

August 3, 2017

Mr. Bruce Ericksen, Planning Director
Mr. Francisco Astorga, Senior Planner
Park City Planning Department
PO Box 1450
445 Marsac Avenue
Park City, UT 84060

RE: Planning Commission and Staff Questions and Concerns

Dear Bruce and Francisco,

Thank you for the opportunity to continue to discuss our King's Crown proposal with the Staff and the Planning Commission. We have prepared this submittal to address the concerns and questions that have been raised to date by the Staff and Planning Commission relative to the plan we have submitted for the project. There are three parts to this current submittal. The first addresses the comments and concerns of the Staff and Commission for all issues except for Traffic and Construction impacts. The second part addresses the Traffic impacts and mitigations and the third part addresses Construction impacts and mitigations. Since Traffic impacts and Construction impacts are likely the most significant concerns on the surrounding neighborhood raised to date, they warranted their own analysis independent of the rest of the questions.

Part 1. General Concerns and Questions

1. Would the applicant produce a digital model that shows not only the multi-family structures but also the single-family structures and the surrounding buildings to put the proposal in context with the neighborhood? **Yes. This 3D modeling for the King's Crown proposal is submitted along with this report as a cloud document with the Park City Planning Department.**
2. Will the applicant consider adding community gathering areas as a project amenity? **Yes. We have added a pool/hot tub area adjacent to the affordable housing building and we have added an owner's locker room and sitting area for the ski experience at the top of the stairs adjacent to the ski run. In addition, we have added a gathering area on the top of the affordable housing building. These areas are shown in attached Exhibit A.**
3. Can we produce an Exhibit for cross-canyon views? **Yes. We have included cross-canyon views which are attached as Exhibit B. We were not able to include all of the new house designs by the submittal date, however we will have them in the drawings by early next week.**
4. Please explain the hammerhead cuts and fills. **A detailed plan for the hammerhead cuts and fills is included along with this submittal in attached Exhibit C.**



5. Show in detail the intersection including stop sign, project sign, snow removal and site triangle. **That information is contained in Exhibit C.**
6. Provide the dimensions and house sizes for the single-family lots. **Those calculations are attached as Exhibit D. to this proposal.**
7. Please examine in detail questions the Commission has recently raised with other projects that are currently being proposed. **We have read all of the Planning Commission minutes over the last year and examined all of the pertinent questions that we believe related to the King's Crown proposal. They are included in this report.**
8. Provide an accurate outline of the affordable housing specifically the AMI target. **We have included a full affordable housing proposal report in attached Exhibit E.**
9. Provide a sustainability analysis. **The following are some of the sustainability goals and plans that are to be incorporated into the King's Crown proposal: double the affordable housing requirements, walkability within 100 meters of transit center, walkability within 0.2 miles to Main St., walkability ski access, preservation of 85% open space, minimize the construction footprint, Water Sense fixtures, we hope to achieve a goal of 50% solar power, dedicated recycling, minimum 10% recycled construction content, minimum 10% regional materials, use of wood rather than steel frame (rapidly renewable materials), low VOC requirements, extension of county bike program, electric vehicle charging stations in garages, Energy Star appliances.**
10. Provide a plan and exhibit for moving pedestrians within the project. **The internal pedestrian plan is attached as Exhibit A. to this report. There is both an internal and adjacent set of sidewalks on the project. There are stairs that connect the sidewalks and also connect to the ski run. The ski run will also act as a pedestrian pathway to and from the resort area. Finally, there are several trails on the property that disperse towards the mountain and south towards Main Street.**
11. Will the ski run have snowmaking and be groomed? **The applicant plans to groom the ski run as part of the HOA operations. The question of snowmaking is one we had not previously considered. Ideally, we would prefer snowmaking. We are currently in conversations with two private snowmaking company, SMI (Midland, MI) and Snowlogic (SLC, UT), to better understand the needs of the system and the impacts of noise and installation.**
12. Will the single-family lots be required to back onto Lowell during the winter? **Yes. The four single-family lots on Lowell will have to either back onto Lowell or back into their respective garages. This is the same circumstance for almost every driveway in Old Town. It is not ideal, but there simply isn't enough room to provide a turn-around on the lots.**
13. Will the façade for Building D be broken up so that it is not one continuous wall? **Yes. The new schematic and elevations for Building D is provided as Exhibit F.**
14. Provide building elevations in conjunction with road excavations. **Those cross-sections are provided in Exhibit G.**
15. Provide a detailed grading plan. **The grading plan is provided in Exhibit H.**
16. Identify any construction displacement zones that are under consideration. **The construction displacement zones are located in attached Exhibit I. It is important to note that the land we are considering for the placement of fill is not the applicants. We are currently discussing this possibility with the adjoining landowner.**
17. Is the subdivision of the adjacent Nastar property to be included with this submittal? **Yes. The representatives of the adjacent Nastar property have agreed to allow us to proceed with a**



