

Planning Commission Staff Report

Subject: King's Crown
Author: Francisco Astorga, AICP, Senior Planner
Project #: PL-17-03515, PL-17-03566, & PL-17-03567
Date: 29 November 2017
Type of Item: Master Planned Development, Conditional Use Permit, and Re-Subdivision

Summary Recommendations

Staff recommends that the Planning Commission hold a public hearing and review the submitted King's Crown Master Planned Development (MPD), Conditional Use Permit (CUP) for Multi-Unit Dwellings, and corresponding 33 lot Re-Subdivision applications. Staff recommends that the Planning Commission provide direction and input regarding the proposed density (confirmation), setback reduction, type of open spaced proposed, and combining the preliminary with the final subdivision plat.

Description

Applicant: CRH Partners, LLC represented by Rory Murphy, Hans Fuegi, and Chuck Heath
Location: 1201-1299 Lowell Avenue, Park City, Utah 84060
Zoning: Recreation Commercial (RC) District, Recreation And Open Space (ROS) District, and Sensitive Land Overlay (SLO) Zone
Adjacent Land Uses: Trails, skiing, open space, and residential.
Reason for Review: MPDs and CUPs Applications require Planning Commission review and approval.
Re-Subdivisions Applications require Planning Commission review/recommendation to the City Council, and review and approval by the City Council

Background

MPD - Any residential project with ten (10) or more lots or ten or more residential unit equivalents (20,000 square feet) requires an MPD. The applicant proposes the construction of thirty (30) units totaling 80,963 square feet within three (3) separate multi-unit dwellings, fifteen (15) deed-restricted affordable housing units totaling 16,520 square feet in a separate multi-unit dwelling, and twenty-seven (27) single-family dwelling lots equating to approximately 71,880 square feet. The applicant requests a total of 57 residential units (condos/townhouses/houses) totaling approximately 152,843 square feet.

CUP - Multi-unit dwellings are listed as a conditional use in the RC District. The applicant proposes the construction of four (4) multi-unit dwelling buildings which includes one building housing the affordable housing units that would exceed the

required affordable housing requirements.

Re-Subdivision - The reconfiguring of the proposed lots require the approval of a Re-Subdivision by the Park City Council. The applicant proposes a total of 32 lots of record from the existing 299 lots, within Snyder's Addition to the Park City Survey. Applicant proposes the following:

- Three (3) lots to house the four (4) Multi-Unit Dwelling buildings (to be later re-plated via Condominium Plat): proposed lot 1, 2, and 30.
- Twenty-seven (27) single-family dwelling lots: proposed lot 3 - 29.
- Three (3) open space lots: proposed lot 31 - 33.

Background

The Planning Commission had an initial discussion with the applicant during the July 26, 2017 Planning Commission meeting, the staff report is found [here](#) and the adopted meeting minutes is found [here](#). The Commission provided comments regarding certain details regarding single family homes massing and construction mitigation and indicated that it was awaiting more information on the plan. Staff understood that the initial concept was well received by the Planning Commission, as well as the extra affordable housing units. The Commission requested to see the possible massing of the houses that was not included in the physical model. The Commission thought that the commitment to sustainability was also well received and very much in keeping with the commitments the City has made. Overall, working with the reduced density and having the mass step and honor the topography of the land seems appropriate in terms of the requirements. The Commission asked about traffic as Lowell Avenue is considered a narrow street. The Commission also commented in terms of the conditional use mitigation aspects, and looking at building mass and bulk, noted that Building D has a large horizontal mass and suggested breaking the mass of the building would better mitigate its impacts.

Staff met with the applicant several times after the July 26, 2017 Planning Commission meeting and plans were updated and submitted on September 29, 2017. On October 13, 2017, staff presented the following items to the applicant:

- Preliminary Site Plan
 - Conflict with the Lowell Avenue reconstruction and the location of the driveway of building D.
 - As already known, 25' MPD setback applies to the perimeter. Lot 3 – 7, 21 and 22 are affected.
- Preliminary Utility Plan
 - Water
 - Not able to accommodate the new water line and the storm drain line (ditch) over the north side-yard setback areas with the proposed 20'/13' public utility easement (PUE). The water and storm drain easement would need to be 30' to accommodate both lines. No PUE within the MountainSide property.

- New water lateral lines to be extended from the future water main.
 - Fire (water) line size not yet determined (may not be a 4" line).
 - Plan to show off-site improvements/connection at the MountainSide (bore cross driveway).
 - One (1) master water meter preferred at each multi-unit building (able to set up individual meters after master meter).
- Storm Drain
 - Rip rap lined ditch concerns with overflow. Storm drain has to be piped as it affects properties to the north.
 - Do not suggest/recommend placing storm water detentions along the front yard areas. Are there other opportunities for other locations?
 - Calculations needed for the entire storm water/shed system, impacts of the site pre and post development to determine flows, capacity, volumes, etc.
- Sewer
 - Please check with the Snyderville Basin Water Reclamation District as a Line Extension Agreement (LEA) may need to be filed with them in order for them to provide a full analysis of your proposed sewer (utility) plan. The District is a review/signing entity on the plat.
 - Concerned with the water main line and sewer line crossing on Kings Crown Drive. May need more sewer man-holes to avoid the crossing. Can the sewer line be accommodated on the downhill side and the water on the uphill side?
 - No sewer lateral shown on Lot 16
- Power
 - Conflict with the proposed buried location on the west side of Lowell Avenue as it is adjacent to the water main line. The gas and water lines were designed to co-exist in this location, however, the proposed power line is too close to the water line. Buried power has to be at least 10' from the edge of main water lines.
 - Is there a possibility to place the power line to the multi-unit dwellings off Kings Crown drive, of the rear, instead of from Lowell Avenue?
 - Can the transformer and power meter location of the multi-unit dwellings be changed so that they are not along the front setback area?
 - All surface utility (ground sleeve) need to be on-site and not on the road.
- Cable/fiber
 - Utility lines with pedestals not are shown, which should not be an issue, as long as pedestals are not to conflict with other lines, utilities, etc.
- Road

- If applicant request the dedicated the drive, it needs to have a 50' ROW and has to be 27' per the Old Town Local road classification.
 - Suggest changing the pedestrian stair system between lot 18 and 19 into a snow storage area.
 - Fire District (through City Engineer) indicated that they request 10% slope for the private road.
 - Fire District
 - Waiting for written comments from the District. Will follow-up with them and forward them to you as soon as I receive them.
- Preliminary Grading Plan
 - Plan does not delineate where the first 25' start at 5% grade. This needs to be shown.
 - Still concerned with the 14% grade for the second 287' of road and its transition on to the driveways of the townhomes (at 1%, 7%, and 12%).
 - Tentative building footprints and driveway locations drafted on Lots 7-9 provided. Can possible cross-section like the ones submitted for the townhouses (AE-T301) be submitted to understand future retaining?
 - Retaining walls heights are measured from final grade. Need heights of the retaining walls around and adjacent to the multi-unit dwellings.
 - Can the retaining feature/planter adjacent to the 7 townhouses box be extended to the front property line to break up the massing of each adjacent driveway?
 - What is the purpose of the staircase and landing off site adjacent to the intersection? Permission granted by adjacent neighbor?
 - "Roof over topo" analysis provided for roof ridges only. Flat roof forms for the all multi-unit dwellings (including townhomes) need to be provided to show compliance with height provisions.
 - Some areas are over the maximum building height. Would like to sit down with architect to go over these.
 - Site triangle clearance areas to be used per adopted LMC definition 1.255.
- Construction Mitigation Exhibit
 - Drive would need to be built over phase 1 to accommodate utilities for the construction of Building A. Please confirm phasing of the drive.
 - Plan calls on-site material areas. They are actually off-site (not the same property). How will the excavated material be transported up the hill: trucks, conveyor belt system, etc. Are agreements with adjacent property owner in place?
- Snow Storage
 - Snow storage plan to be updated as all 27 single family dwellings and 7 townhouses have a driveway. Not able to identify a driveway as snow storage for the project (same reason you didn't include the driveways for the multi-unit dwellings). Single-family dwelling (27) driveways would be limited to a maximum of 12 feet (Design Guidelines).
- Landscape Plan
 - Ok as is. To be updated with the final site plan.
- Sheet AE-A101

- What is condo-a-owner area shaded dark gray?
- Building A parking garage
 - LMC 15-2.16-8(D) indicates that a parking structure may occupy below grade side if the structure maintains all setbacks above grade. Can't tell by looking at the site plans or model. A clarification would be greatly appreciated on this subject.

On October 27, 2017 plans were updated again in preparation of this Planning Commission meeting. The applicant has been busy preparing for this public meeting / hearing as also an electronic model was completed and submitted to staff, which includes the massing of the potential 27 single-family dwellings in addition to the massing of the multi-unit dwellings.

Staff requests to have the Applicant present the update model to the Planning Commission during this meeting and their associated letters, reports, studies, and plans. The applicant has submitted 9 letters up to date addressing various items including [Exhibit H – Affordable Housing Letter](#) and [Exhibit I - Planning Commission and Staff Questions and Concerns Letter](#). The applicant has submitted 8 studies, reports, survey, etc., and plans totaling 53 sheets of the current proposal. See Exhibit section at the end of this staff report. Due to the significant information provided related the Planning Commission's review, the submitted 57 unit Master Planned Development, Conditional Use Permit of multi-unit dwellings, and 33 lot Re-Subdivision, staff recommends that this meeting be utilized to go over the proposal. This allows the Planning Commission to ask questions and provide input as requested by staff in terms of decisions that will be needed by the Planning Commission regarding the proposed density, setback reduction, type of open spaced proposed, and combing the preliminary with the final subdivision plat.

Proposal

Building A - Affordable Housing

- Multi-unit dwelling, conditional use
- 15 residential affordable housing units
- Square footage
 - Residential: 16,520
 - Mechanical: 256
 - Internal circulation (hallways and stairs): 1,833
 - Parking and vehicular circulation: 5,571
 - Overall: 24,180
- 18 parking spaces located in an enclosed underground parking garage
- Vehicular access off Lowell Avenue through one (1) driveway
- 4 stories above the parking garage
- Proposed lot 1
- Affordable housing residential units do not count towards residential Unit Equivalents

Building B/C

- Multi-unit dwelling, conditional use
- 12 residential units
- Square footage
 - Residential: 27,683 (13.84 residential Unit Equivalents)
 - Mechanical: 375
 - Internal circulation (hallways, stairs, and elevator): 1,133
 - Parking and vehicular circulation: 9,305
 - Overall: 38,496
- 21 parking spaces located in enclosed underground parking garages
- Vehicular access off Lowell Avenue through two (2) separate driveways
- 4 stories above the parking garage
- Proposed lot 2

Building D

- Multi-unit dwelling, conditional use
- 11 residential units
- Square footage
 - Residential: 24,255 (12.13 residential Unit Equivalents)
 - Mechanical: 166
 - Internal circulation (hallways, stairs, and elevator): 1,827
 - Parking and vehicular circulation: 8,313
 - Overall: 34,561
- 22 parking spaces located in an enclosed underground parking garage
- Vehicular access off Lowell Avenue through one (1) driveway
- 4 stories above the parking garage
- Proposed lot 2

Townhomes Building

- Multi-unit dwelling, conditional use
- 7 residential units
- Residential square footage: 29,005 (14.50 residential Unit Equivalents)
- 14 parking spaces, 2 within each parking garage
- Vehicular access off proposed private drive through individual driveways
- 3 stories above the garage level
- Proposed lot 30

Single-Family Residential Lots

- Single-family dwellings, allowed use
- 27 lots accommodate one (1) single-family dwelling on each lot
- Approximate buildable square footage: 71,880 (35.94 residential Unit Equivalents)
- 54 parking spaces, 2 within each lot as required
- Vehicular access off proposed private drive through individual driveways
- Proposed lots 3-29

Open Space Lots

- 3 lots to be re-platted as open space
- Proposed open space lot 31:
 - Square footage: 2,106.4
 - Proposed retaining walls and stair access to adjacent property to the south
- Proposed open space Lot 32:
 - Square footage: 487,798.29 (11.2 acres)
 - No improvements on this lot
 - Contains a pedestrian access easement for Nastar, LLC.
- Proposed open space Lot 33
 - Square footage: 180,702 (4.15 acres)
 - Contains a ski access for CRH Partners, LLC.
 - This lot is not part of this MPD; however, it is part of this Re-Subdivision

Master Planned Development Analysis/Discussion

The purpose of the Master Planned Development application public meeting is to have the applicant present their application proposal and give the public and Planning Commission an opportunity to evaluate the proposal in accordance with the applicable code criteria. [LMC § 15-6-5](#) indicates that all Master Planned Developments are to contain the following minimum requirements:

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

The site contains a total of 653,860 sf. (15.01 acres) broken down in the following manner:

- RC District: 199,867 sf. (4.59 acres)
- RC District within the SLO Zone: 78,654 sf. (1.81 acres)
- ROS District: 84,194 sf. (1.93 acres)
- ROS District within the SLO Zone: 291,145 sf. (6.68 acres)

The applicant proposes to build solely within the zoning boundaries of the RC District. The applicant does not request to build within the boundary of the RC District/SLO, or within the ROS District, and these areas would be dedicated as open space.

Within the RC District, sites with multi-unit dwellings receive a floor area ratio (FAR) of 1.0. The portion of the site in the RC District has a maximum floor area of 199,867 sf. for multi-unit dwellings. The RC District does not provide a FAR standard for single-family dwelling lots, but rather, a minimum lot area requirement of 1,875 sf. The proposal contains a total FAR of 0.41 ($80,963 \div 199,867$) for multi-unit dwellings. In applying the FAR at its maximum, the site would have a remaining 118,904 sf. in density ($199,867 - 80,963$). In applying the floor area not used for

multi-unit dwelling for single-family dwellings, this would create approximately 63 residential lots (applying the minimum lot area of 1,875 square feet). The applicant requests to re-subdivide 27 single-family lots in conjunction with their 80,963 sf. of multi-unit dwellings.

Discussion point no. 1: The Commission held a work session discussion about this logic during the July 26, 2017 Planning Commission meeting. The Planning Commission and the Planning Department found that subtracting the overall number of single-family dwelling residential lots from the remaining FAR area not used for multi-unit dwellings would be an appropriate method of calculating density as the two (2) residential types allowed in the District have separate density methodologies within the same Master Plan.

A residential Unit Equivalent is 2,000 square feet. The applicant proposes the construction of the following 30 residential units and the allotment of 27 lots:

- 12 flats within multi-unit Building B/C totaling 27,683 square feet (13.84 residential Unit Equivalents)
- 11 flats within multi-unit Building D totaling 24,255 square feet (12.13 residential Unit Equivalents)
- 7 townhouses within the Townhome Building totaling 29,005 square feet (14.50 residential Unit Equivalents)
- 27 lots to accommodate one (1) future single-family dwelling on each lot which would be approximately 71,880 square feet (35.94 residential Unit Equivalents)

Complies. The applicant requests a total of 57 residential units in the form of flats, townhouses, and future houses totaling approximately 152,843 square feet (76.41 residential Unit Equivalents) within the RC District non-SLO zone which is 199,867 square feet. The site also contains 78,654 square feet of area in the RC District within the SLO Zone; however, the applicant does not seek to transfer some of that density into the development as allowed in the SLO Regulations. The proposed Density of the MPD does not exceed the maximum Density in the zone.

