Int.	2,051	1,333	11	20	(9)	54%
Three Kings Egress									
First Time	80	1,200	Nov.	1,451	943	7	20	(13)	36%
Pick N' Shovel/Clem	150	1,200	Low Int.	1,728	1,123	5	20	(15)	23%
Beginner Slope	130	1,000	Beg.	110	72	4	25	(21)	16%
New E-1	30	1,200	Novice	1,132	735	15	20	(5)	74%
Town Egress									
Creole Entrance	120	1,500	Int.	2,138	1,389	6	15	(9)	37%
Upper Mtn. Egress									
Upper Claim Jumper	95	1,200	Nov.	5,596	3,637	23	20	3	116%
Webster	25	1,200	Low Int.	800	520	13	20	(7)	63%
Bonanza Road	50	1,200	Nov.	2,040	1,326	16	20	(4)	80%
Silver Queen Road	30	1,500	Adv. Int.	800	520	8	10	(2)	84%
New D-4	50	1,200	Nov.	2,136	1,388	17	20	(3)	84%
Gotcha Ridge	80	1,500	Nov.	4,711	3,062	19	20	(1)	93%
Broadway/Thaynes	50	1,500	Low Int.	2,589	1,683	16	20	(4)	81%

Source: Sno. engineering, Inc.

Table IV-8 is predicated on the assumption that 65 percent of PCSA's skiers exit the ski area between 3:30 PM and 4:30 PM. Table IV-8 shows that the calculated skier densities on all of the egress trails are lower than the acceptable criteria. This is an indication that the proposed egress trails have sufficient capacity to exit the upgraded CCC without causing skier congestion on the return ski trails.

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B. Visitor Services

1. Visitor Service Buildings

The increase in mountain capacity resulting from upgrading of the lifts and trails must be complemented with a commensurate increase and improvement in visitor service building space in the base area and on the mountain. In general, a key objective for PCSA is to provide several food service facilities on the mountain, creating venues that are logically located to accommodate concentrations of lift capacity. The proposed concept of smaller, more intimate buildings is similar to the alpine eateries found at Snowmass, Aspen, and in the Alps.

The existing Steeps Restaurant and day lodge at the base of the existing Gondola should be upgraded and expanded to accommodate the new lift configuration in this area and the higher number of skiers who will be using these facilities, both for staging at the beginning of the day and for food service during the lunch period. Additional skier service facilities are recommended for the new lower base area portal at the lower terminal of the New Chondola. These facilities will service support functions for the alpine racing venue of the Olympic Winter Games, as well as the skier services associated with the new beginner/ski school area and the staging requirements of a major base area portal.

To complement the existing mountain restaurants that will remain in service and be expanded after upgrading, Sno engineering recommends two on-mountain locations for the small scale restaurants described above: (1) the top of PCSA's alpine slide, and (2) the top of the Eagle Chairlift. This recommendation will ensure an even distribution of the skiers on the mountain throughout the ski day, reducing the congestion presently experienced during the lunch period.

Along with the smaller, more focused restaurants, Sno engineering recommends the construction of a large facility (the proposed Meadow Restaurant) at the top of the New Chondola. In addition to the typical day lodge operations, this facility would feature dining opportunities during the late afternoon and evening hours.

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2. Size and Placement of Visitor Service Functions

Based on a CCC of 13,700 skiers, the size and placement of each visitor service facility has been derived by distributing the upgraded capacity for each lift/trail system to the appropriate building sites. Industry standard space use allocations have been applied to derive the total spatial requirement for each service building or location.

**Table IV-9a
DISTRIBUTION OF CCC BY FACILITY/LOCATION - UPGRADING
BASE AREA**

Lift Name	CCC	Upper Village		Lower Village	
		(%)	(CCC)	(%)	(CCC)
New Prospector	2,080		0		0
New Thavnes	590		0		0
New Pav Day	1,560	50	780		0
New First Time	570	25	142.5	75	427.5
King Con	1,790		0		0
Jupiter	350		0		0
Ski Team (shorten)	520	50	260	50	260
New Motherload	1,030		0		0
Pioneer	810		0		0
Town	270		0		0
Eagle	250		0	50	125
G.S. Lift	-		0		0
New Chondola	1,230	15	184.5	25	307.5
New Beginner	110		0	100	110
New Beginner	80		0		0
New Bonanza I	1,340		0		0
New Bonanza II	220		0		0
Pav Day Link	-		0		0
McConkey's	900		0		0
Total:	13,700		1,367		1,230

Source: Sno.engineering, Inc.