formal subdivision of that property from the remaining property that is included in this submittal. Their affirmation is included as Exhibit J.

18. Will the applicant include a sidewalk in the plan? Our intention is to include the sidewalk along the Lowell Avenue in front of our project at a minimum across the front of the multi-family units. The sidewalk is proposed to be radiant heated offset through renewables located on the roof of the multi-family units. The final decision regarding the inclusion of the sidewalk in the overall plan is the City Engineer's.
19. Mitigation for public safety for pedestrians in a snowstorm. We believe that the inclusion of a sidewalk along the uphill part of Lowell will serve to separate pedestrians from automobiles during snowstorms. This effectively widens the road, as space previously taken up by pedestrians on the road is now transferred to the adjacent sidewalk. Radiant heating the sidewalk will allow it to be operational even during storm periods when snowplowing is in progress. The HOA will have the responsibility to remove and truck snow from the sidewalk if that becomes necessary. We support no public parking on Lowell due to the impacts this creates during winter conditions.
20. Provide utility will-serve letters from all necessary providers. The will-serve letters are provided in Exhibit K of this report.
21. Provide a landscaping plan/buffer to the neighbors. A complete landscaping plan has been provided in the original submittal documents. A copy is attached as Exhibit L to this report. The exact number of trees/bushes are identified as are their locations and their respective calipers (size of trunks). Where it is practical and advisable by the Staff, we would offer to plant the buffer strip vegetation (identified as being adjacent to the Marriott Mountainside Hotel and also adjacent to the Smith properties at the south end of the property) prior to construction to help minimize the effects of construction. The fencing required by the Park City Building Department will also help to screen and mitigate the impacts of construction.
22. Provide screening fencing around the perimeter of the construction zone to reduce impacts neighbors. This mitigation measure is required of all projects in Old Town by the Building Department.
23. Provide a detailed snow removal plan. This document was provided in the original submittal and is attached to this report as Exhibit M.
24. What noise, vibrations, steam or odor generating activities will take place on the property? The only potential noise inducing activity would be the pool and, possibly, snowmaking.
25. Explain the mass and scale of the project and how it fits into the neighborhood. The King's Crown project was designed to integrate in to the existing neighborhood by mirroring what is adjacent and across from it. Where there are hotels and large multi-family structures, we have placed multi-family structures across from those. None of the proposed buildings in King's Crown need height exceptions. Where single family homes exist, we have placed lots across from them of the same size. In fact, all of the lots are designed to be similar in size to the current vernacular of Old Town. Where townhomes exist on the upper side of Lowell, we have continued the townhome pattern. The project has pulled all of the density from the very visible ridgeline and placed it where it would be the least visibly intrusive. We believe that we have gone to great lengths to blend the mass and scale of the project with what is surrounding it.