If the applicant was requesting to solely build multi-unit dwellings only utilizing RC District non-SLO zone which is 199,867 square feet, it would trigger a maximum density of 199,867 square feet, 99.94 residential Unit Equivalents, based on the Districts FAR of 1.0. If the applicant was requesting to solely build single-family dwellings only utilizing RC District non-SLO zone which is 199,867 square feet, it would trigger a maximum density of 106 residential units based on the minimum lot size of 1,875 square feet.

B. Maximum Allowed Building Footprint for Master Planned Developments within the HR-1 and HR-2 Districts. *Not applicable.* The site is not located in the HR-1 or HR-2 District.

C. Setbacks. LMC 15-6-5(C) states

(1) The minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels one (1) acre or larger in size. The Planning Commission may decrease the required perimeter Setback from twenty five feet (25') for MPD applications one (1) acre or larger to the zone required Setback if it is necessary to provide desired architectural interest and variation.

[...]

(4) In all MPDs, for either the perimeter setbacks or the setbacks within the project, the Planning Commission may increase Setbacks to retain existing Significant Vegetation or natural features or to create an adequate buffer to adjacent Uses, or to meet historic Compatibility requirements.

(5) The Planning Commission may reduce Setbacks within the project boundary, but not perimeter Setbacks, from those otherwise required in the zone to match an abutting zone Setback, provided the project meets minimum Uniform Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale and spacing between houses, and meets open space criteria set forth in Section 15-6-5(D)

Complies, pending Planning Commission approval of requested Setbacks. The applicant request to maintain the MPD setback of 25 feet around the perimeter of the entire development, with the exception of seven (7) future single-family residential lots 3-7 and 21-22. Applicant seeks the following setback reductions as allowed by the Code, to be granted by the Planning Commission:

1. Proposed lot 3-7 front setback reduction to ten feet (10').
2. Proposed lot 21 side setback reduction to twenty feet (20').
3. Proposed lot 22 side setback reduction to ten feet (10').

Discussion point no. 2: Staff recommends applying the RC District minimum setbacks as requested as the adjacent single family dwellings did not go through the master planned process as their setbacks are based on the minimum setback. Proposed lot 3-7 are directly across the street from lots with typical minimum front yard setback. Lot 21 and 22 are tucked all the way at the end of the private drive, which their requested setback reduction is opposite to the location of the private driveway. Staff recommends granting the setback reduction based on the RC District applicable minimum setback.

- D. **Open Space.** All Master Planned Developments shall contain a minimum of sixty percent (60%) open space as defined in LMC Chapter 15-15 [...].

Definition of Open Space.

- A. **Open Space, Landscaped.** *Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.*
- B. **Open Space, Natural.** *A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors.*
- C. **Open Space, Transferred Development Right (TDR).** *That portion of a Master Planned Development, PUD, Cluster Plan or other Development plan from which Density is permanently Transferred. This Area may be either Natural or Landscaped Open Space.*

Complies. The MPD site contains a total of 653,759 square feet. The MPD site contains 17,012 square feet of hard-scaped plazas equating to 2.6% of the site and 531,519 square feet (12.20 acres) equating to 81.3% of natural open space.

Discussion point no. 3: Type of open space. The Planning Commission shall designate the preferable type and mix of open space for each Master Planned Development. This determination will be based on the guidance given in the Park City General Plan. Landscaped open space may be utilized for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. Open space may not be utilized for Streets, roads, driveways, Parking Areas, commercial Uses, or Buildings requiring a Building Permit. Staff finds that the requested open space designation of natural open space best suits the site based on the site's natural undisturbed Area. Does the Planning Commission agree with this?

- D. **Off-Street Parking.** The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of this code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal. [...]

The applicant does not request to decrease the required number of off-street parking spaces; therefore, no parking analysis has been submitted. See building by building requirement:

- Affordable housing Building A requires 18 parking spaces based on the size of the units. The proposed building contains 18 parking spaces. Complies.
- Building B/C requires 21 parking spaces based on the size of the units. The proposed building contains 21 parking spaces. Complies.
- Building D requires 21 parking spaces based on the size of the units. The proposed building contains 22 parking spaces. Complies.
- Townhome building requires 14 parking spaces based on the size of the units, two (2) parking spaces per unit. Proposed building contains 14 parking spaces. Complies.
- Single-family dwelling residential lots requires 54 parking spaces, based on unit count. These 27 residential lots would require a minimum of 2 parking spaces per unit. To comply as the lots get developed.

Building Height

- Multi-unit dwellings: No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade. Gable, hip, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater. Proposal complies.
- Single-family dwellings: No Single Family shall be erected to a height greater than twenty-seven feet (27'). Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. Additional height requirements apply (mimics HR-1 District).

Conditional Use Permit Update

There are certain uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts. The RC District lists multi-unit dwellings as a conditional use. A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:

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

10. *signs and lighting;*
11. *physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;*
12. *noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;*
13. *control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;*
14. *expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;*
15. *within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and*
16. *reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.*

The proposal consists of four (4) separate multi-unit dwellings with a total of forty-five (45) units:

- Building A - Affordable Housing, 15 residential affordable housing units
- Building B/C, 12 residential units
- Building D, 11 residential units
- Townhomes Building, 7 residential units

Staff is currently reviewing all of the CUP required items to make sure that compliance with applicable items can be found. Staff is currently working on these items. Staff anticipates impacts with the construction of the site specifically with CUP review item 12 and 13.

Re-Subdivision Discussion

The site is within the Snyder's Addition to the Park City Survey which requires the re-configuring of 299 Old Town lots, into the proposed 32 lots. The three (3) proposed multi-family lots would in the future re-platted via Condominium Plat re-subdivided into their individual units, allowing the property owner the ability to sell each unit individually. The development proposes the re-configuring of 27 single-family lots to house one single-family dwelling each. The development also proposes the re-configuring of four (4) open space lots that would be owned and maintained by the development homeowner's association (HOA).

The City vacated Rights-of-Way (ROW) in 1966. This Re-Subdivision in conjunction with this MPD request removes all platted lots within the development. The applicant has been working with staff in terms of the requirements of the general layout of the proposed private road, street improvements, drainage, sewerage, fire protection, mitigation of environmental impacts, and similar matters, as well as the availability of existing services. The applicant and staff value and appreciate the input by the Planning Commission regarding the MPD. Land Management Code Section [15-7.1-5](#)

Preliminary Subdivision Plat, specifically sub-section D and E indicates the following:

D. Planning Commission Review of Preliminary Plat. *The Planning Commission shall study the Preliminary Plat and the report of the Staff, taking into consideration requirements of Land Management Code, any Master Plan, site plan, or Sensitive Land Analysis approved or pending approval on the subject Property. Particular attention will be given to the arrangement, location and width of Streets, their relation to sewerage disposal, drainage, erosion, topography and natural features of the Property, location of Physical Mine Hazards and geologic hazards, Lot sizes and arrangement, the further Development of adjoining lands as yet un-subdivided, and the requirements of the Official Zoning Map, General Plan, and Streets Master Plan, as adopted by the Planning Commission and City Council. The Planning Commission shall make a finding as to whether there is Good Cause in approving the preliminary plat.*

E. PUBLIC HEARINGS. *The Planning Commission shall hold a public hearing on the Preliminary Plat Application. Such hearings shall be advertised in accordance with the requirements of Section 15-1-12 of the Land Management Code and in the same manner as the subsequent public hearings of the final Subdivision Plat; except, however, that the Planning Commission may, at its sole discretion, combine the required hearings for both preliminary and final Subdivision Plat approval.*

Discussion point No. 4: Staff recommends that the Planning Commission combine the required hearings for both preliminary and final Subdivision Plat approval. Staff does not see a benefit at this time to have a review and public hearing for preliminary subdivision plat at Planning Commission to then have the applicant come back with another application to hold another review and public hearing for final subdivision plat at Planning Commission with a recommendation to the City Council with the sub-sequent review and public hearing at City Council.

The Applicant has diligently worked with staff as they have provided several exhibits and explanations regarding the proposed grading and utilities making staff comfortable making this recommendation to the Planning Commission. The City Engineer has worked closely in the review process.

The Commission should pay special attention to the grading and utility exhibits should a determination be made to combine preliminary and final subdivision plat, as it is to the sole discretion of the Commission to combine such public hearings/reviews. The City Engineer supports the combination of the review process. Does the Planning Commission agree with this?

Notice

On July 15, 2017, the property was posted and public hearing courtesy notices were mailed to property owners within three hundred feet (300'). Legal notice was published

in the Park Record on November 11, 2017.

Public Input

Staff received two (2) public input letters from adjacent property owners. Ms. Kravtin indicates general concerns with the Old Town character of the portion of Lowell Avenue. Marriott MountainSide indicates concerns with traffic during construction and on-going traffic, proximity to property, privacy, construction noise and possible long term noise, and dust issues.

Summary Recommendations

Staff recommends that the Planning Commission hold a public hearing and review the submitted King's Crown Master Planned Development (MPD), Conditional Use Permit (CUP) for Multi-Unit Dwellings, and corresponding 33 lot Re-Subdivision applications. Staff recommends that the Planning Commission provide direction and input regarding the proposed density (confirmation), setback reduction, type of open spaced proposed, and combing the preliminary with the final subdivision plat.

Exhibits – Applicant Narratives

- [Exhibit A - Applicant's MPD Letter](#)
- [Exhibit B - Applicant's General Plan Letter](#)
- [Exhibit C - Prior Agreements](#)
- [Exhibit D - Applicant's CUP Letter](#)
- [Exhibit E - Applicant's Re-Subdivision Letter](#)
- [Exhibit F - Construction Mitigation Plan](#)
- [Exhibit G – Nastar Intent Letter](#)
- [Exhibit H – Affordable Housing Letter \(Printed\)](#)
- [Exhibit I - Planning Commission and Staff Questions and Concerns Letter \(Printe\)](#)

Exhibits - Reports

- [Exhibit J - Applicant's Traffic Studies and Transportation Master Plan](#)
- [Exhibit K - Vegetation Study](#)
- [Exhibit L - Geotechnical Investigation](#)
- [Exhibit M - City Traffic Study](#)
- [Exhibit N - King's Crown Traffic Study](#)
- [Exhibit O - Cultural Survey](#)
- [Exhibit P - Environmental Survey](#)
- [Exhibit Q - Mine Site Studies](#)

Exhibits – Plans (Printed)

- [Exhibit R - General Drawings:](#)
 - GI-001 COVER SHEET
- [Exhibit S - Civil Drawings:](#)
 - ALTA SURVEY
 - SLOPE MAP
- [Exhibit T - Civil Drawings:](#)
 - PROPOSED PLAT

C3 PRELIMINARY UTILITY PLAN
C4 PRELIMINARY GRADING PLAN
C5 DETAILED GRADING PLANS
C6 DETAILED GRADING PLANS

Exhibit U – Landscape Drawings:

L-101 LANDSCAPE PLAN
L-102 MATERIALS PLAN

Exhibit V - Architectural Site Drawings:

AS-001 SITE AERIAL PLAN
AS-002 EXISTING PLATTED CONDITIONS - 247 LOTS
AS-003 PROJECT SCOPE
AS-004 DIAGRAMMATIC SITE PLAN

Exhibit W - Site Compliance Drawings:

AS-005 PROPERTY ZONE AREA PLAN
AS-006 OPEN SPACE CALCULATIONS
AS-007 BUILDING PADS/ SETBACKS
AS-008 SNOW STORAGE DIAGRAM
AS-009 CONSTRUCTION MITIGATION
AS-010 INTERNAL PEDESTRIAN CIRCULATION
AS-011 RETAINING WALL PLAN
AS-101 ARCHITECTURAL SITE PLAN

Exhibit X - Architectural Graphics Drawings:

AG-101 ROOF HEIGHT COMPLIANCE
AG-102 HEIGHT FOG STUDIES
AG-111 AFFORDABLE BLDG AREA PLANS
AG-112 AFFORDABLE BLDG AREA PLANS
AG-121 CONDO BUILDING B/C AREA PLANS
AG-122 CONDO BUILDING B/C AREA PLANS
AG-123 CONDO BUILDING B/C AREA PLANS
AG-131 CONDO BUILDING D AREA PLANS
AG-132 CONDO BUILDING D AREA PLANS
AG-141 TOWNHOME AREA PLANS
AG-142 TOWNHOME AREA PLANS

Exhibit Y - Architectural Drawings:

AE-201 LOWELL AVE - STREETSCAPE ELEVATIONS
AE-211 BUILDING A ELEVATIONS
AE-212 BUILDING A ELEVATIONS
AE-221 BUILDING B ELEVATIONS
AE-222 BUILDING B ELEVATIONS
AE-223 BUILDING C ELEVATIONS
AE-231 BUILDING D ELEVATIONS
AE-232 BUILDING D ELEVATIONS
AE-241 TOWNHOME STREET ELEVATION
AE-301 SITE SECTIONS
AE-302 SITE SECTIONS
AE-311 BUILDING A SECTIONS

AE-321 BUILDING B/C SECTIONS
AE-331 BUILDING D SECTIONS
AE-341 TOWNHOME SECTIONS
AE-342 TOWNHOME SECTIONS
AE-901 PRELIM 3D VIEWS (printed)
AE-902 PRELIM 3D VIEWS (printed)
AE-903 PRELIMINARY OVERALL SKETCH

Exhibit Z - Public Comments (Printed)

EXHIBIT E. AFFORDABLE HOUSING

August 11, 2017

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

RE: King’s Crown Affordable Housing Proposal

Dear Francisco,

In response to Commissioner Thimm’s question and the comments of others, we are submitting this proposal for the affordable housing obligation we are considering for the King’s Crown project. As you are aware, we are proposing 15 units total, which is over twice what is obligated under the Land Management Code. The primary questions are what are the sizes of the units, the unit mix as well as the targeted AMI for the project. Attached to this document is a series of work sheets that were prepared by Rhoda Stauffer, Park City’s Affordable Housing Director. When we met with Ms. Stauffer as well as Anne Laurent last week, they suggested that the units that the proposed King’s Crown project be obligated to construct under the MPD requirements be targeted towards the lower AMI’s of 60% and 70% and that they voluntary units be targeted towards the higher AMI’s of 90% and 100%.

According to the Staff, both AMI’s are in need to housing and both would be well-served by this development. We are open to suggestions regarding the AMI target from the Commission. We are pleased to provide the additional affordable housing and intend to construct this building in the first phase to ensure that it gets built and the housing is available as soon as possible. CRH remains committed to this obligation. The following table summarizes the attached sheets which were the work product and conclusions/suggestions from Ms. Stauffer regarding this proposal.