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Table IV-9b
DISTRIBUTION OF CCC BY FACILITY/LOCATION - UPGRADING
MOUNTAIN RESTAURANTS

Lift Name	Summit House		Mid-Mountain		Snow Hut		Meadow		Pay Day		Temptation	
	CCC	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	(%) (CCC)	
New Prospector	2,080	0	0	50	1,040	50	1,040	0	0	0	0	
New Thavnes	590	50	295	50	295	0	0	0	0	0	0	
New Pay Day	1,560	0	0	0	0	0	0	50	780	0	0	
New First Time	570	0	0	0	0	0	0	0	0	0	0	
King Con	1,790	0	0	50	895	0	0	0	50	895	0	
Jupiter	350	50	175	50	175	0	0	0	0	0	0	
Ski Team (shrtn)	520	0	0	0	0	0	0	0	0	0	0	
New Motherload	1,030	50	515	50	515	0	0	0	0	0	0	
Pioneer	810	25	202.5	50	405	0	25	202.5	0	0	0	
Town	270	0	0	50	135	0	50	135	0	0	0	
Eagle	250	0	0	0	0	0	0	0	50	125	0	
G.S. Lift	-	0	0	0	0	0	0	0	0	0	0	
New Chondola	1,230	0	0	0	0	60	738	0	0	0	0	
New Beginner	110	0	0	0	0	0	0	0	0	0	0	
New Beginner	80	0	0	0	0	100	80	0	0	0	0	
New Bonanza I	1,340	0	0	0	0	100	1340	0	0	0	0	
New Bonanza II	220	0	0	0	0	100	220	0	0	0	0	
Pay Day Link	-	0	0	0	0	0	0	0	0	0	0	
McConkey's	900	0	100	900	0	0	0	0	0	0	0	
Total:	13,700	1.188	2,425	1,935	3,756	780	1,020					

Source: Sno.engineering, Inc.

The total ski related space use requirements for the visitor service buildings are categorized by fifteen separate functions. These functions have been distributed to the appropriate facility location in order to accommodate the various user requirements and patterns throughout the day. Table IV-10 shows the total space use requirements after upgrading at PCSA.

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**Table IV-10
SPACE USE REQUIREMENT BY BUILDING/LOCATION - UPGRADING**

Service Function	Upper Village (sq. ft.)	Lower Village (sq. ft.)	Summit House (sq. ft.)	Mid-Mountain (sq. ft.)	Snow Hut (sq. ft.)	Meadow (sq. ft.)	Pay Day (sq. ft.)	Temptation (sq. ft.)	Total Space (sq. ft.)
Restaurant Seating	5,581	5,909	2,850	5,820	4,644	11,267	1,872	2,448	40,391
Kitchen/Scramble	2,400	2,541	1,226	2,503	1,997	4,845	805	1,053	17,368
Bar/Lounge	1,710	2,508	451	922	735	1,427	296	388	8,437
Rest Rooms	3,825	5,610	1,009	2,061	1,645	3,192	663	867	18,873
Ski School	2,466	3,699				685			6,850
Ski Wee/Day Care	2,988	4,382				2,274			9,645
Rentals/Repair	3,330	4,884							8,214
Retail Sales	4,144	5,478	197	403	321	623	129	169	11,465
Ticket Sales	360	528							888
Public Lockers	2,385	3,498							5,883
Ski Patrol	1,644	2,466				1,370			5,480
Administration	2,740	4,110							6,850
Employee Lockers/Lounge	1,096	1,644							2,740
Mechanical	495	726	131	267	213	413	86	112	2,442
Storage	1,215	1,782	321	655	522	1,014	211	275	5,995
Circulation/Waste	2,547	3,484	433	884	705	1,898	284	372	10,606
Total:	38,925	53,249	6,617	13,513	10,783	29,008	4,347	5,684	162,127

Source: Sno.engineering, Inc.

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3. Food Service Seating

Food service facilities have been distributed around the mountain to alleviate the space limitations encountered at the base areas and to better serve skiers by locating facilities closer to activity hubs. After upgrading, food service seating will be provided at the Upper and Lower villages, and all of the existing and new mountain restaurants.

Table IV-11 summarizes PCSA's restaurant seating requirements after upgrading, based on a logical distribution of the CCC to each service building/location. The basic planning parameter used in deriving the seating requirements for each food service facility is the average seat turnover rate. A turnover rate of 4 was used for the Upper and Lower village facilities to reflect their cafeteria-style food service and significant use by beginner skiers. Cafeteria-style food service is envisioned for all of the on-mountain restaurants. Hence, a turnover rate of 4.5 was utilized for these facilities.