26. What is the type of ownership? **All of the units will be whole-ownership, residential units. Time-share, fractional, commercial, "club", service commercial, hotel and any other use other than whole-ownership residential will be not be allowed under the HOA.**
27. Will parking be allowed on the streets in front of the project? **The decision to allow public parking on Lowell Avenue is the purview of PCMC, not the applicants. We support no public parking be allowed by PCMC on Lowell due to the impact it creates on pedestrians, particularly during winter conditions. Public parking will not be allowed on any property owned or controlled by the King's Crown HOA. This will be strictly enforced by the HOA.**
28. Will buildings be "stepped" with the topography? **Yes. There are no height exceptions requested as part of this application.**
29. Will there be "cliff-scapes"? **No.**
30. What is the timing of landscaping? **We would plant the buffer strips in the project's in the beginning of construction, which should help to buffer the construction impacts from the adjacent properties.**
31. Explain garbage pick-up in detail. **The garbage will be placed in the standard containers used throughout Park City and lined up for removal in front of the multi-family buildings. No large dumpsters are required or planned. The single-family homes will have their garbage removed in the same manner as other single-family homes in Park City. The garbage truck will use the hammerhead turn-around on the access road.**
32. Where are the locations and heights of retaining walls? **There are three areas that have retaining walls. The first is the project entrance which has 6' high walls, the second is the back of the townhomes, which have 6' high walls behind them and the third is the hammerhead area, which has a 9' wall which is offset and stepped to allow for stair access.**
33. Explain how snow is removed behind the townhomes. **The area directly behind the townhomes will have radiant heating to allow for snow removal and pedestrian access to the lift.**

Part 2. Traffic Impacts and Mitigation

1. What are the impacts of the additional traffic that results from the proposed King's Crown project? **The proposal has included two traffic studies, both at the direction of the City Engineer. The first study, carried out by InterPlan Transportation Planning in April, 2015, at the request of PCMC, showed the Kings Crown site with 286,000 square feet of density. This density number reflects the total possible density of the site and was undertaken to better understand the impact of a neighboring project. In order to understand the project as it has been proposed, a second study was commissioned, this time by Triton Engineering in June, 2017, again at the behest of the City Engineer, which studied the current proposed site plan with significantly reduced density. The Triton study is posted on the City's Planning website and can be viewed in its entirety. According to the study, at full build-out, the project is expected to add 66 AM vehicle trips at peak hour and 75 PM vehicle trips at peak hour. This does not account for any public transit, pedestrian activity or ski access. Without mitigation, this amounts to approximately one vehicle trip per minute during peak hours.**
2. How much will the proposal affect the current traffic situation? **The Park City Resort has had significant traffic issues for over a decade. There are two times during the day when traffic**



becomes extremely difficult, the peak morning hour when the skiers/employees are arriving and the peak afternoon hour when skiers/employees are leaving. The Triton study identified two intersections that fail during these periods. They are the Empire/Silver King intersection and the Lowell/Silver King intersection which fails as a function of the former. Due to one-way traffic patterns, the Lowell/Silver King intersection will likely not be affected.

3. What mitigation measures can be made to improve the current situation. The Triton study outlines the need for a traffic light at the Empire/Silver King intersection to address the current and future traffic congestion at this intersection.
4. How was the traffic information generated? Triton was utilized to do this study at the direction of the City Engineer due to Triton's high level of understanding of the area. Triton had carried out previous studies in the area and is a highly regarded transportation engineering firm. Triton used the "ITE Trip Generation Model" to get its findings. The ITE Model is a standard traffic generation model that does not take into account pedestrian, bike, skiing or, most importantly, public transportation use.
5. What is the impact of the nearby transit center, the pedestrian access and the ski access to the above projected trips? It is not possible at this time to place precise figures on how the aforementioned mitigation factors will impact the trip generation figures. It is commonly accepted that tourists, being mostly from urban areas, readily use the public transit opportunities that Park City offers. King's Crown is approximately 100 meters from a very active public transit hub. The easy pedestrian access to the resort and other amenities creates a situation where it would likely be considerably less difficult to simply walk to resort restaurants and shops rather than drive. Additionally, the ski access will definitely eliminate some of these trips. One of the major reasons why owners are willing to pay a premium to purchase ski-in, ski-out properties is the fact that the need for transportation to and from ski slopes is eliminated. Finally, the ITE Model is based on typical commuter trips and does not take into account resort factors which may significantly impact the accepted peak hours.
6. What are the ongoing delivery/service load/unload impacts? There is no commercial proposed, so there are no ongoing delivery/service impacts.
7. What are the employee impacts? There are no hotel or commercial elements proposed, so there are no employee impacts.
8. What are the public access impacts? There is no public parking at the site.
9. What are the impacts of hotel registration or valet parking? There are no hotel uses planned and so there are no hotel registration or valet impacts.
10. Outline fire access, public safety and emergency vehicle issues. Attached as Exhibit N is a statement from Kurt Simister, the Park City Fire Marshall, that addresses the early concerns for the fire access, public safety and emergency vehicle issues associated with the proposal. His statement acknowledges that the site plan, as proposed, meets the minimum standards set by IBC Code.
11. What other significant measures are being taken by the applicant to address its traffic issues? It is important to note that the applicant is voluntarily reducing its allowable density. The applicant is also not proposing commercial or hotel uses in a property where that activity is allowed by the zoning in place. These are both significant and actual measures that reduce the potential traffic impact of the proposed project. Also, the construction of a sidewalk on the uphill side of Lowell will substantially improve the existing pedestrian/automobile conflict that takes place currently on Lowell.