Table 1. Type of Unit/AMI Target/Proposed Price

Unit Type	AMI Target	Proposed Price
Three bedroom	60%	\$240,250
Two bedroom	60%	\$216,225
Two bedroom	60%	\$216,225
One bedroom	60%	\$192,153
Two bedroom	70%	\$252,262
Two bedroom	70%	\$252,262
Two bedroom	70%	\$252,262
Two bedroom	70%	\$252,262



Three bedroom	90%	\$360,375
Three bedroom	90%	\$360,375
Three bedroom	100%	\$400,416
Two bedroom	100%	\$324,337
Two bedroom	100%	\$324,337
Two bedroom	100%	\$324,337
Two bedroom	100%	\$324,337

Thank you for the opportunity to present his proposal. We look forward to the Staff and the Commission's suggestions and comments.

Sincerely,

Rory Murphy
Hans Fuegi
Chuck Heath



Estimating Assumptions

- Mortgage Assumptions
- Shelter Cost % of gross income 30%
- Down Payment (% of purchase price) 3-50%
- Mortgage Rate (annual) 4.490%
- Mortgage Term (years) 30.00
- Property Insurance (annual) \$ 500.00
- Mortgage Insurance (% of mortgage amount) 0.70%
- Real Estate Taxes (annual) - % of purchase price) 0.75%
- HOA calculated at .6% of sale price divided by 12 0.60%

March FirstHome rate of 3.99% Plus 50 bps
<http://www.utahhousingcorp.org/index2b.html>

	60.00	65.00	70.00	75.00	80.00	85.00	90.00	95.00	100.00
Household Income & Affordable Shelter Cost									
Total Household Income (annual)	\$ 43,418.00	\$ 47,035.95	\$ 50,654.10	\$ 54,272.25	\$ 57,890.00	\$ 61,508.55	\$ 65,126.70	\$ 68,744.85	\$ 72,363.00
Shelter Cost % of gross income	30%	30%	30%	30%	30%	30%	30%	30%	30%
Maximum Monthly Housing Payment	\$ 1,085.45	\$ 1,175.90	\$ 1,266.35	\$ 1,356.81	\$ 1,447.25	\$ 1,537.71	\$ 1,628.17	\$ 1,718.62	\$ 1,809.08
Maximum Purchase Price									
Maximum Monthly Housing Payment	\$ 1,085.45	\$ 1,175.90	\$ 1,266.35	\$ 1,356.81	\$ 1,447.25	\$ 1,537.71	\$ 1,628.17	\$ 1,718.62	\$ 1,809.08
Condo fees	(\$84.07)	(\$91.07)	(\$98.08)	(\$105.08)	(\$112.09)	(\$119.10)	(\$126.10)	(\$133.11)	(\$140.11)
Mortgage Insurance	(\$99.83)	(\$108.15)	(\$116.47)	(\$124.79)	(\$133.11)	(\$141.43)	(\$149.75)	(\$158.06)	(\$166.38)
Real Estate Tax	(\$93.18)	(\$100.94)	(\$108.70)	(\$116.47)	(\$124.23)	(\$132.00)	(\$139.76)	(\$147.53)	(\$155.29)
Max. Mortgage Payment	\$ 808.38	\$ 875.74	\$ 943.10	\$ 1,010.47	\$ 1,077.82	\$ 1,145.19	\$ 1,212.56	\$ 1,279.92	\$ 1,347.29
Mortgage Amount	\$ 159,229.24	\$ 173,039.22	\$ 186,349.92	\$ 199,660.63	\$ 212,969.87	\$ 226,282.05	\$ 239,592.76	\$ 252,903.47	\$ 266,214.18
Down Payment	\$ 8,406.80	\$ 9,107.33	\$ 9,807.89	\$ 10,508.45	\$ 11,208.94	\$ 11,909.58	\$ 12,610.15	\$ 13,310.71	\$ 14,011.27
Purchase Price	\$ 168,136.04	\$ 182,146.54	\$ 196,157.82	\$ 210,169.09	\$ 224,178.81	\$ 238,191.63	\$ 252,202.91	\$ 266,214.18	\$ 280,225.45

	60.00	65.00	70.00	75.00	80.00	85.00	90.00	95.00	100.00
Household Income & Affordable Shelter Cost									
Total Household Income (annual)	\$ 49,620.00	\$ 53,755.00	\$ 57,890.00	\$ 62,025.00	\$ 66,160.00	\$ 70,295.00	\$ 74,430.00	\$ 78,565.00	\$ 82,700.00
Shelter Cost % of gross income	30%	30%	30%	30%	30%	30%	30%	30%	30%
Maximum Monthly Housing Payment	\$ 1,240.50	\$ 1,343.88	\$ 1,447.25	\$ 1,550.63	\$ 1,654.00	\$ 1,757.38	\$ 1,860.75	\$ 1,964.13	\$ 2,067.50
Maximum Purchase Price									
Maximum Monthly Housing Payment	\$ 1,240.50	\$ 1,343.88	\$ 1,447.25	\$ 1,550.63	\$ 1,654.00	\$ 1,757.38	\$ 1,860.75	\$ 1,964.13	\$ 2,067.50
Condo fees	(\$96.08)	(\$104.08)	(\$112.09)	(\$120.10)	(\$128.10)	(\$136.11)	(\$144.11)	(\$152.12)	(\$160.13)
Mortgage Insurance	(\$114.09)	(\$123.60)	(\$133.11)	(\$142.61)	(\$152.12)	(\$161.63)	(\$171.14)	(\$180.64)	(\$190.15)
Real Estate Tax	(\$106.48)	(\$115.36)	(\$124.23)	(\$133.11)	(\$141.98)	(\$150.85)	(\$159.73)	(\$168.60)	(\$177.47)
Max. Mortgage Payment	\$ 923.85	\$ 1,009.83	\$ 1,077.82	\$ 1,154.81	\$ 1,231.80	\$ 1,308.78	\$ 1,385.77	\$ 1,462.76	\$ 1,539.75
Mortgage Amount	\$ 182,545.60	\$ 197,757.74	\$ 212,969.87	\$ 228,182.00	\$ 243,394.14	\$ 258,606.27	\$ 273,818.41	\$ 289,030.54	\$ 304,242.67
Down Payment	\$ 9,607.66	\$ 10,408.30	\$ 11,208.94	\$ 12,009.58	\$ 12,810.22	\$ 13,610.86	\$ 14,411.50	\$ 15,212.13	\$ 16,012.77
Purchase Price	\$ 192,153.27	\$ 208,166.04	\$ 224,178.81	\$ 240,191.58	\$ 256,204.36	\$ 272,217.13	\$ 288,229.90	\$ 304,242.67	\$ 320,255.44

	60.00	65.00	70.00	75.00	80.00	85.00	90.00	95.00	100.00
Household Income & Affordable Shelter Cost									
Total Household Income (annual)	\$ 55,836.00	\$ 60,489.00	\$ 65,142.00	\$ 69,795.00	\$ 74,448.00	\$ 79,101.00	\$ 83,754.00	\$ 88,407.00	\$ 93,060.00
Shelter Cost % of gross income	30%	30%	30%	30%	30%	30%	30%	30%	30%
Maximum Monthly Housing Payment	\$ 1,395.90	\$ 1,512.23	\$ 1,628.55	\$ 1,744.88	\$ 1,861.20	\$ 1,977.53	\$ 2,093.85	\$ 2,210.18	\$ 2,326.50
Maximum Purchase Price									
Maximum Monthly Housing Payment	\$ 1,395.90	\$ 1,512.23	\$ 1,628.55	\$ 1,744.88	\$ 1,861.20	\$ 1,977.53	\$ 2,093.85	\$ 2,210.18	\$ 2,326.50
Condo fees	(\$108.11)	(\$117.12)	(\$126.13)	(\$135.14)	(\$144.15)	(\$153.16)	(\$162.17)	(\$171.18)	(\$180.19)
Mortgage Insurance	(\$128.38)	(\$139.08)	(\$149.78)	(\$160.48)	(\$171.18)	(\$181.88)	(\$192.58)	(\$203.27)	(\$213.97)
Real Estate Tax	(\$119.82)	(\$129.81)	(\$139.80)	(\$149.78)	(\$159.77)	(\$169.75)	(\$179.74)	(\$189.72)	(\$199.71)
Max. Mortgage Payment	\$ 1,039.58	\$ 1,126.21	\$ 1,212.84	\$ 1,299.47	\$ 1,386.11	\$ 1,472.74	\$ 1,559.37	\$ 1,646.00	\$ 1,732.63
Mortgage Amount	\$ 205,413.47	\$ 222,531.26	\$ 239,649.05	\$ 256,766.84	\$ 273,884.63	\$ 291,002.41	\$ 308,120.20	\$ 325,237.99	\$ 342,355.78
Down Payment	\$ 10,811.24	\$ 11,712.17	\$ 12,613.11	\$ 13,514.04	\$ 14,414.98	\$ 15,315.92	\$ 16,216.85	\$ 17,117.79	\$ 18,018.73
Purchase Price	\$ 216,224.70	\$ 234,243.43	\$ 252,262.15	\$ 270,280.88	\$ 288,299.61	\$ 306,318.33	\$ 324,337.06	\$ 342,355.78	\$ 360,374.51



Household Income & Affordable Shelter Cost

Total Household Income (annual)	\$ 62,040.00	\$ 67,210.00	\$ 72,380.00	\$ 77,550.00	\$ 82,720.00	\$ 87,890.00	\$ 93,060.00	\$ 98,230.00	\$ 103,400.00	1,111
Shelter Cost % of gross income	30%	30%	30%	30%	30%	30%	30%	30%	30%	#####
Maximum Monthly Housing Payment	\$1,551.00	\$1,680.25	\$1,809.50	\$1,938.75	\$2,068.00	\$2,197.25	\$2,326.50	\$2,455.75	\$2,585.00	

Maximum Purchase Price

Maximum Monthly Housing Payment	\$ 1,551.00	\$ 1,680.25	\$ 1,809.50	\$ 1,938.75	\$ 2,068.00	\$ 2,197.25	\$ 2,326.50	\$ 2,455.75	\$ 2,585.00
Condo fees	(120.12)	(130.14)	(140.15)	(150.16)	(160.17)	(170.18)	(180.19)	(190.20)	(200.21)
Mortgage Insurance	(142.65)	(154.54)	(166.42)	(178.31)	(190.20)	(202.09)	(213.97)	(225.86)	(237.75)
Real Estate Tax	(133.14)	(144.23)	(155.33)	(166.42)	(177.52)	(188.61)	(199.71)	(210.80)	(221.90)
Max. Mortgage Payment	1,155.09	1,251.35	1,347.60	1,443.86	1,540.12	1,636.38	1,732.63	1,828.89	1,925.15
Mortgage Amount	\$ 228,237.19	\$ 247,236.95	\$ 266,236.72	\$ 285,236.48	\$ 304,236.25	\$ 323,236.02	\$ 342,235.78	\$ 361,235.55	\$ 380,235.31
Down Payment	\$ 12,012.48	\$ 13,013.52	\$ 14,014.56	\$ 15,015.60	\$ 16,016.64	\$ 17,017.69	\$ 18,018.73	\$ 19,019.77	\$ 20,020.81
Purchase Price	\$ 240,249.67	\$ 260,270.48	\$ 280,291.28	\$ 300,312.09	\$ 320,332.89	\$ 340,353.70	\$ 360,374.51	\$ 380,395.31	\$ 400,416.12

Household Income & Affordable Shelter Cost

Total Household Income (annual)	\$ 71,894.40	\$ 77,885.60	\$ 83,876.80	\$ 89,868.00	\$ 95,859.20	\$ 101,850.40	\$ 107,841.60	\$ 113,832.80	\$ 119,824.00
Shelter Cost % of gross income	30%	30%	30%	30%	30%	30%	30%	30%	30%
Maximum Monthly Housing Payment	\$1,797.36	\$1,947.14	\$2,096.92	\$2,246.70	\$2,396.48	\$2,546.26	\$2,696.04	\$2,845.82	\$2,995.60

Maximum Purchase Price

Maximum Monthly Housing Payment	\$ 1,797.36	\$ 1,947.14	\$ 2,096.92	\$ 2,246.70	\$ 2,396.48	\$ 2,546.26	\$ 2,696.04	\$ 2,845.82	\$ 2,995.60
Condo fees	(139.21)	(150.81)	(162.41)	(174.01)	(185.61)	(197.21)	(208.81)	(220.41)	(232.01)
Mortgage Insurance	(165.31)	(179.08)	(192.86)	(206.63)	(220.41)	(234.18)	(247.96)	(261.74)	(275.51)
Real Estate Tax	(154.29)	(167.14)	(180.00)	(192.86)	(205.71)	(218.57)	(231.43)	(244.29)	(257.14)
Max. Mortgage Payment	1,338.56	1,450.11	1,561.66	1,673.20	1,784.75	1,896.30	2,007.84	2,119.39	2,230.94
Mortgage Amount	\$ 264,490.26	\$ 286,531.11	\$ 308,571.97	\$ 330,612.82	\$ 352,653.68	\$ 374,694.53	\$ 396,735.39	\$ 418,776.24	\$ 440,817.10
Down Payment	\$ 13,920.54	\$ 15,080.58	\$ 16,240.63	\$ 17,400.67	\$ 18,560.72	\$ 19,720.76	\$ 20,880.81	\$ 22,040.85	\$ 23,200.90
Purchase Price	\$ 278,410.80	\$ 301,611.70	\$ 324,812.60	\$ 348,013.50	\$ 371,214.40	\$ 394,415.30	\$ 417,616.20	\$ 440,817.10	\$ 464,018.00

Six Person Household (Four bedroom units)

Total Household Income (annual)	\$ 95,859.20	\$ 101,850.40	\$ 107,841.60	\$ 113,832.80	\$ 119,824.00
Shelter Cost % of gross income	30%	30%	30%	30%	30%
Maximum Monthly Housing Payment	\$2,396.48	\$2,546.26	\$2,696.04	\$2,845.82	\$2,995.60

Maximum Purchase Price

Maximum Monthly Housing Payment	\$ 2,396.48	\$ 2,546.26	\$ 2,696.04	\$ 2,845.82	\$ 2,995.60
Condo fees	(185.61)	(197.21)	(208.81)	(220.41)	(232.01)
Mortgage Insurance	(220.41)	(234.18)	(247.96)	(261.74)	(275.51)
Real Estate Tax	(205.71)	(218.57)	(231.43)	(244.29)	(257.14)
Max. Mortgage Payment	1,784.75	1,896.30	2,007.84	2,119.39	2,230.94
Mortgage Amount	\$ 352,653.68	\$ 374,694.53	\$ 396,735.39	\$ 418,776.24	\$ 440,817.10
Down Payment	\$ 18,560.72	\$ 19,720.76	\$ 20,880.81	\$ 22,040.85	\$ 23,200.90
Purchase Price	\$ 371,214.40	\$ 394,415.30	\$ 417,616.20	\$ 440,817.10	\$ 464,018.00



Sales prices per AMI

Unit size	#	60%	70%	80%	90%	100%
Three bedroom	4	\$240,250	\$280,291	\$320,333	\$360,375	\$400,416
Two bedroom	10	\$216,225	\$252,262	\$288,300	\$324,337	\$360,375
One bedroom	1	\$192,153	\$224,179	\$256,204	\$288,230	\$320,255

eight units in fulfillment of housing obligation						
Three bedroom	1	\$240,250				\$240,250
Two bedroom	2	\$432,449				\$432,449
One bedroom	1	\$192,153				\$192,153
Two bedroom	4		\$1,009,049			\$1,009,049
Balance of units						
Three bedroom	2			\$720,749		\$720,749
Two bedroom	4				\$1,441,498	\$1,441,498
total projected income						\$4,036,148

plus 1 Three bedroom @ 100% = \$400,416

\$ 400,416
~~\$4,436,554~~

RECEIVED
 AUG 11 2017
 PARK CITY
 PLANNING DEPT.