Table IV-11
FOOD SERVICE SEATING REQUIREMENTS - UPGRADING

	Upper Village	Lower Village	Summit House	Mid-Mountain	Snow Hut	Meadow	Pay Day	Temptation	Total
Total Skier Capacity	1,367	1,230	1,188	2,425	1,935	3,756	780	1,020	13,700
Average Seat Turnover	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5	
Total Seats Required	342	308	264	539	430	835	173	227	3,117

Source: Sno. engineering, Inc.

As shown in Table IV-11, there is a need for a total of 3,117 seats to balance food service seating capacity with PCSA's upgraded CCC of 13,700 skiers.

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4. Parking/Shuttle Services and Access

A complete Parking and Capacity Analysis has been prepared for PCSA and is included as Appendix A of this document. The following is a summary of the Parking and Capacity Analysis for the upgraded ski area.

Parking

There are a total of approximately 1,700 parking spaces currently available to skiers and resort employees. About 200 of these spaces are used by resort employees, leaving 1,500 spaces for ski area guests. A total of 500 new spaces will be developed at Parcel "E", of which 100 will be set aside for employees and 400 will be available for skier parking. Parking surveys have indicated that the average car occupancy of cars arriving at PCSA is 3.7 people per car. As a result, the existing parking spaces can support a maximum of 7,030 skiers per day ($1,900 \times 3.7 = 7,030$).

Lodging at Base Area

There are a total of 4,274 ski to/ski from beds currently available at the base of the ski area. A total of 2,104 new beds are proposed for PCSA's base, giving a total of 6,378 beds. Assuming a 95 percent peak occupancy, and that 20 percent of the overnight guests are non-skiers, the current bed base yields 4,848 ski to/ski from beds used by skiers at PCSA. Accordingly, the ski to/ski from accommodations in the base area can support a maximum of 4,848 skiers per day.

Town Lift

Based upon "design day" skier counts during the 1995-96 ski season, an average of approximately 1,100 skiers currently access PCSA via the Town lift. It is assumed that future Town lift usage will increase to 1,600 skiers per day.

Park City Transit

A number of PCSA surveys have been conducted which indicate that, on average, 13 percent of the skiers at PCSA arrived at the resort by riding some form of Park City transit. Using the aggregate of the figures given above, on a peak day, approximately 2,014 skiers will access PCSA via Park City transit.

The combination of on-site parking, ski to/ski from accommodations, Town lift access, and Park City transit access can support a maximum of approximately 15,490 skiers per day. This illustrates that the current parking/access capacity at PCSA is sufficient to meet the demands of peak-day skier visitation patterns.

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V. FUTURE EXPANSION POTENTIAL

After complete buildout of the Mountain Upgrade Plan, there are a number of options for the future expansion of PCSA. Sno engineering has identified, through map analysis only, five separate areas (pods) that could be developed for alpine skiing. These pods are logical additions to the existing ski area. The expansion pods are illustrated in Figure V-1 as "Spiro" near the base of the ski area and above the Park City golf course; "Lower Thaynes", which is located across Thaynes Canyon from the King Con and Prospector chairlifts, "Upper Thaynes" which is located across Thaynes Canyon from the Motherlode and Thaynes chairlifts; and "North 10420" and "South 10420" pods which occur to the southwest of Jupiter Bowl.

As illustrated in Figure V-1, the five future expansion pods comprise nearly 800 acres of potential ski development terrain, which could yield as much as 250 acres of additional skiable terrain. While it is premature to predict potential lift capacities for each of the expansion pods, it is anticipated that some degree of development in these areas could result in PCSA's CCC increasing to 16,000 or more skiers per day.

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MOUNTAIN UPGRADE PLAN

PREPARED FOR:
 PARK CITY DE AREA
 PARK CITY, UT 84000
 801-224-0111

PREPARED BY:
 [Logo]
 801-224-0111

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**Figure V-1
 FUTURE EXPANSION PODS**

- Existing Use
- Existing
- Future Expansion Pod
- Future Expansion Pod

SCALE: 1" = 100'
 NORTH



VI. CONCLUSION

The PCSA Mountain Upgrade Plan addresses the concerns found in Sno engineering's analysis of the existing ski operation, as well as the shortcomings identified in the market research conducted by RRC. The plan, as outlined above, achieves the following objectives:

- improves PCSA's out-of-base access and enhances the resort's end of day return egress;
- increases the amount of beginner, novice, intermediate, and advanced intermediate terrain;
- reduces the resort's restaurant seating deficiencies;
- modernizes the resort's lift technology; and
- addresses the price versus value concerns expressed by PCSA guests.

Unfortunately, due to the site's geological formations, the availability of additional intermediate terrain is limited. However, through diligent grooming of the resort's advanced intermediate trails, PCSA should be able to satisfy the needs of the resort's intermediate skiers.