Part 3: Construction Impacts and Mitigation.

1. What is the duration of construction? The project is divided into three phases. The construction for the first phase of the project is proposed to take 22-24 months from beginning until completion. The first phase would begin on or around April 1st of a given year and would consist of the construction of the access road, the townhomes, the condominium buildings and the affordable housing. Each individual portion of the project is intended to be carried out with the other portions. The road will take 6-8 months to complete, depending on weather. The affordable housing building will take between 12 and 14 months to complete. The townhomes will take between 12 to 14 months to complete and the condominiums will take between 16-18 months to complete. The first building season will see the road completed, the affordable housing building completed or nearly so and the townhomes in full enclosure. The second phase is the single-family homes and they are more difficult to place an accurate timeline due to the fact they may have multiple owners. The single-family home sites may be sold individually. Construction on these home sites may begin as early as upon the completion of the access road and may extend somewhat into the future. The home site projects will be significantly less impactful than the larger projects but, due to their nature as individual projects, are not readily categorized relative to timing.
2. How does the project propose to accommodate the busy resort season of December 21st through April 1st? King's Crown is offering to exclude any excavation work or foundation work during that time period. It would be very difficult for a project in such close proximity to the resort area to operate large fleets of trucks simultaneously with resort activities. That, combined with the limitations imposed by winter conditions, would cause the project to have an undue impact on its neighbors and on the resort operations. This concession would eliminate much of the concerns imposed by large truck traffic during the winter season. The project could readily accommodate vertical construction work during these periods as all staging and activity would take place on site and off of public roads.
3. What is the total estimated amount of excavation? Our initial estimates of excavation are 12,000 cubic yards of material. With swell, the amount of material generated will be 14,400 cubic yards of material. With the construction displacement zones currently under consideration, we hope to have enough capacity to potentially eliminate excavation truck trips on the adjacent streets.
4. What heavy truck trip mitigation measures are being considered? The Kings Crown project is large enough to accommodate a truck turnaround on site. This not only eliminates the annoying back-up beepers, it keeps the traffic off of Lowell Avenue from 12th street south and off of Empire Avenue altogether. Additionally, the applicant is exploring excavation displacement zones located on and adjacent to King's Crown ski run. There is a great opportunity to eliminate excavation truck trips altogether from the neighboring streets and discussions are on-going with the adjacent property owner. The King's Crown property has been certified as contamination-free by its Phase 1 Environmental Report carried out by Stantec Engineering. The material generated is clean and could be placed with no special restrictions.
5. Worker transportation and parking. It is anticipated that the applicant will work out a parking plan with the resort during the beginning of the first construction phase which will not begin

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until April 1st of a given year. Once the access road is completed, all construction workers will be required to park on site. If it is allowable by the landowner and permitted by PCMC, we would agree to shuttle workers from the Richardson Flats parking area. This action would cut down on construction traffic during the build period.