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.

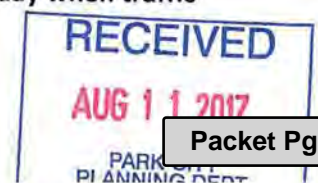
18. Will the applicant include a sidewalk in the plan? Our intention is to include the sidewalk along the Lowell Avenue in front of our project at a minimum across the front of the multi-family units. The sidewalk is proposed to be radiant heated offset through renewables located on the roof of the multi-family 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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PARK CITY
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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.



Francisco Astorga

From: Patricia Kravtin <pdkravtin@comcast.net>
Sent: Tuesday, July 25, 2017 12:36 PM
To: Francisco Astorga
Subject: Public Comment on Kings Crown MPD, 1201-1299 Lowell Avenue Project

Public Comment on Proposed King's Crown Project

On Planning Commission Meeting

Agenda Item: Wednesday July 26th, 2017

We are residents of 1240 Lowell Avenue, which is currently the first single-family residence on Lowell Avenue south of Manor Way. As such, we will be among the most, if not the most impacted abutter of the proposed Kings Crown development in regard to its impact on the residential/old town character of the portion of Lowell Avenue south of the Resort base. We have previously shared issues of abutter impact and means of mitigation with the development team prior to their submission to the commission, and we are very appreciative of the developers' outreach and consideration given to the neighborhood quality of Lowell Avenue south of Manor Way. That said, this is a development of significant scale in a neighborhood that already bears the heavy burden of negative spillover effects of the Resort, and will bear the brunt of the burden of future potentially unprecedented large-scale development associated with the Treasure project. Per the Commission's Corrected Notice of Public Hearing, we understand "the Planning Commission is not expected to take Final Action as this is the initial introduction of the projected" and that the item will be continued to a future date. As key abutters, we respectfully ask for the Commission to give this important project its full and careful consideration, taking into account the potential significant impacts of the development on the Lowell Avenue residential neighborhood.

Respectively,
Patricia Kravtin and Jonathan Horwitz
1240 Lowell Avenue
Park City, Utah 84060

Francisco Astorga

From: Harney, Mark <Mark.Harney@vacationclub.com>
Sent: Saturday, October 28, 2017 12:30 PM
To: Francisco Astorga
Subject: Marriott MountainSide --Lowell Ave Kings Crown Project
Attachments: [Untitled].pdf

Francisco,

I hope all is well. We have met with our Board of Directors for Marriott MountainSide and talked about the possibility with development of the Lowell Ave King's Crown Project. We do have concerns for the enjoyment of our owners here at MountainSide. We have sent the attached letter to Hans, Chuck and Rory for more information to our concerns. I would ask the board members of the planning commission please review our concerns as well. I can be reached at the below information if there is further clarification needed. Thank you for your time.

Mark V. Harney
General Manager
Marriott's MountainSide Vacation Club
1305 Lowell Avenue (delivery)
PO Box 4109 (mail)
Park City, UT 84060
Office: 435-940-2026
Fax: 435-940-2035

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October 25, 2017

CRH Partners, LLC

Hans Fuegi, Chuck Heath, and Rory Murphy

RE: Property Adjacent to the Marriott MountainSide

Dear Future Neighbor,

We are sending this letter to address a few concerns from our Board of Directors. We understand your intentions to pursue the Kings Crown development next to our resort and know that you are strongly committed to the satisfaction of your fellow neighbors. If you could please address the following concerns below, mainly addressing the phase one development:

- **Traffic during construction and On-going traffic** – We have read the traffic and construction impacts in your plan and are still very concerned about increased traffic and large truck traffic during construction. We realize you are limiting excavation work during the ski season, however we are fully occupied during the summer season as well and anticipate issues and complaints from our Owners during this time. Please provide us with more detail on how you plan to minimize traffic issues during construction and any other ideas to aid in increased traffic issues moving forward.
- **Proximity to Property** – The drawing's show that the building for affordable housing will start 25' from the property line. We would like to see a final plan for landscaping as there are differences between Exhibit L (1) & (2). It seems like Exhibit L (2) would be preferred as it has larger trees and not just "shrub bed and concrete". We would request the landscaping to be mature landscaping when it is planted and that it would include tall and fully mature trees to help with line of site and noise issues between the two properties.
- **Privacy** - We would like to see the plan for any windows of phase one that would be facing our building. For the privacy of our Owners as well as your occupants, we want to make sure that we are being less intrusive as possible and that line of site is limited when curtains are open. We are hopeful that you would provide the proper landscaping to avoid this issue.
- **Construction Noise and Possible Long-Term Noise** – The drawings show a pool/hot tub area and a rooftop deck or "gathering area" on top of the affordable housing which is near our property line. We are very concerned with the noise this will cause to our Owners. Currently our villas that will face your property are a luxury to many of our Owners because it is the quietest view we have. Currently there is no foot or street traffic on that side of our property and many of our Owners prefer this for their relaxing vacation. What is your plan to reduce or limit the noise coming from these areas so it will not affect the neighborhood besides landscaping? We are also very concerned for these villas during your construction period regarding noise. We do appreciate the proposed plan to plant the "buffer strip vegetation" prior to construction to help minimize this noise. We would request to be notified in advance of any serious noise during construction so we can make our Owners aware prior to their arrival.

- **Dust Issues** – your plan states that you will have a water truck to help with dust. We are still concerned with the added dust and duration of the project, that our building and windows will require increased cleaning during this period. Please let us know if there are any other plans to minimize dust during the duration of the project.

We look forward to hearing from you soon so we can report back to our Board of Directors. We hope we can continue a great neighbor relationship moving forward. We know addressing these issues will decrease the concern and complaints from our MountainSide Owners as your move forward with your development.

Sincerely,



Mark Harney

General Manager



Keven Rowe

Owner's Association President

Marriott's MountainSide

1305 Lowell Avenue

Park City UT 84060

CRH PARTNERS KING'S CROWN MASTER PLANNED DEVELOPMENT

1201-1299 LOWELL AVENUE
PARK CITY, UTAH

MPD SUBMITTAL

10.27.2017



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	CONTRACTOR
CRH Partners, Limited Liability Company 1887 Gold Dust Lane, Suite 301 Park City, Utah 84060 Telephone Number: 435.640.5068 Contact: Rory Murphy email: paladinparkcity@aol.com	WOW atelier, LLC. 17 East 400 South Salt Lake City, Utah 84111 telephone: 801.712.4078 Contact: Chimos Onwuegbu, AIA, LEEDap email: chimos@be-wow.com	
CIVIL ENGINEER	LANDSCAPE ARCHITECT	STRUCTURAL ENGINEER
Evergreen Engineering 1670 Bonanza Dr #104, Park City, UT 84060 telephone: 435.649.9219 fascimile: 435.649.4667 Contact: Andrew Moran email: amoran@evergreen-eng.com	lo ci 569 East 2nd Avenue, Building B, Salt Lake City, UT 84103 Telephone Number: 435.770.1690 Contact: Michale Budge email: mbudge@loci-slc.com	Jarratt Engineering 8830 N. Upper Lando Lane Park City, Utah 84098 telephone: 435.655.9557 fascimile: 435.647.5714 Contact: Pete Jarratt email: pjarratt@qwestoffice.net
PLUMBING ENGINEER	ELECTICAL ENGINEER	INTERIOR DESIGNER
PVE Inc 1040 North 2200 West, Suite 100 Salt Lake City, Utah 84116 telephone: 801.359.3158 fascimile: 801.521.4114 Contact: Ryan Reese email: rereese@pve-ut.com	BNA Consulting Engineers 635 South State Street Salt Lake City, Utah 84111 telephone: 801.532.2196 fascimile: 801.532-2305 Contact: Mark Byant email: mark@bnaconsulting.com	

DRAWING INDEX - MPD

- GENERAL DRAWINGS
 - GI-001 COVER SHEET
- CIVIL DRAWINGS
 - ALTA ALTA SURVEY
 - SLOPE SLOPE MAP
- CIVIL DRAWINGS
 - C1 EXISTING CONDITIONS SURVEY
 - C2 PRELIMINARY CIVIL SITE PLAN
 - C3 PRELIMINARY UTILITY PLAN
 - C4 PRELIMINARY GRADING PLAN
 - C5 DETAILED GRADING PLANS
 - C6 DETAILED GRADING PLANS
- LANDSCAPE DRAWING
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 - L-102 MATERIALS PLAN
- ARCHITECTURAL SITE DRAWINGS
 - AS-001 SITE AERIAL PLAN
 - AS-002 EXISTING PLATTED CONDITIONS - 247 LOTS
 - AS-003 PROJECT SCOPE
 - AS-004 DIAGRAMMATIC SITE PLAN
- SITE COMPLIANCE DRAWINGS
 - AS-005 PROPERTY ZONE AREA PLAN
 - AS-006 OPEN SPACE CALCULATIONS
 - AS-007 BUILDING PADS/ SETBACKS
 - AS-008 SNOW STORAGE DIAGRAM
 - AS-009 CONSTRUCTION MITIGATION
 - AS-010 INTERNAL PEDESTRIAN CIRCULATION
 - AS-011 RETAINING WALL PLAN
 - AS-101 ARCHITECTURAL SITE PLAN

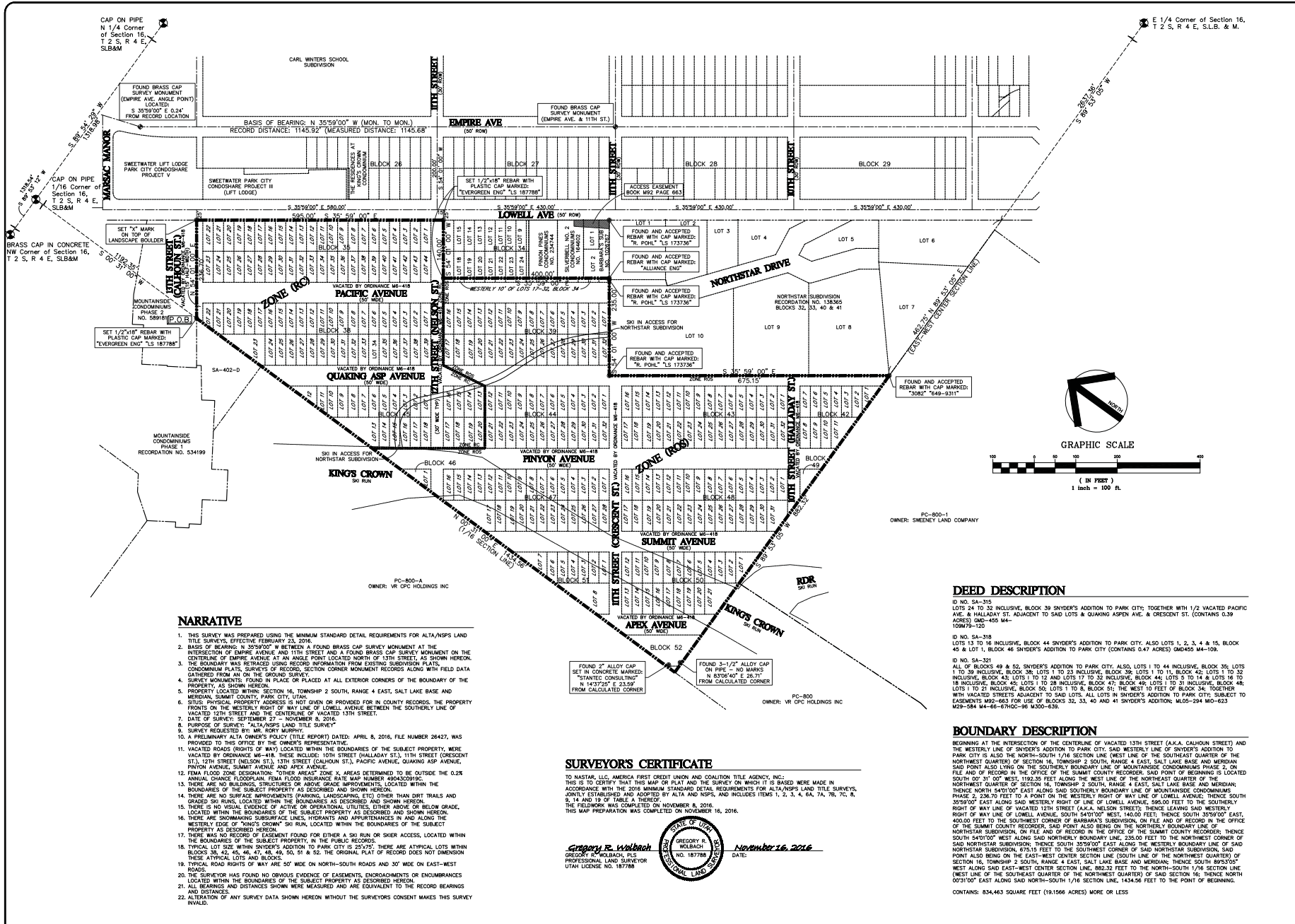
DRAWING INDEX - MPD

- ARCHITECTURAL GRAPHICS DRAWINGS
 - AG-101 ROOF HEIGHT COMPLIANCE
 - AG-102 HEIGHT FOG STUDIES
 - AG-111 AFFORDABLE BLDG AREA PLANS
 - AG-112 AFFORDABLE BLDG AREA PLANS
 - AG-121 CONDO BUILDING B/C AREA PLANS
 - AG-122 CONDO BUILDING B/C AREA PLANS
 - AG-123 CONDO BUILDING B/C AREA PLANS
 - AG-131 CONDO BUILDING D AREA PLANS
 - AG-132 CONDO BUILDING D AREA PLANS
 - AG-141 TOWNHOME AREA PLANS
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 - AE-211 BUILDING A ELEVATIONS
 - AE-212 BUILDING A ELEVATIONS
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 - AE-331 BUILDING D SECTIONS
 - AE-341 TOWNHOME SECTIONS
 - AE-342 TOWNHOME SECTIONS
 - AE-901 PRELIM 3D VIEWS
 - AE-902 PRELIM 3D VIEWS
 - AE-903 PRELIMINARY OVERALL SKETCH

WOW
 CIVIL: EVERGREEN
 STRUCTURAL: EVERGREEN
 MECHANICAL: PVE INC
 ELECTRICAL: BNA CONSULTING
 INTERIOR: WOW
 PROJECT #: 10026
 ISSUE DATE: 10.27.2017
 MPD SUBMITTAL REVISIONS
KING'S CROWN
 MASTER PLANNED DEVELOPMENT
 1201-1299 LOWELL AVENUE
 PARK CITY, UTAH
COVER SHEET
GI-001
 COPYRIGHT - WOW atelier, LLC - 2017

The concepts, ideas, drawings, and specifications herein are an original unpublished work and the property of WOW atelier, LLC and shall not be used on any other work. do not indicate drawings. all conditions shall be verified on site. discrepancies shall be brought to the attention of the architect before proceeding.
 P01 date: 10/27/2017 11:10:14 AM
Packet Pg.