PCSA's efforts to improve and upgrade the existing facilities will help the resort position itself in the marketplace, allowing the resort to compete for both day and destination skiers. In addition, PCSA's on-mountain improvements will help stimulate future real estate development and improve real estate values.

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APPENDIX A
PARK CITY SKI AREA
PARKING AND CAPACITY ANALYSIS

005 13070 Bx01166 Pg00663

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Bellevue, WA
98004

MEMORANDUM

TO: Douglas Clyde
Powdr Corporation

DATE: July 31, 1996

RE: Parking and Capacity Analysis - Park City Ski Area

The following analysis has been prepared in response to your request to document the balance relationships between lodging, parking and mountain capacity at Park City Ski Area.


sno.engineering

USA

LITTLETON, NH

FRISCO, CO

BELLEVUE, WA

CANADA

WHISTLER, BC

JAPAN

TOKYO

Background

The current Comfortable Carrying Capacity (CCC) of the ski area is calculated to be 9,910 skiers (Sno.Engineering, 1996). The existing CCC of the ski area corresponds with the number of skiers that can be supplied from the existing parking, bed base, and bus system.

The CCC is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere. Of the total CCC, 70-85 percent (depending on weather and snow conditions) will be active skiers, while the other inactive skiers will be using the skier support facilities and amenities. At a well balanced ski facility the active skiers will be evenly distributed throughout the mountain facilities; on the slope, waiting in the lift lines, or riding the ski lifts.

The accurate estimation of the ski area CCC is a complex issue and is the single most important planning criterion for the resort. Based on the proper identification of the mountain's capacity, all other related skier service facilities can be planned, such as base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services. The CCC figure is based on a combination of the uphill hourly capacity of the lift system, the downhill capacity of the trail system, and the total amount of time spent in the lift waiting line, on the lift itself, and in the downhill descent. CCC is not a maximum capacity of the area, but rather a measure of the quality of the ski experience. The CCC figure represents the "comfortable" capacity of the resort. It is common for ski areas to experience "peak" days throughout the season during which the number of skiers visiting the resort exceeds the CCC, in many cases by 25% or more. Park City's peak days are significantly below these limits.

Park City peak skier counts are generally in the range of 10% over CCC. Consequently 110% of CCC has been used throughout this analysis as as an approximate design guide for base facilities on peak days, while maintaining 125% as an upper limit.

Two recent (1994-95 season and 1995-96 season) analyses of parking and skier capacity have been conducted by RRC Associates and Sear Brown Group for Park City Ski Area. These works updated previous studies in the early 1970's by J. J. Johnson and Associates and VanWagner (1981) for the Park City Village project.

Current Parking Situation

Park City Ski Area provides parking for skiers in 5 parking lots as shown below. The current parking lots have a capacity of approximately 1800 cars. This capacity varies with snow removal and control of parking cars by ski area parking lot personnel.

Table 1

Parking Lot	Spaces
Main Lot	492
Lower Lot	487
Underground Lot (see Table 1a)	510
Silver King Lot	243
Sweetwater Lot	80
Total	1812

The underground lot has reserved spaces for guests of the Resort Center and Village Loft units.

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Table 1a

Parking Level	Parking Spaces
P-1 Brown Level	52 (reserved for lodge parking)
P-2 Green Level	198
P-3 Red Level	198
P-4 Orange Level	60 (reserved for lodge parking)
Total (skier spaces)	396
Total (Lodging spaces)	112

The available parking for skiers is 1700 spaces. Prior to the 1995-96 ski season, ski area employees and employees of lodging, restaurant and retail operations parked in these lots. Based upon the 1994 parking study this resulted in approximately 200 parking spaces being used by employees in the Silver King Lot and all 80 spaces in the Sweetwater Lot. The Silver King and Sweetwater lots were designated for ski area employees as the appropriate location for parking thereby making parking closer to the lifts more available to ski guests. For the 1995-96 season, ski area employee parking was added at the Maintenance building location. Approximately 100 spaces were created. Paid parking was instituted to further increase the availability of close in and covered parking to ski guests and to control the amount of employee parking.