6. Road closures. The only period that the area of Lowell Avenue in front of the project will be closed will be the period when the road is scarified and the pavement relayed. While there may be periods of time when flaggers are present for safety as work is being carried out in the front of the project, the road will remain open.
7. Construction Screening. As per existing Park City Municipal Corporation Building Department policy, all areas under construction will be enclosed with fencing that is covered with Park City-oriented graphic designs.
8. Special Lighting (Klieg Lights). Special lighting is not proposed for the King's Crown project.
9. Fugitive Dust Control Plan. The project falls under the authority not only of the Park City Building Department, but also the Utah State Department of Environmental Quality relative to fugitive dust control. The site is greater than one acre in size and therefore must submit and have approved a Fugitive Dust Control Plan with DEQ. Dust control will be a significant concern and at a minimum the site will have a 2,000-gallon water truck with a Monarch-type pump with a Bertolini spray head. This assembly can suppress many times the amount of disturbance proposed on the King's Crown site. The impact will be of most concern during the road construction period and the truck will spray the site as needed so that fugitive dust is not released from the site. The truck will remain on site and perform its duties from the onset of excavation until the road is road-based. The applicant will implement any mitigation measures the Staff or the Commission suggest to address the fugitive dust control concern.
10. Utilities-Water. According to Mr. Roger McClain of the Park City Water Department, in order to adequately meet the water pressures needed for fire suppression, the proposed project will require the extension of a 12" water main from the intersection of Manor Way and Lowell Avenue up to the entrance of the access road. The distance is approximately 1,000 linear feet. The applicant is prepared to install this water main as part of its overall utility improvements and the location and specifications of this water line have been approved by the Water Department and the City Engineer.
11. Utilities-Sewer. Initial conversations with Mr. Bryan Atwood of SBWRD have indicated that sewer service is available to the project. A Line Extension Agreement as well as other conditions must be met in order to have SBWRD service the project.
12. Utilities-Gas. Questar will be providing service to the project. Initial conversations with the Questar Gas official (Mr. Whit Sargent, 800-323-5517) have indicated that there is sufficient capacity in Lowell Avenue to accommodate the proposed projects. Questar requires Construction Drawing level plan detail to officially review and analyze the natural gas requirements of the site. Questar has provided a will-serve letter that indicates the natural gas availability.
13. Utilities-Power. There are no special power requirements in the current King's Crown proposal and the applicant expects that Rocky Mountain Power will serve the project.
14. Swell/expansion rate of soils. We expect a swell rate of 20% of the total amount of excavation.
15. Blasting/Jack-Hammering. We do not anticipate either blasting or jack-hammering. Extensive conversations with area excavators have given us a reasonable idea regarding what to expect from our site conditions. The geotechnical/soil study carried out by AGEC for the site found



general refusal for a track-hoe at approximately 15 feet of depth. The substrate is fractured quartzite bedrock. Our deepest foundation is approximately 32 feet. Our conversations with area excavators indicate that we can likely remove the quartzite with a ripper bucket. This is a specialized attachment that allows the excavator to remove bedrock material without any other additional methods. Should we come across bedrock that is unusually hard, jack-hammering is the next preferred option in the Park City area. Jack-hammering is noisy and produces a lot of dust, but the next alternative, blasting, is not preferred in the Park City limits. That is not to say it does not occur; rather the Building Department is reluctant to issue permits due to the perceived effects of blasting. The primary problem is that there is a vast difference between a good blaster and a poor one. A good blaster can blast within 10 feet of an existing structure and there will be no ground vibration damage whatsoever. There will be very little noise and there will be no flying debris. The rock simply gets loosened, not thrown clear of the hole. However, since the public perception of blasting is very poor, the Building Department is generally reluctant to approve a blasting plan unless all other possibilities are exhausted. Although the possibility cannot be discounted entirely, the chances of having to blast are remote.

16. SWPPP. The Storm Water Pollution Prevention Plan is a Utah State Department of Environmental Quality administered program that requires any development that is an acre or more in size to submit a SWPPP to adequately demonstrate an understanding of and adherence to the accepted storm water control measures. A project may not discharge improperly controlled storm water into the environment. This is standard building practice and is enforced, typically, by the local building department. The requirements include adequate temporary storm water retention, silt fences and controls where necessary along steep grades and at concrete/soil interfaces, silt controls around drainage boxes, vegetation matting in any disturbed areas, truck tire wash-offs and cement truck clean-out areas. This is all required and monitored by the Park City Building Department. Any additional measures desired by the Building Department will be implemented into the construction operations. The applicant is open to any suggestions in this regard and will implement any mitigation measures that may be desired by Staff or the Commission.