Exhibit S - Civil Drawings



NARRATIVE

1. THIS SURVEY WAS PREPARED USING THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NPS/LAND TITLE SURVEYS, EFFECTIVE FEBRUARY 23, 2016.
2. BASIS OF BEARING: N 35°59'00" W BETWEEN A FOUND BRASS CAP SURVEY MONUMENT AT THE INTERSECTION OF EMPIRE AVENUE AND 11TH STREET AND A FOUND BRASS CAP SURVEY MONUMENT ON THE CENTERLINE OF EMPIRE AVENUE AT AN ANGLE POINT LOCATED NORTH OF 13TH STREET, AS SHOWN HEREON.
3. THE BOUNDARY WAS RETRACED USING RECORD INFORMATION FROM EXISTING SUBDIVISION PLATS, CONDOMINIUM PLATS, SURVEYS OF RECORD, SECTION CORNER MONUMENT RECORDS ALONG WITH FIELD DATA GATHERED FROM AN ON THE GROUND SURVEY.
4. SURVEY MONUMENTS: FOUND IN PLACE OR PLACED AT ALL EXTERIOR CORNERS OF THE BOUNDARY OF THE PROPERTY, AS SHOWN HEREON.
5. PROPERTY LOCATED WITHIN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, PARK CITY, UTAH.
6. SITU: PHYSICAL PROPERTY ADDRESS IS NOT GIVEN OR PROVIDED FOR IN COUNTY RECORDS; THE PROPERTY FRONTS ON THE WESTERN RIGHT OF WAY LINE OF LOWELL AVENUE BETWEEN THE SOUTHERLY LINE OF VACATED 12TH STREET AND THE CENTERLINE OF VACATED 13TH STREET.
7. DATE OF SURVEY: SEPTEMBER 27 - NOVEMBER 8, 2016.
8. PURPOSE OF SURVEY: "ALTA/NPS/LAND TITLE SURVEY"
9. SURVEY REQUESTED BY: MR. RORY MURPHY.
10. A PRELIMINARY ALTA OWNER'S POLICY (TITLE REPORT) DATED: APRIL 8, 2016, FILE NUMBER 28427, WAS PROVIDED TO THIS OFFICE BY THE OWNER'S REPRESENTATIVE.
11. VACATED ROADS (RIGHTS OF WAY) LOCATED WITHIN THE BOUNDARIES OF THE SUBJECT PROPERTY, WERE VACATED BY ORDINANCE M-418, THESE INCLUDE: 10TH STREET (HALLADAY ST.), 11TH STREET (CRESCENT ST.), 12TH STREET (NELSON ST.), 13TH STREET (CALHOUN ST.), PACIFIC AVENUE, QUAKING ASP AVENUE, RYNOX AVENUE, SUMMIT COUNTY, PARK CITY, UTAH.
12. FEMA FLOOD ZONE DESIGNATION: "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN; FEMA FLOOD INSURANCE RATE MAP NUMBER 480442991C.
13. THERE ARE NO BUILDINGS, STRUCTURES OR ABOVE GRADE IMPROVEMENTS, LOCATED WITHIN THE BOUNDARIES OF THE SUBJECT PROPERTY AS DESCRIBED AND SHOWN HEREON.
14. THERE ARE NO SURFACE IMPROVEMENTS (PARKING, LANDSCAPING, ETC) OTHER THAN DIRT TRAILS AND GRADED 50' RIMS LOCATED WITHIN THE BOUNDARIES AS DESCRIBED AND SHOWN HEREON.
15. THERE IS NO VISUAL EVIDENCE OF ACTIVE OR OPERATIONAL UTILITIES, EITHER ABOVE OR BELOW GRADE, LOCATED WITHIN THE BOUNDARIES OF THE SUBJECT PROPERTY AS DESCRIBED AND SHOWN HEREON.
16. THERE ARE SHOWING SUBSURFACE LINES, HORIZONTALS AND APPURTENANCES IN AND ALONG THE WESTERN EDGE OF "KINGS CROWN" 50' RIM, LOCATED WITHIN THE BOUNDARIES OF THE SUBJECT PROPERTY AS DESCRIBED HEREON.
17. THERE WAS NO EVIDENCE OF EASEMENTS FOUND FOR EITHER A 50' RUN OR 50' ACRES, LOCATED WITHIN THE BOUNDARIES OF THE SUBJECT PROPERTY, IN THE PUBLIC RECORDS.
18. THERE WAS NO RECORD OF EASEMENTS FOUND FOR EITHER A 50' RUN OR 50' ACRES, LOCATED WITHIN BLOCKS 38, 42, 46, 48, 47, 48, 49, 50, 51 & 52. THE ORIGINAL PLAT OF RECORD DOES NOT DIMENSION TYPICAL ROAD RIGHTS OF WAY ARE 50' WIDE ON NORTH-SOUTH ROADS AND 30' WIDE ON EAST-WEST ROADS.
19. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS OR ENCUMBRANCES LOCATED WITHIN THE BOUNDARIES OF THE SUBJECT PROPERTY AS DESCRIBED HEREON.
20. ALL BEARINGS AND DISTANCES SHOWN WERE MEASURED AND ARE EQUIVALENT TO THE RECORD BEARINGS AND DISTANCES.
21. ALTERATION OF ANY SURVEY DATA SHOWN HEREON WITHOUT THE SURVEYOR'S CONSENT MAKES THIS SURVEY INVALID.

SURVEYOR'S CERTIFICATE

TO NASTAR, LLC, AMERICA FIRST CREDIT UNION AND COLLATION TITLE AGENCY, INC.: THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NPS/LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6A, 7A, 7B, 7C, 8, 9, 14 AND 19 OF TABLE A THEREOF.

THE FIELDWORK WAS COMPLETED ON NOVEMBER 8, 2016.
THIS MAP PREPARATION WAS COMPLETED ON NOVEMBER 16, 2016.

Gregory R. Walbach
 GREGORY R. WALBACH, P.L.S.
 PROFESSIONAL LAND SURVEYOR
 UTAH LICENSE NO. 187788

DATE: *November 16, 2016*



DEED DESCRIPTION

10. NO. SA-315
 LOTS 24 TO 30 INCLUSIVE, BLOCK 39 SNYDER'S ADDITION TO PARK CITY; TOGETHER WITH 1/2 VACATED PACIFIC AVE. & HALLADAY ST. ADJACENT TO SAID LOTS & QUAKING ASPEN AVE. & CRESCENT ST. (DMS455 M4-10978-120)

10. NO. SA-318
 LOTS 10 TO 18 INCLUSIVE, BLOCK 44 SNYDER'S ADDITION TO PARK CITY; ALSO LOTS 1, 2, 3, 4 & 15, BLOCK 45 & LOT 1, BLOCK 46 SNYDER'S ADDITION TO PARK CITY (CONTAINS 0.47 ACRES) (DMS455 M4-10978-120)

10. NO. SA-321
 ALL OF BLOCKS 49 & 52, SNYDER'S ADDITION TO PARK CITY; ALSO LOTS 1 TO 44 INCLUSIVE, BLOCK 35; LOTS 1 TO 39 INCLUSIVE, BLOCK 36; LOTS 1 TO 23 INCLUSIVE, BLOCK 36; LOTS 1 TO 11, BLOCK 42; LOTS 1 TO 32 INCLUSIVE, BLOCK 42; LOTS 1 TO 12 AND LOTS 13 TO 32 INCLUSIVE, BLOCK 44; LOTS 9 TO 14 & LOTS 16 TO 18 INCLUSIVE, BLOCK 45; LOTS 1 TO 28 INCLUSIVE, BLOCK 47; BLOCK 48; LOTS 1 TO 31 INCLUSIVE, BLOCK 48; LOTS 1 TO 21 INCLUSIVE, BLOCK 50; LOTS 1 TO 8, BLOCK 51; WEST 10 FEET OF BLOCK 54 TOGETHER WITH VACATED STREETS ADJACENT TO SAID LOTS, ALL LOTS & SNYDER'S ADDITION TO PARK CITY; SUBJECT TO EASEMENTS M-463 FOR USE OF BLOCKS 32, 33, 40 AND 41 SNYDER'S ADDITION TO PARK CITY; BLOCK 262

M29-584 M4-66-67902-38 M300-639.

BOUNDARY DESCRIPTION

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF VACATED 13TH STREET (A.K.A. CALHOUN STREET) AND THE WESTERLY LINE OF SNYDER'S ADDITION TO PARK CITY; SAID WESTERLY LINE OF SNYDER'S ADDITION TO PARK CITY IS ALSO THE NORTH-SOUTH 1/4 SECTION LINE (WEST LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER) OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT ALSO LYING ON THE SOUTHERLY BOUNDARY LINE OF MOUNTAINSIDE CONDOMINIUMS PHASE 2, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER; SAID POINT OF BEGINNING IS LOCATED SOUTH 50° 37' 50" WEST 1192.6 FEET ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 54°00'00" EAST ALONG SAID SOUTHERLY BOUNDARY LINE OF MOUNTAINSIDE CONDOMINIUMS PHASE 2, 236.70 FEET TO A POINT ON THE WESTERN RIGHT OF WAY LINE OF LOWELL AVENUE; THENCE SOUTH 35°59'00" WEST ALONG SAID WESTERN RIGHT OF WAY LINE OF LOWELL AVENUE, 595.00 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF VACATED 12TH STREET (A.K.A. NELSON STREET); THENCE LEAVING SAID WESTERN RIGHT OF WAY LINE OF LOWELL AVENUE, SOUTH 54°01'00" WEST, 140.00 FEET; THENCE SOUTH 35°59'00" EAST, 450.00 FEET TO THE SOUTHWEST CORNER OF BARBARA'S SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER; SAID POINT ALSO BEING ON THE NORTHERLY BOUNDARY LINE OF NORTSTAR SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER; THENCE SOUTH 54°01'00" WEST ALONG SAID NORTHERLY BOUNDARY LINE, 230.00 FEET TO THE NORTHWEST CORNER OF SAID NORTSTAR SUBDIVISION; THENCE SOUTH 52°59'00" EAST ALONG THE WESTERN BOUNDARY LINE OF SAID NORTSTAR SUBDIVISION, 675.15 FEET TO THE SOUTHWEST CORNER OF SAID NORTSTAR SUBDIVISION; SAID POINT ALSO BEING ON THE EAST-WEST CENTER SECTION LINE, SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE SOUTH 89°53'00" WEST ALONG SAID EAST-WEST CENTER SECTION LINE, 892.33 FEET TO THE NORTH-SOUTH 1/4 SECTION LINE (WEST LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER) OF SAID SECTION 16; THENCE NORTH 02°31'00" EAST ALONG SAID NORTH-SOUTH 1/4 SECTION LINE, 143.54 FEET TO THE POINT OF BEGINNING.

CONTAINS: 834,463 SQUARE FEET (19,156 ACRES) MORE OR LESS



Evergreen Engineering, Inc.
 1000 North Main Street, Suite 100
 Park City, Utah 84302
 Phone: (435) 648-4607 Fax: (435) 648-9219
 Email: info@evergreen-eng.com

DATE	BY	REVISIONS/COMMENTS

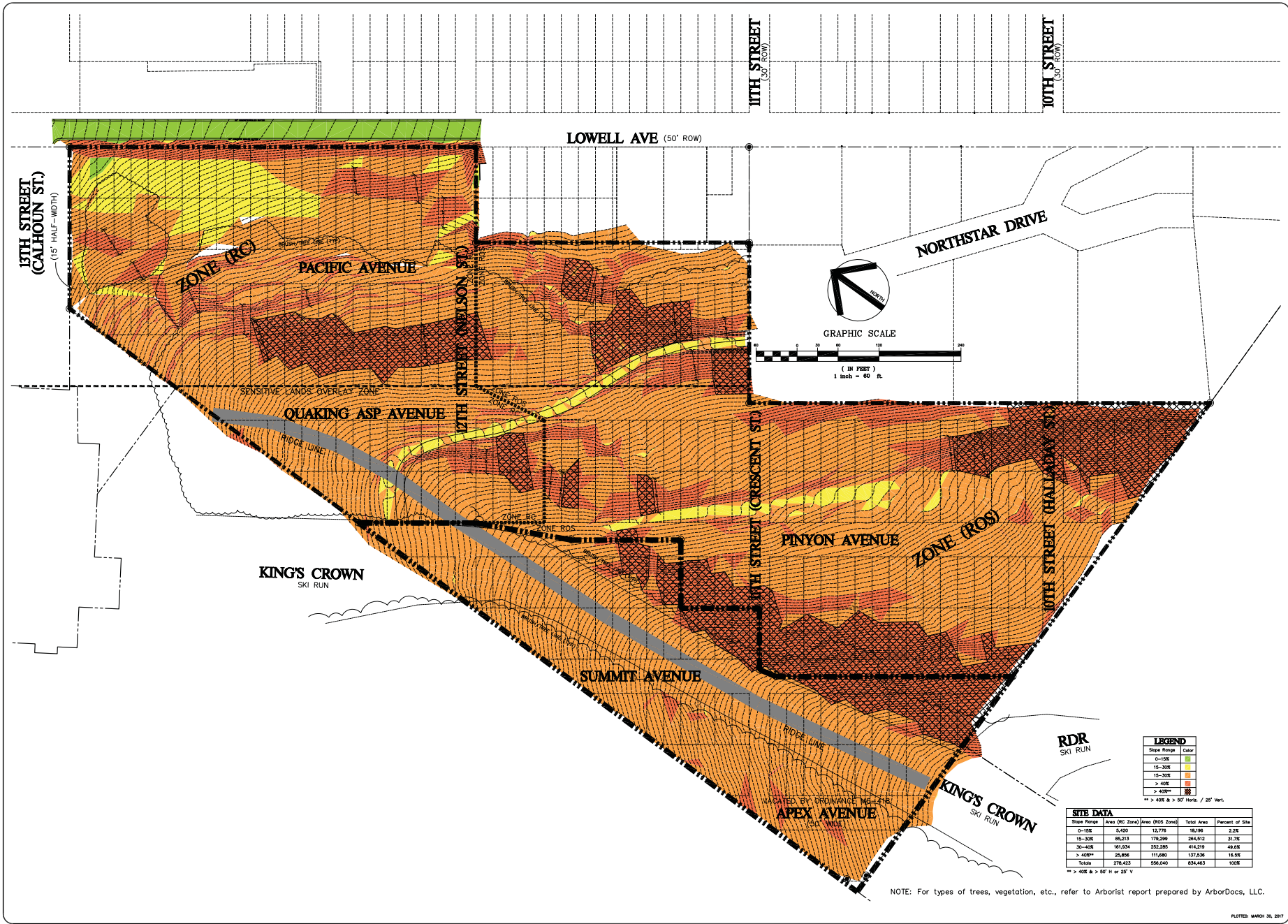
© 2016 Evergreen Engineering, Inc.