Other Arrivals by Skiers and Employees

Skiers also arrive by Park City Transit, private bus/van service and walking. The 1994-95 study reviewed Park City Transit daily reports of trips to the Park City Ski Area over the President's Day week, traditionally a peak period for destination and day skiers. This study reported a range of 24% to 27% of skiers on the mountain to bus drop-offs counted by Park City Transit. An on-mountain survey of skiers was conducted for the 1995-96 study in addition to review of Transit drop-off rates. The 1995-96 data identified that 13% of skiers on the mountain rode the bus. The 1994-95 study is consistent with the 1995-96 study when the total skiers on the mountain are adjusted equally for season pass holders and VIP passes. The 13% rate is used in the following analysis. The 13% figure equals 43% of the total bus drop-offs during the 1996 study period. The difference between the skier drop off-rate and the total drop-offs is the

number of employees, guests and transfers to other busses taking place at the ski area.

Relationships of Parking and Lodging

The relationships of parking count, lodging occupancy, and skier counts were analyzed for the 30 highest days over the previous three seasons and are presented in *Chart 1*. Park City Ski Area records total cars parked as well as ticket sales daily. Season pass usage was determined by the lift line surveys that were completed in the RRC report. Lodging occupancy was collected from the Park City Chamber Bureau.

Of the five largest skier days, 2 of which occurred in the 1995-96 season, theoretical parking capacity was reached only once. Of the 10 largest days parking capacity was reached four times. During these days, lodging occupancy ranged from 70% to 84% of maximum.

In the next tier of ten days, lodging rates dropped to a range of 70% to 74%, parking capacity was reached 2 times and came within 100 cars of full capacity 4 additional times (60% of the days).

In the final tier of largest skier days, lodging occupancy fell to a range of 40% to 70%; however the lots were within 100 cars of capacity 5 times. (50% of the days).

The above analysis is based on the theoretical parking lot capacity, which is dependent on snow removal and parking efficiency. Actual capacity was likely to have been lower during some of the days which are analyzed above.

Lodging capacity is the limiting factor in reaching capacity of the ski mountain during the high occupancy holiday periods. Lodging occupancy rate have a very high correlation to the 30 highest skier days. As lodging occupancy rates approach 85% area wide, lodging occupancy rates at the base area reach 95%.

Parking counts have little or no correlation to the 30 highest days due to the fact that off-peak parking is dominated by local skiers who have a very low ratio of skiers per car compared to destination visitors.

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An increase in beds at the base of the ski area will, of course, provide additional skiers without an increase in demand for bussing and parking. However, additional parking is required to support both the anticipated increase in local skiers during non-peak periods, as well as destination skiers staying in remote locations.

Chart 1 shows the relationship of parking to skier days. The overall ratio of skiers to cars parked ranged from 4.2 to 6.3 over the period. The ratio for the top ten days ranged from 5.0 to 6.3 skier per car. These ranges are consistent with previous studies. The average of the total period is 5.15 skiers per car.

This overall ratio is the number of skiers on the mountain divided by the number of cars parked. Actual persons per car based on skier surveys is shown in Appendix Table A-30. It can be seen that Park City residents have a significantly lower rate of persons per car than destination skiers. It is also apparent that Salt Lake origin skiers use more parking for fewer skiers than destination guests.

Skiers being dropped off at the drop off area (Resort Center) also comprise a component of the overall ratio of skiers to cars parked. Measured observations in the 1993-94 studies indicated a drop off rate of 100 cars and 300 persons per hour peak. Drop off rates have been observed to increase over this rate in the 1996 parking lot evaluations due to skiers entering the lower lot to access the new ticket sales windows and the Eagle Chair access to the mountain.

As discussed previously, the current CCC of the ski area is 9910. Peak conditions can and will exceed the CCC. The CCC was exceeded four times in the period displayed in *Chart 1*. From operational experience, the peak skier counts are approximately 10% greater than design capacity. Again from *Chart 1*, it can be seen that the highest use condition occurs when lodging units are at full capacity.

For consistency in the following tables, beds are calculated from unit counts using Chamber Bureau and Land Management Code "Unit Equivalents". This results in 8 beds per unit or "Unit Equivalent" when developed to maximize beds i.e. hotel rooms or suites.

Table 2 through 4 shows the contribution of skiers from beds, parking and transit. This analysis is for the peak condition at various states of build out.

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Parking for the lodging units developed as part of the Park City Village plan is provided at the Land Management Code required rate per Unit Equivalent and is not shown separately in the *Tables 2 through 4*.



Employee parking for ski area employees is provided in off-site locations and considers employees using the Park City Transit and Ski Area provided bus transportation from out of Park City Locations in the same fashion as the current situation.

Employee parking for employees of new commercial operations not part of the current Ski Area operations are provided at a rate of 1 space per 400 square feet which is greater than the rate of employees per square foot in the existing commercial spaces. These spaces are shown in the following tables as "employee parking spaces".

Employee parking spaces for the lodging units are included in the code required and provided parking rates and are not shown separately for the purposes of the capacity calculations.