SURVEYED BY: GRW/ADM
 DRAWN BY: GRW
 CHECKED BY: GRW/ADM

ALTA/NPS/LAND TITLE SURVEY
 PARCELS SA-315, SA-318 AND SA-321

DATE: 08/25

BY: MR. RORY MURPHY





Evergreen Engineering, Inc.
 904 Evergreen, A Land Survey, Inc. • Land Planning
 1000 Business Drive • Suite 100 • Fort Worth, TX 76104
 Phone: (817) 648-4677 • Fax: (817) 648-4618
 E-mail: office@evergreen-ep.com

REVISIONS

DATE	BY	COMMENTS

DATE: _____

DESIGNED BY: _____

DRAWN BY: _____

CHECKED BY: _____

SLOPE ANALYSIS

PARCELS SA-315, SA-318 AND SA-321

DRAWN BY: **MR. RORY MURPHY**

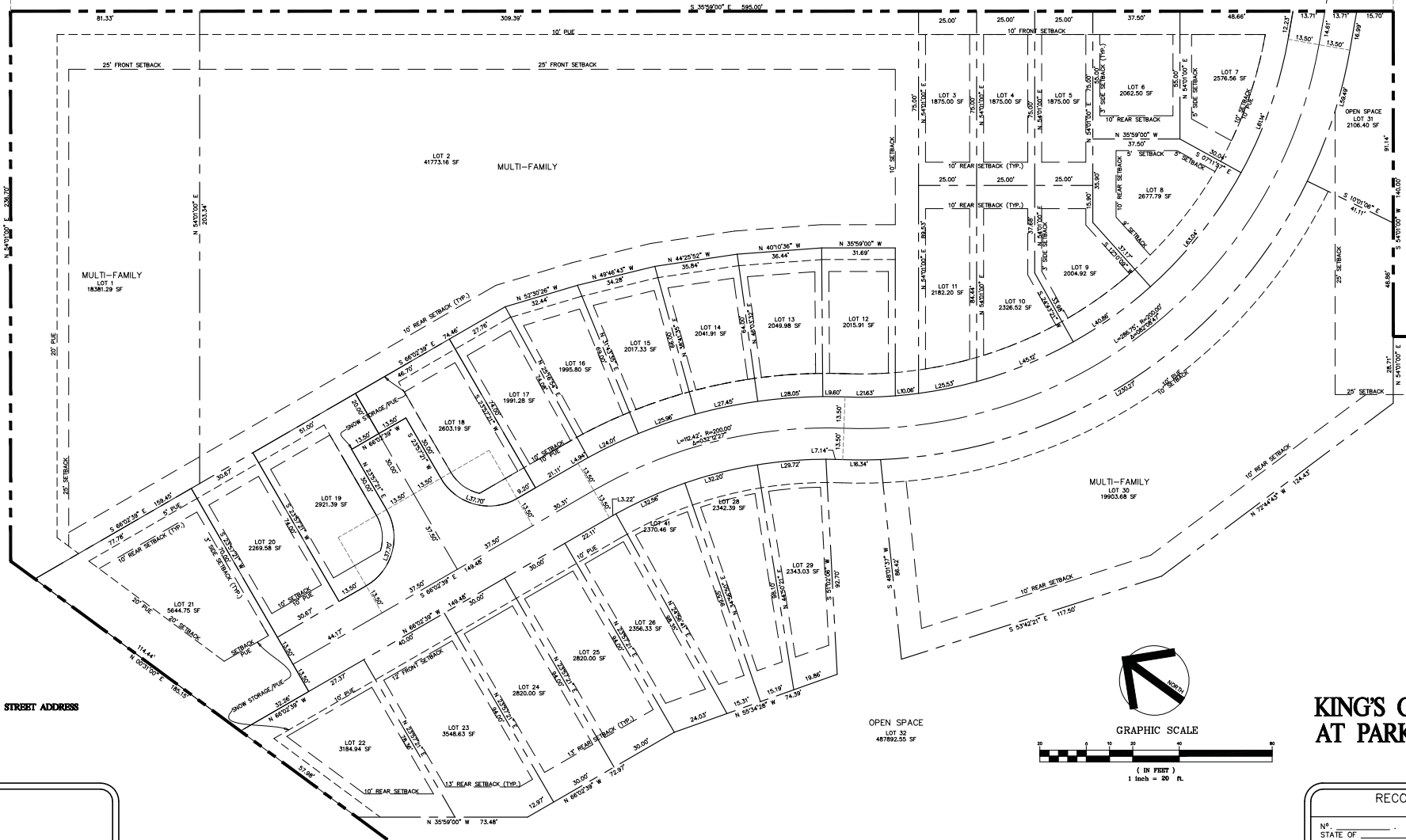
PROJECT: **LOWELL-SLOPER-R**

SHEET 1 OF 1

LOWELL AVE

N 35°59'00" W 580.00'

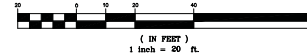
12TH ST.
(30' ROW)



XXX STREET ADDRESS



GRAPHIC SCALE



KING'S CROWN
AT PARK CITY

SHEET 2 OF 2
PLATTED OCTOBER 27, 2017
DESIGNED: URBELL #14-12240
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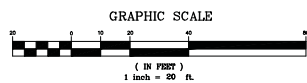
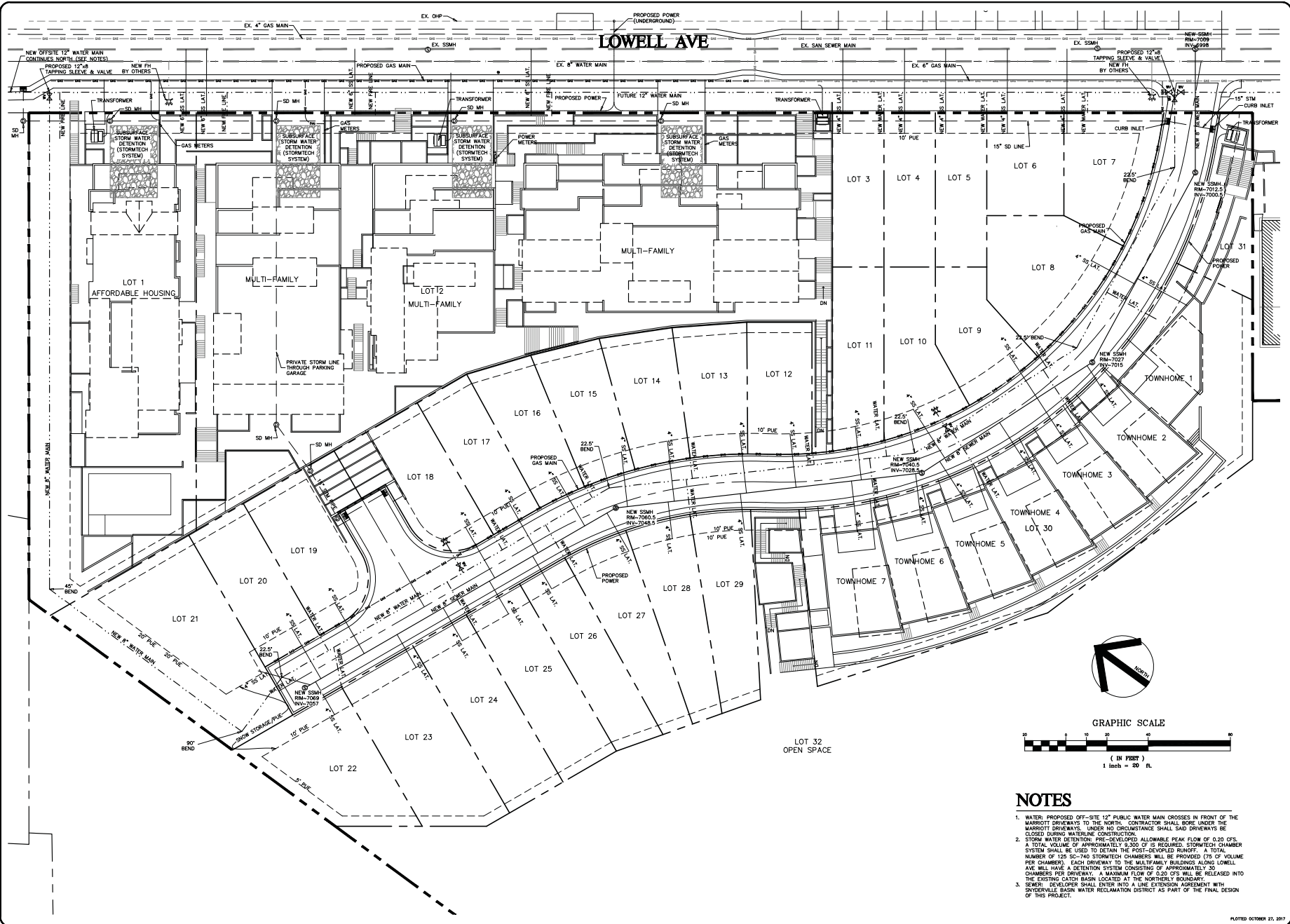
RECORDED

NO. _____
STATE OF _____
COUNTY OF _____
RECORDED AND FILED AT THE REQUEST OF:

COUNTY RECORDER _____

SEE SHEET 1 FOR CONTINUATION OF LOT 32 AND LOT 33

SEE SHEET FOR CONTINUATION OF LOT 32 AND LOT 33



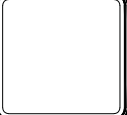
NOTES

1. WATER: PROPOSED OFF-SITE 12" PUBLIC WATER MAIN CROSSES IN FRONT OF THE MARROTT DRIVEWAYS TO THE NORTH. CONTRACTOR SHALL BORE UNDER THE MARROTT DRIVEWAYS. UNDER NO CIRCUMSTANCE SHALL SAID DRIVEWAYS BE CLOSED DURING WATERLINE CONSTRUCTION.
2. STORM WATER DETENTION: PRE-DEVELOPED ALLOWABLE PEAK FLOW OF 0.20 CFS. A TOTAL VOLUME OF APPROXIMATELY 9,300 OF IS REQUIRED. STORMTECH CHAMBER SYSTEM SHALL BE USED TO DETAIN THE POST-DEVELOPED RUNOFF. A TOTAL NUMBER OF 126 30"-740 STORMTECH CHAMBERS WILL BE PROVIDED (1% OF VOLUME PER CHAMBER). EACH DRIVEWAY TO THE MULTIFAMILY BUILDINGS ALONG LOWELL AVE WILL HAVE A DETENTION SYSTEM CONSISTING OF APPROXIMATELY 30 CHAMBERS PER DRIVEWAY. A MAXIMUM FLOW OF 0.20 CFS WILL BE RELEASED INTO THE EXISTING CATCH BASIN LOCATED AT THE NORTHERLY BOUNDARY.
3. SEWER: DEVELOPER SHALL ENTER INTO A LINE EXTENSION AGREEMENT WITH SYDENHALL BASIN WATER RECLAMATION DISTRICT AS PART OF THE FINAL DESIGN OF THIS PROJECT.

PLOTTED OCTOBER 27, 2017

Evergreen Engineering, Inc.
 1070 Barnhart Blvd., Suite 100, York, PA 17403
 Phone: (483) 649-4677 Fax: (483) 649-4919
 Email: office@evergreen-engineering.com

DATE	BY	COMMENTS

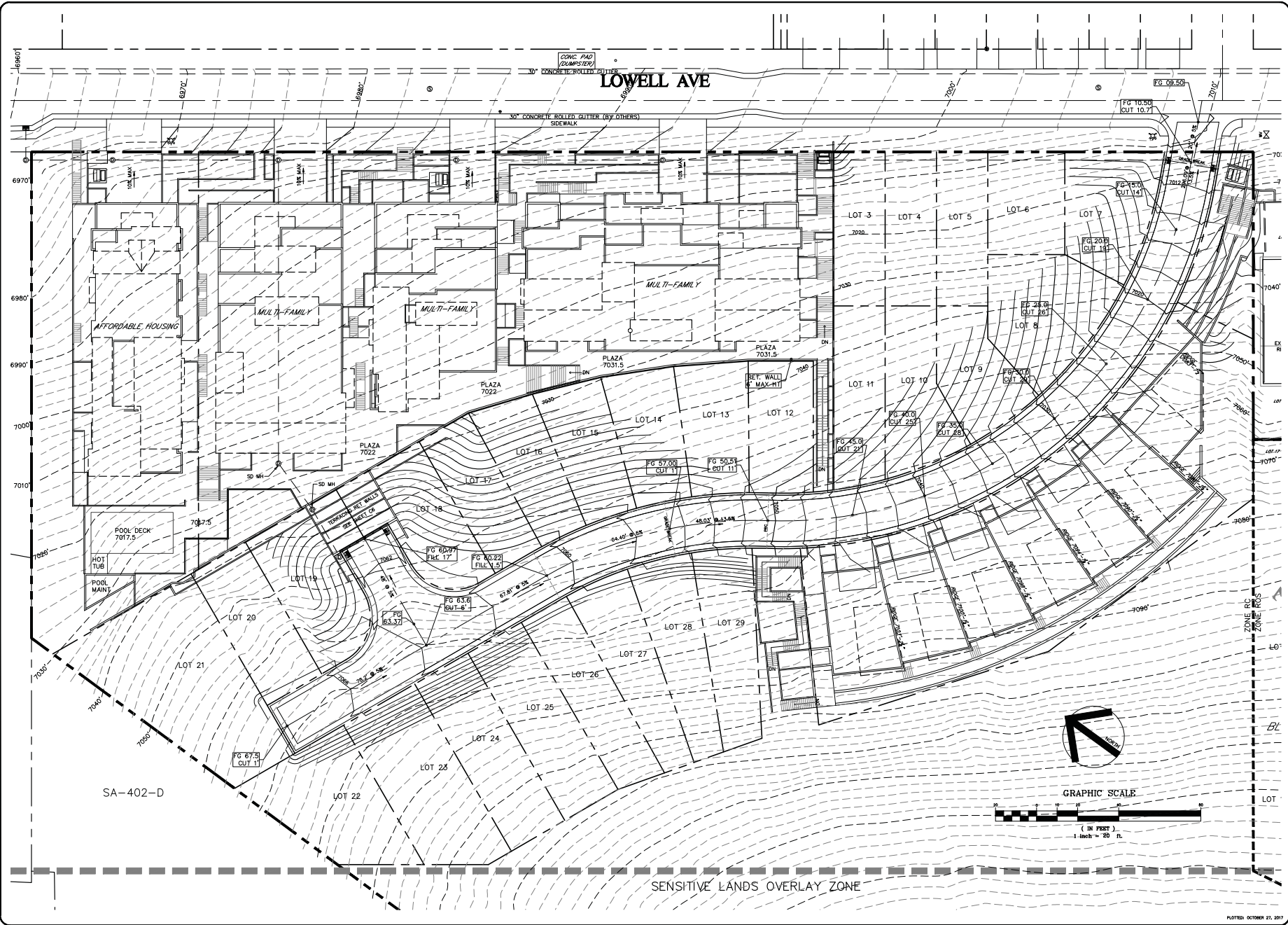


DESIGNED BY: ADM
 DRAWN BY: ADM
 CHECKED BY: ADM

PRELIMINARY UTILITY PLAN
KING'S CROWN

DATE: 10/27/17
 DRAWN BY: WOV ATELLER
 PROJECT: LOWELL-STEP-R

SHEET C3



Evergreen Engineering, Inc.
 Civil, Mechanical, Electrical, Plumbing
 1870 Riverside Drive, Suite 100
 Phoenix, AZ 85024
 Phone: (480) 649-4677 Fax: (480) 649-9219
 E-mail: office@evergreen-engineering.com

DATE	BY	COMMENTS

DESIGNED BY: ADM
DRAWN BY: ADM
CHECKED BY: ADM

PROJECT: **LOWELL-STEP-R**

PRELIMINARY GRADING PLAN
KING'S CROWN

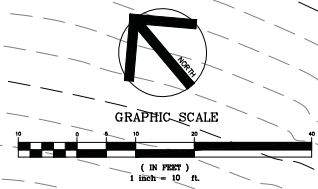
DATE PLOTTED: OCTOBER 27, 2017

DATE: 10/27/17

PROJECT NO.: 185

FOR: **WOW ATTILLER**

SHEET C-4



PLOTTED: OCTOBER 27, 2017

Evergreen Engineering, Inc.
 Civil, Mechanical, Electrical, Plumbing
 1970 Bonanza Drive, Suite 100, Fort Worth, TX 76102
 Phone: (430) 649-4677 Fax: (430) 649-9319
 E-mail: office@evergreen-engineering.com

DATE	BY	COMMENTS



DESIGNED BY: ADM
 DRAWN BY: ADM
 CHECKED BY: ADM

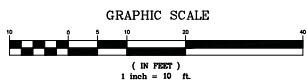
FOR: **WOW ATTILER** PROJECT: **LOWELL-STEP-R** DWP NO.: **185**

DETAILED GRADING PLAN
KING'S CROWN

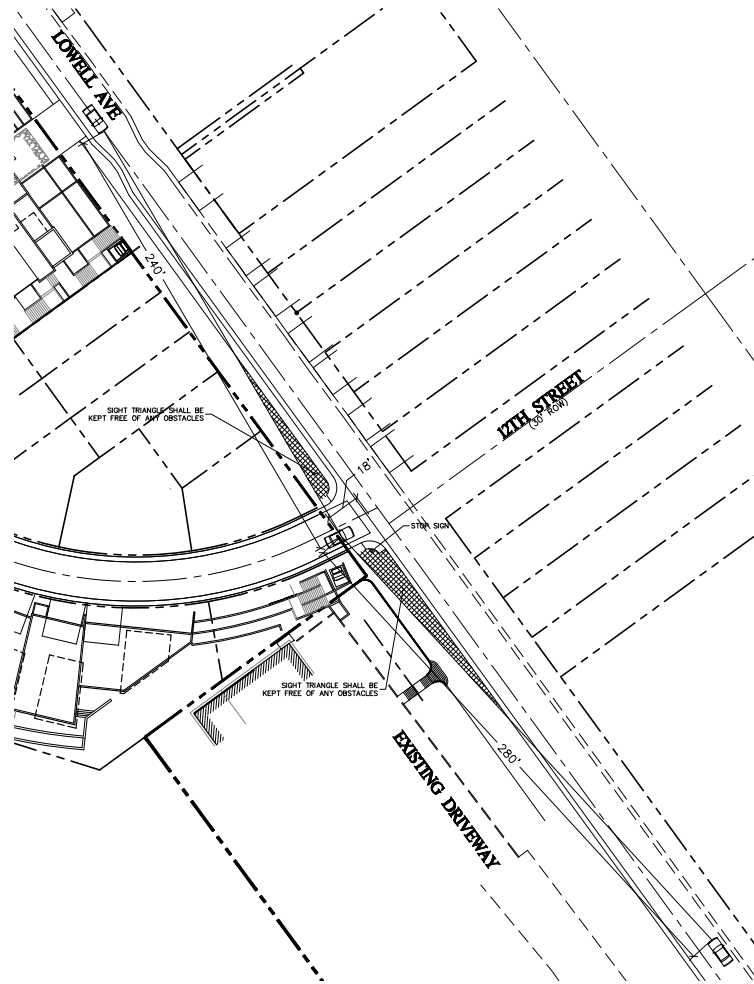
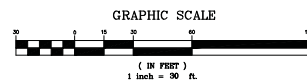
SHEET C3

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DETAILED GRADING PLAN



SIGHT DISTANCE EXHIBIT



PLOTTED: OCTOBER 27, 2017

Evergreen Engineering, Inc.
 Civil, Mechanical, Electrical, and Plumbing
 1870 Riverside Drive, Suite 100, King's Crown, NJ 07033
 Phone: (408) 649-4677 Fax: (408) 649-9219
 Email: office@evergreen-engineering.com

DATE	BY	REVISIONS / COMMENTS



DESIGNED BY: ADM
 DRAWN BY: ADM
 CHECKED BY: ADM

FOR: WOV ATELLER
 FROM: LOWELL-STEE-R
 SHEET NO.: 105
DETAILED GRADING PLAN
SIGHT DISTANCE EXHIBIT
KING'S CROWN

SHEET C6

Exhibit U – Landscape Drawings



SITE DETAIL KEY NOTES: DETAIL/SHEET

- 0.0 EXISTING CONDITIONS/ WORK BY OTHERS**
- 0.1 Existing Curb-Gutter
- 0.2 Existing Asphalt Paving
- 0.3 Existing Concrete Paving
- 1.0 PAVEMENTS, RAMPS, CURBS**
- 1.1 Concrete Paving
- 1.2 Asphalt Paving
- 1.3 Paver
- 1.4 Ramp
- 2.0 JOINTING**
- 2.1 N/A
- 3.0 STAIRS**
- 3.1 Stair
- 4.0 SITE WALLS/ EMBANKMENTS**
- 4.1 Concrete Retaining Wall
- 4.2 Concrete Retaining Wall with Corten
- 5.0 SITE FURNITURE**
- 5.1 N/A
- 6.0 RAILINGS, BARRIERS, FENCING**
- 6.1 Railing
- 7.0 SITE LIGHTING**
- 7.1 N/A See Electrical
- 8.0 DRAINAGE**
- 8.1 N/A See Civil
- 9.0 PLANTING AND LANDSCAPE**
- 9.1 Tree
- 9.2 Shrub Bed
- 9.3 Turf
- 10.0 MISCELLANEOUS ELEMENTS**
- 10.1 N/A

PROJECT NAME:
King's Crown
 Park City, Utah

loci

801 906 0399
 www.loci-slc.com
 559 East 2nd Avenue
 Building B
 SLC, UT 84103



Principal: T. Budge
 Project Manager: M. Budge
 Drawn By: G. Hardy

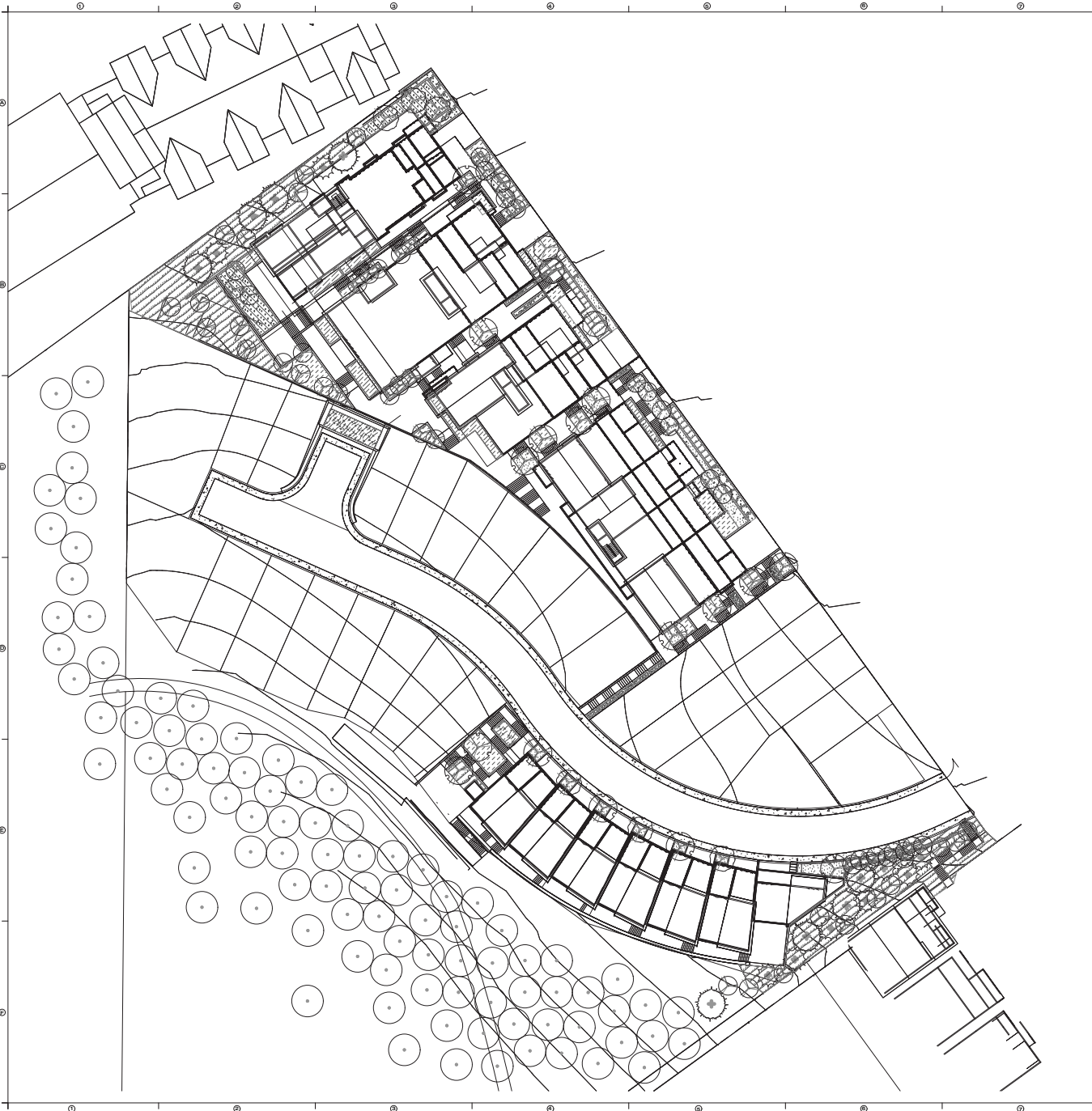
Job No. 0024
 Creation Date
 Edit Date Mar 29, 2017

DESIGN
 DEVELOPMENT

- L2 -
 MATERIALS

L1-1

Mar 29, 2017 - 4:00pm
 \\C:\BENTLEY\Projects\17\17000004\Mapa & Crown\17000004-12 - Materials.dwg



SITE DETAIL KEY NOTES: DETAIL/SHEET

- 0.0 EXISTING CONDITIONS/ WORK BY OTHERS**
- 0.1 Existing Curb-Gutter
- 0.2 Existing Asphalt Paving
- 0.3 Existing Concrete Paving
- 1.0 PAVEMENTS, RAMPS, CURBS**
- 1.1 Concrete Paving
- 1.2 Asphalt Paving
- 1.3 Paver
- 1.4 Ramp
- 2.0 JOINTING**
- 2.1 N/A
- 3.0 STAIRS**
- 3.1 Stair
- 4.0 SITE WALLS/ EMBANKMENTS**
- 4.1 Concrete Retaining Wall
- 4.2 Concrete Retaining Wall with Corten
- 5.0 SITE FURNITURE**
- 5.1 N/A
- 6.0 RAILINGS, BARRIERS, FENCING**
- 6.1 Railing
- 7.0 SITE LIGHTING**
- 7.1 N/A See Electrical
- 8.0 DRAINAGE**
- 8.1 N/A See Civil
- 9.0 PLANTING AND LANDSCAPE**
- 9.1 Tree
- 9.2 Shrub Bed
- 9.3 Turf
- 10.0 MISCELLANEOUS ELEMENTS**
- 10.1 N/A

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME / COMMON NAME	QTY	SIZE	NOTES
	NOVIGATA TREES Norway Spruce / Rocky Mountain Spruce	0.5.0	2'	8
	Amelanchier / gaultheria / Autumn Brilliance / Autumn Brilliance Secondary	0.5.0	2'	10
	Existing Tree			10
	Populus tremuloides / Quaking Aspen	0.5.0	2'	50
	Picea pungens / Spruce / Colorado Blue Spruce	0.5.0	2'	8
	Picea canadensis / Fir / Norway Spruce / Fir	0.5.0	2'	8
	SHRUBS Picea canadensis / Fir / Norway Spruce / Fir	QTY	SIZE	NOTES
	Andromeda alternifolia / Wintergreen	1.00	24" x 6"	500
	Euonymus alatus / Rubber Bush	5.00	48" x 6"	100
	Hibiscus syriacus / Chinese Hibiscus	1.00	24" x 6"	100
	Ribes alpinum / Green Mound / Green Mound Alpine Currant	5.00	36" x 6"	50
	Ribes aureum / Golden Currant	5.00	48" x 6"	100
	Rosa woodii / Mountain Rose	5.00	36" x 6"	75
	Schizanthus luteus / Little Bluebell Flower	1.00	36" x 6"	25
	Symphoricarpos albus / Mountain Snowberry	5.00	48" x 6"	200

*** Existing trees above development to be maintained as part of the rest of the grounds, particularly around the ski access road.