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Table 2

<u>Current Condition</u>	<u>Skiers Provided</u>
I. Parking	
1700 parking spaces (skier and employee) <200> less spaces for employees 1500 net parking spaces for skiers 1500 net parking spaces @ 3.7 skiers per space ¹	5,550 skiers
II. Lodging at Base Area²	
4274 existing beds <213> less 5% for peak condition 95% occupancy <812> less 20% for non-skiers and skiers skiing elsewhere 3249 net skiers from bed base	3,249 skiers
III. Town Lift	
based on 1995-96 season design day skier counts at Lift, 1128 skiers, use 1100.	1,100 skiers
IV. Park City Transit	
13% of skiers ³	1,479 skiers
Total skiers at peak destination occupancy	11,378 skiers

It can be seen from this calculation that the peak condition exceeds the CCC somewhat, however, it lies well within the acceptable range of 110 - 125% of CCC of the mountain (10,901-12,388).

¹ Appendix Table A-30 attached

² Lodging units and beds Appendix Figure 1 attached

³ Appendix Table A-29 attached

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Future Relationship of Parking and Lodging

Using this analysis, the balance of mountain and base facilities is projected for two conditions. The first condition is established for the 2002 Olympic Winter Games. The second condition is at completion of the currently planned improvements to the mountain and base.

I. Olympic Condition

The projected status of improvements at the Ski Area include the addition of out of base lift capacity and additional lodging and parking. Buildings expected to be complete are A, C and E. The potential also exists for a portion of parcel B to be completed. This results in an additional 2104 beds created as well as a new ski learning center, a replacement of the gondola building and skier support services and construction of the arcade entryway between the ski learning center (Parcel C) and Parcel E. Development of Parcel E will also add an additional 500 parking spaces for day skiers.

Mountain improvements include; new detachable quads for McConkey's Bowl, and the Bonanza Lift (angle station of the Gondola to the Summit House), replacement of PayDay and Motherlode with detachable quads, along with other lift improvements. Also a new transportation lift will run from the new plaza at First Time to a location near the top of Assessment. These improvements will result in a design capacity of 13,700 skiers.

The CCC of the mountain in the "Olympic Condition" is 13,700 skiers, (15,070 peak skiers). The corresponding analysis of base area beds, parking and transit is shown in *Table 3*. From the table it can be seen that a peak occupancy condition results in approximately 15,492 skiers which is well within the acceptable range.

Table 4 shows the supply of skiers at the completion of the project to be 17,051. These skier volumes can be accommodated by the expansion terrain identified in the Ski Area Master Plan (Sno. Engineering 1996).

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Table 3

Olympic Condition

I. Parking

1,500 net parking spaces @ 3.7 skiers per space	5,550 skiers
500 new parking spaces at Parcel "E"	
<100> less new employee spaces	
400 net new skier parking spaces @3.7 skiers per space	1,480 skiers

II. Lodging at Base Area

4,274 existing beds	
3,249 net skiers from bed base	3,249 skiers
2,104 new beds	
<105> less 5% for peak condition 95% occupancy	
<400> less 20% for non-skiers and skiers skiing elsewhere	
1,599 net skiers from new bed base	1,599 skiers

III. Town Lift

use 1,100 skiers	1,100 skiers
increase in Town Lift use	500 skiers

IV. Park City Transit

13% of skiers	2,014 skiers
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Total skiers	15,492 skiers
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Table 4



<u>Completion Condition</u>	<u>Skiers Provided</u>
I. Parking	
1,500 net parking spaces @ 3.7 skiers per space	5,550 skiers
600 new parking spaces at Parcel "B" and "E" (total)	
160> employee spaces	
440 net new skier parking spaces @3.7 skiers per space	1,628 skiers
II. Lodging at Base Area	
4,274 existing beds 3290 net skiers from bed base	3,290 skiers
3,640 new skiers from Park City Village Project	
<182> less 5% for peak condition 95% occupancy	
<692> less 20% for non-skiers and skiers skiing elsewhere	
2,766 net skiers from new bed base	2,766 skiers
III. Town Lift	
1,100, plus previous 500 skiers	1,600 skiers
IV. Park City Transit	
13% of skiers	2,217 skiers
Total skiers	17,051 skiers

From the following tables and supporting information attached, it can be seen that the facilities as proposed maintain an effective balance between mountain capacity, lodging, and parking.

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CHART 1 - Capacity vs Parking

PCSA Largest 30 Days 1994-95 - 1995-96

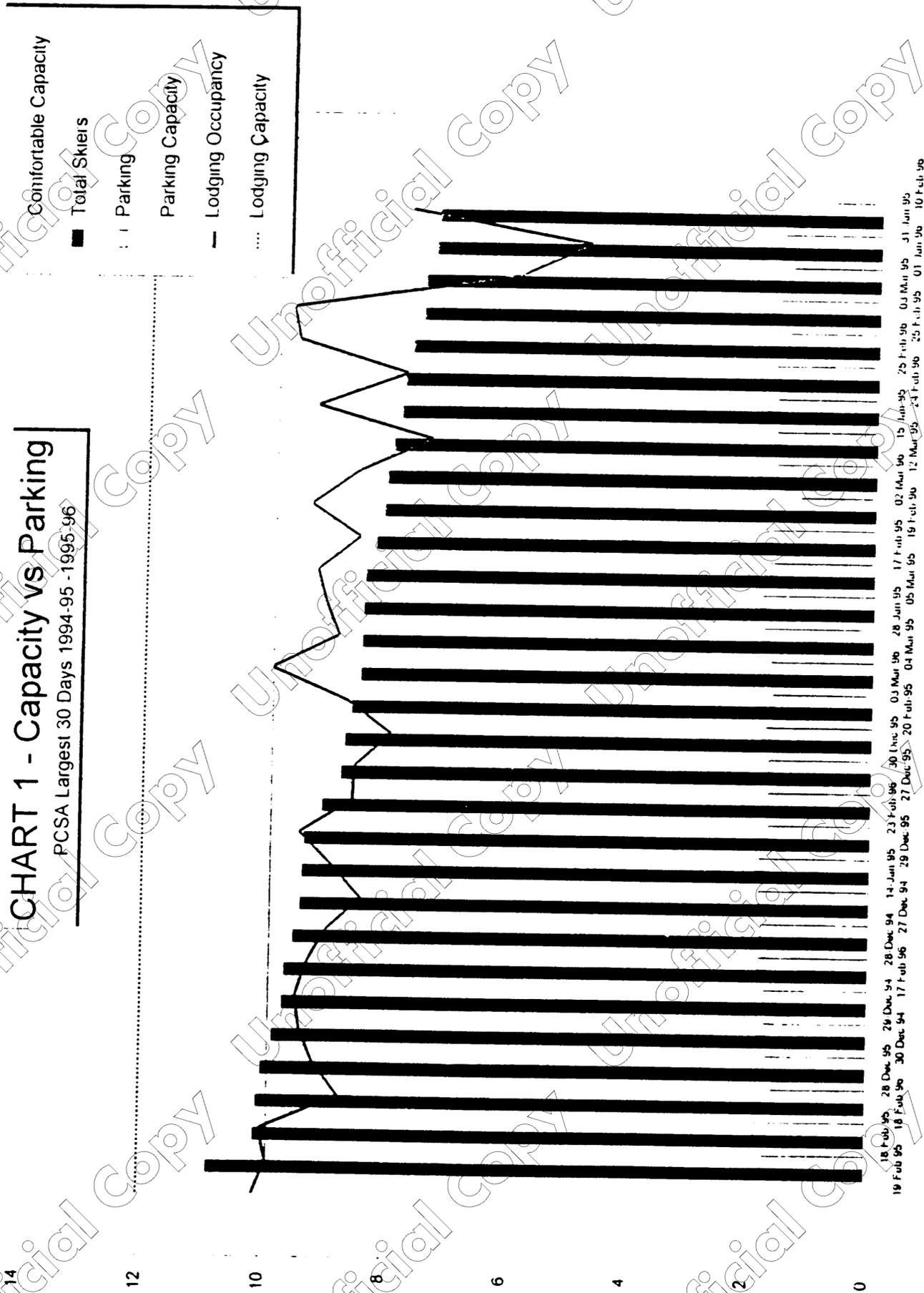


Table A-3

TRANSPORTATION & PARKING	VISITOR ORIGIN				PREVIOUS RESORT VISITS			MARITAL STATUS			SKIER ABILITY				
	OVERALL	PARK CITY	SALT LAKE COUNTY	OTHER UTAH	OUT OF STATE	FIRST VISIT	1-3 VISITS	4 OR MORE VISITS	SINGLE	COUPLE	SINGLE/ COUPLE W/ KIDS	EMPTY NEST	BEGINNER	INTER-MEDIATE	ADVANCED /EXPERT
1	4%	16%	6%	14%	2%	2%	3%	6%	7%	5%	2%	4%			6%
2	25%	38%	29%	14%	24%	29%	20%	27%	31%	35%	18%	30%	12%	23%	29%
3	17%	13%	26%	14%	16%	13%	19%	20%	17%	17%	19%	11%	12%	15%	19%
4	26%	22%	18%	27%	28%	30%	27%	20%	16%	25%	31%	26%	28%	32%	21%
5	11%	4%	12%	9%	12%	13%	10%	12%	14%	8%	13%	9%	36%	9%	11%
6	10%	4%	9%	18%	11%	7%	12%	13%	9%	9%	12%	11%	4%	11%	10%
7	4%	2%		5%	5%	5%	5%	2%	4%	1%	3%	6%	4%	5%	3%
8	2%			5%	2%	2%	3%	1%	2%		2%	4%	4%	3%	1%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average	3.7	2.8	3.3	3.8	3.8	3.8	3.9	3.5	3.5	3.3	3.9	3.8	4.4	3.9	3.5
n =	527	45	34	22	425	175	146	172	139	77	224	47	25	203	256

Source: RRC Associates
Boulder, CO

Table 29

TRANSPORTATION & PARKING	OVERALL	VISITOR ORIGIN			PREVIOUS RESORT VISITS			MARRITAL STATUS			SKIER ABILITY				
		PARK CITY	SALT LAKE COUNTY	OTHER UTAH	OUT OF STATE	FIRST VISIT	1 - 3 VISITS	4 OR MORE VISITS	SINGLE	COUPLE	SINGLE/ COUPLE W/ KIDS	EMPTY NEST	BEGINNER	INTER-MEDIATE	ADVANCED /EXPERT
FORM(S) OF TRANSPORTATION USED TO GET HERE TODAY															
Rental car	40%	2%	3%	9%	46%	44%	47%	29%	40%	39%	39%	40%	47%	46%	34%
Private automobile	25%	73%	97%	73%	16%	12%	17%	48%	22%	31%	24%	21%	18%	14%	35%
Other	13%	8%			14%	12%	16%	9%	15%	10%	12%	9%	9%	13%	13%
Bus in Park City	12%	10%			13%	16%	13%	5%	11%	9%	13%	17%	12%	14%	10%
Bus from Salt Lake	9%				10%	13%	7%	4%	7%	9%	9%	10%	12%	12%	5%
Traveled with family & friends	2%	10%		18%	2%	2%	1%	3%	3%	3%	1%	4%	3%	1%	4%
Borrowed car	1%	4%			1%	1%	0%	3%	1%	3%	2%	4%	3%	1%	2%
TOTAL	101%	106%	100%	100%	101%	101%	100%	102%	101%	104%	101%	101%	100%	101%	102%
n =	756	51	33	22	644	293	206	205	201	108	324	70	34	328	330

Figure 1
Park City Chamber Bureau Units Within Walking Distance to PCSA

**Lodging Properties Within Walking Distance of
 Park City Ski Area
 as of 4/13/94**

Property Name	Hotel	Studio	One Bdrm	Two Bdrm	Three Bdrm	Four Bdrm	Five Bdrm	Maximum People
Acorn Chalet	2		2	1				10
All Seasons				7	7			90
Alpenhof			2	6	1			52
Chamonix Groupe & Chalets	25	1		6	4			120
Chateau Apres	52							104
Doublejack				6				36
Edelweiss				30				228
Empire Coalition				17	2			118
Empire House			10					40
Lifeline				1	12	1		112
Park Place			2	4	2			48
Powderpoint			21	12				156
Powder Ridge					6			48
Resort Center Lodge/Inn	27	53	22	17				350
Shadow Ridge	1		1	51	1			320
Silvertown				4	5	1		74
Silver Cliff				14				84
Silver King		10	20	15				230
Ski Team				8				48
Skier's Lodge			12	4				72
Snow Flower		7	6	59	39	14	6	916
Snowblaze			11	3	3			80
Snowcrest			14	8				104
Sunflower				4	4			56
Sweetwater		6	24	45	15			498
The Gables			11		8	2		128
Wasatch Condos					15			120
TOTALS*	107	86	166	330	124	18	6	4,274

*These totals include all units in any given property whether or not they are in the rental pool. Some owner associations could not be reached; total number of units in these cases has been estimated by adding number of units managed by various property management companies.

Exhibit M

For Full-Size Map. See Either
Park City Municipal Corp
or Powdr Development Co.



**PCMR VIEWSHED ANALYSIS
SENSITIVE VIEWSHED AREAS**

LEGEND

- | | |
|-------------------|-------------------------|
| Tree Line | Sensitive Viewshed Area |
| 10 Foot Contour | Existing Ski Lift |
| 50 Foot Contour | Existing Road |
| Existing Building | PCMR Lease Line |

PARK CITY
MOUNTAIN RESORT

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DATE: JANUARY 1988
GRAPHIC SCALE