PROJECT NAME:
King's Crown
Park City, Utah

loci

801 906 0399
www.loci-slc.com
559 East 2nd Avenue
Building B
SLC, UT 84103



Principal **T. Budge**
Project Manager **M. Budge**
Drawn By **G. Hardy**

Job No. **0024**
Creation Date
Edit Date **Mar 29, 2017**

DESIGN
DEVELOPMENT

- L5 -
PLANTING

L5-1

Exhibit V - Architectural Site Drawings



All concepts, ideas, drawings, and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. Do not scale drawings. All conditions shall be verified on site. Discrepancies shall be brought to the attention of the architect before proceeding. (date: 10/27/2017 10:13 AM)

**PRELIMINARY
NOT FOR
PERMIT OR
CONSTRUCTION**

CIVIL: EVERGREEN
 STRUCTURAL: STEERING
 MECHANICAL: STEERING
 PVE: PVE INC.
 ELECTRICAL: STEERING
 SANITARY: STEERING
 LANDSCAPE: LOCO
 INTERIOR: WOW

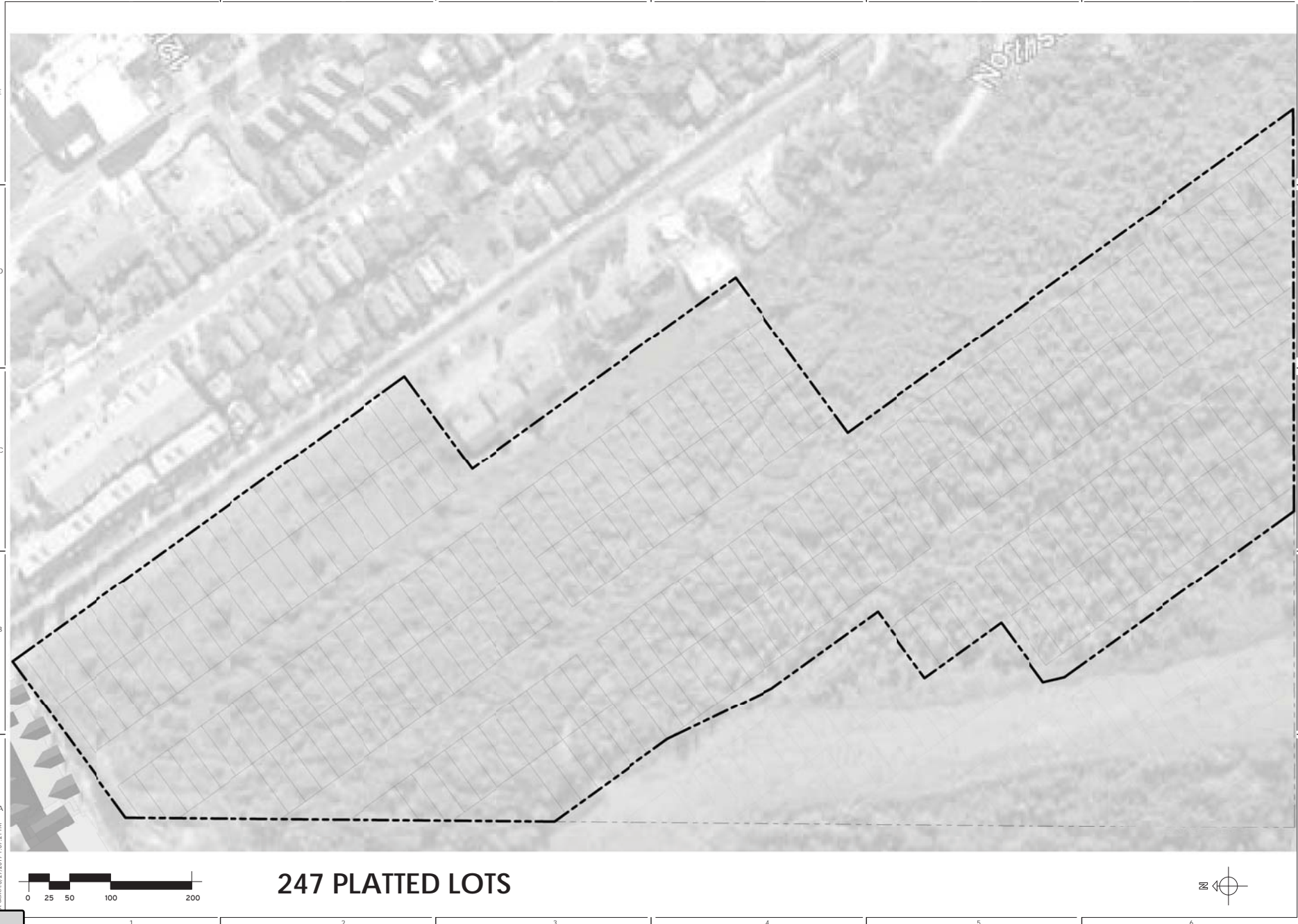
KING'S CROWN
 MASTER PLANNED DEVELOPMENT
 1201-1299 LOWELL AVENUE
 PARK CITY, UTAH

PROJECT #: 100206
 ISSUE DATE: 10.27.2017
 LAMP SUBMITTAL
 REVISIONS

SITE AERIAL PLAN
AS-001

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Date: 10/27/2017 10:51 AM



247 PLATTED LOTS

WOW

**PRELIMINARY
NOT FOR
PERMIT OR
CONSTRUCTION**

CIVIL: EVERGREEN
STRUCTURAL: STEERING
METALS: STEERING
MECHANICAL: PVE INC
ELECTRICAL: BRAL CONSULTING
LANDSCAPE: LOTO
INTERIOR: WOW -

**KING'S CROWN
 MASTER PLANNED DEVELOPMENT
 1201-1299 LOWELL AVENUE
 PARK CITY, UTAH**

PROJECT #: 160026
ISSUE DATE: 10.27.2017
**LAND SUBMITTAL
 REVISIONS**

**EXISTING PLATTED
 CONDITIONS - 247 LOTS**

AS-002

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conceptual ideas of zoning and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. Do not scale drawings, all conditions shall be verified on site, discrepancies shall be brought to the attention of the architect before proceeding.
Date: 10/27/2017 1:07:58 PM



PROJECT SCOPE
AS-003

PROJECT #:
140026
 ISSUE DATE:
10.27.2017
 LATEST SUBMITTAL
 REVISIONS

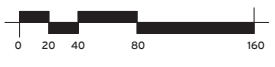
KING'S CROWN
 MASTER PLANNED DEVELOPMENT
 1201-1299 LOWELL AVENUE
 PARK CITY, UTAH

CIVIL: EVERGREEN
 STRUCTURAL: STEERING
 MECHANICAL: MECHANICAL
 PVE INC. ELECTRICAL: ELECTRICAL
 BRATCO BUILDING LANDSCAPE: LANDSCAPE
 INTERIOR: INTERIOR
 WOW -

**PRELIMINARY
 NOT FOR
 PERMIT OR
 CONSTRUCTION**



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Date: 10/27/2017 1:07:47 PM



DIAGRAMMATIC SITE PLAN
AS-004

PROJECT #:
1400206
ISSUE DATE:
10.27.2017
LMPD SUBMITTAL
REVISIONS

KING'S CROWN
MASTER PLANNED DEVELOPMENT
1201-1299 LOWELL AVENUE
PARK CITY, UTAH

CIVIL: EVERGREEN
STRUCTURAL: STEELER
MECHANICAL: MECHANICAL
PVE/ENC: PVE/ENC
ELECTRICAL: BRATTON/COLEMAN
LANDSCAPE: LANDSCAPE
INTERIOR: WOW -

**PRELIMINARY
NOT FOR
PERMIT OR
CONSTRUCTION**

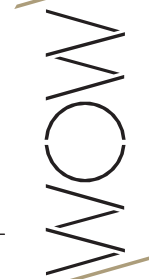
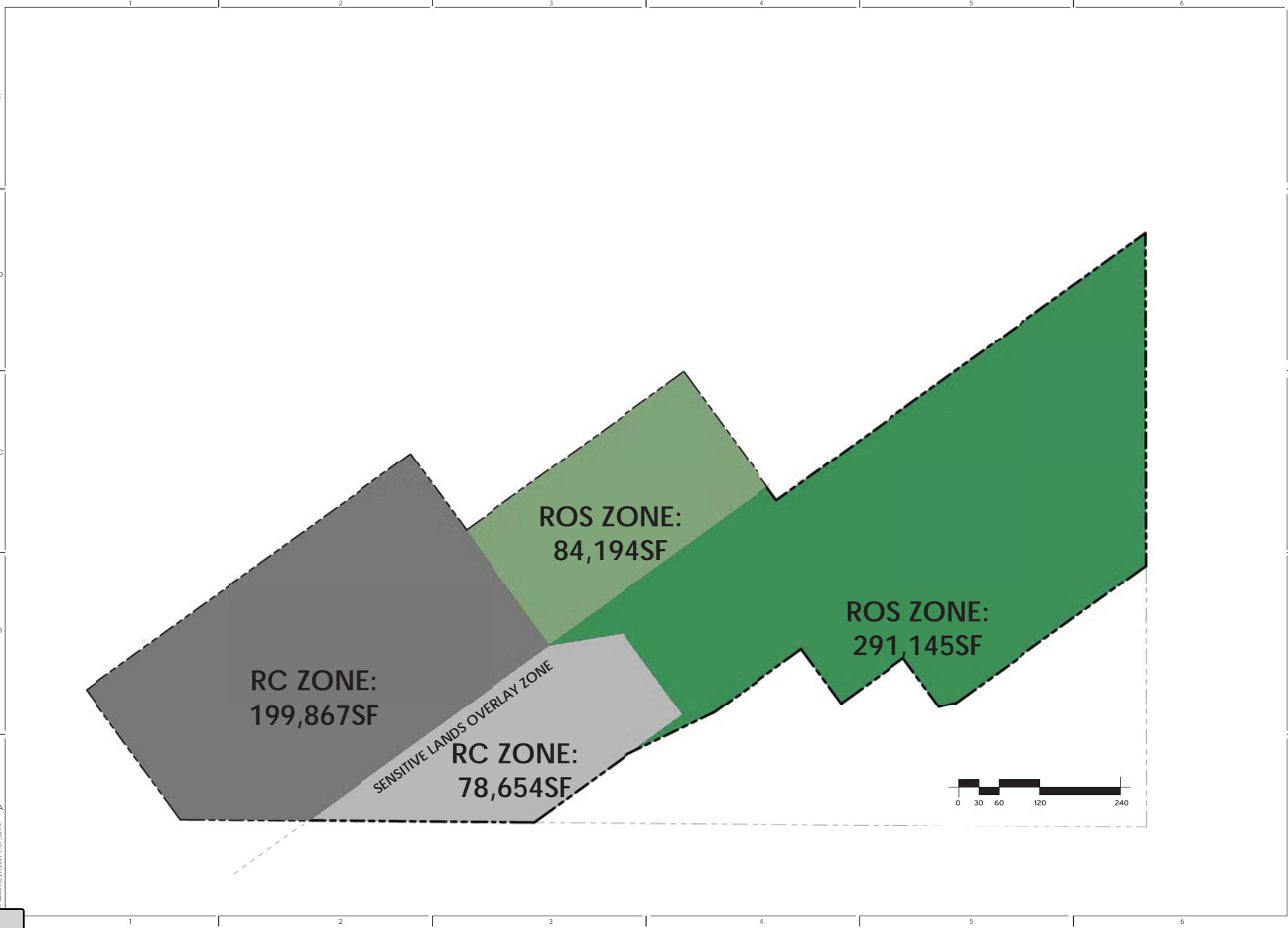


Exhibit W - Site Compliance Drawings

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 (L:\data\1027\2017\107-53.mxd)



WOW

PRELIMINARY
 NOT FOR
 PERMIT OR
 CONSTRUCTION

CIVIL: EVERGREEN, MECHANICAL, ELECTRICAL, SANITARY, LANDSCAPE, INTERIOR
 STRUCTURAL: STEELING, PVE INC, BRACORDELLING, ARCHITECTURE, WOW-1
 MECHANICAL: ELECTRICAL, SANITARY, LANDSCAPE, INTERIOR







KING'S CROWN
 MASTER PLANNED DEVELOPMENT
 1201-1299 LOWELL AVENUE
 PARK CITY, UTAH

PROJECT #: 140026
 ISSUE DATE: 10.27.2017
 LMPD SUBMITTAL REVISIONS

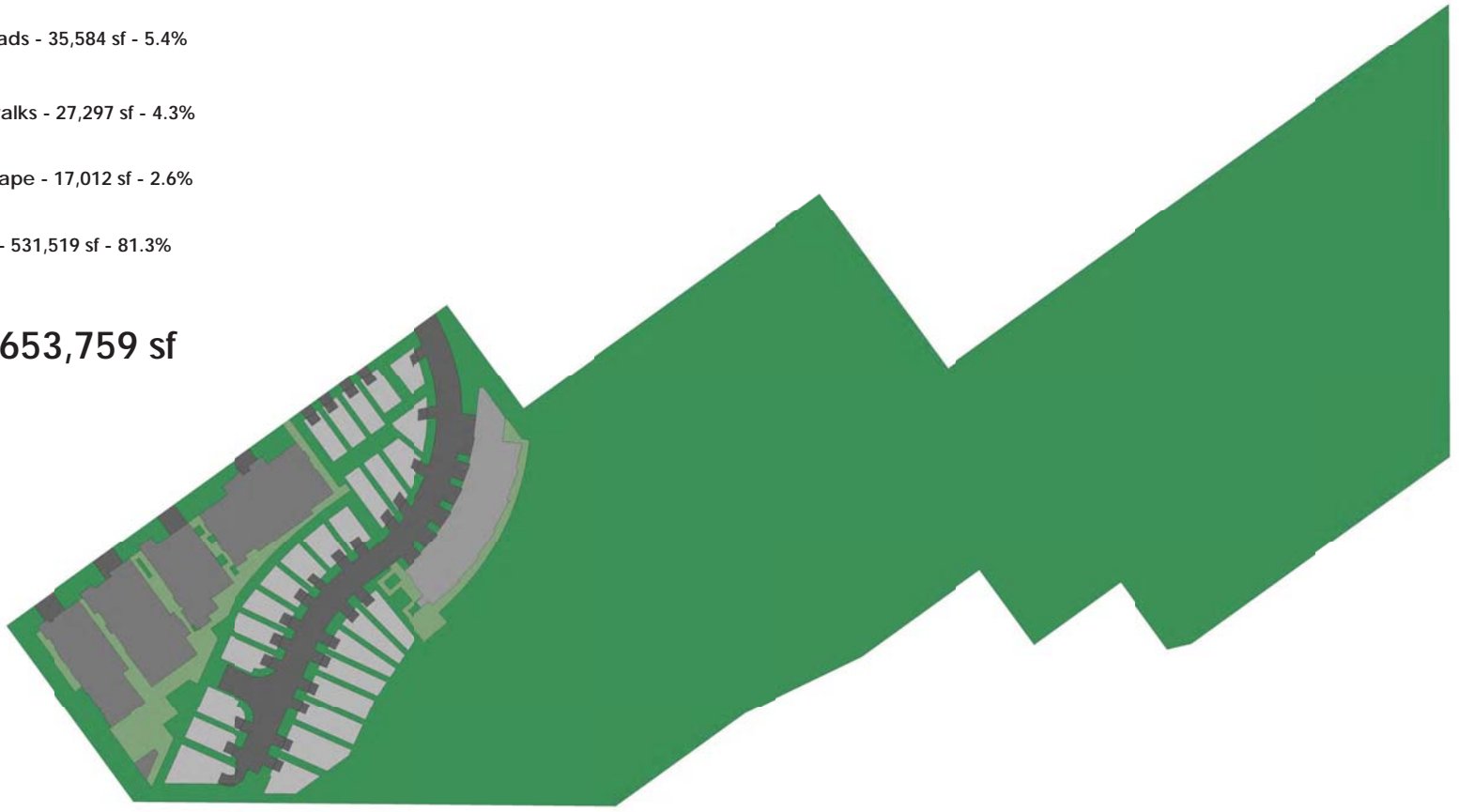
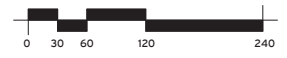
PROPERTY ZONE AREA
 PLAN
 AS-005

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Date: 10/27/2017 10:58 AM

-  Condos - 30,920 sf - 4.7%
-  TownHomes - 10,930 sf - 1.7%
-  Lot Building Pads - 35,584 sf - 5.4%
-  Roads/ Sidewalks - 27,297 sf - 4.3%
-  Open Hardscape - 17,012 sf - 2.6%
-  Open Space - 531,519 sf - 81.3%

Total - 653,759 sf



OPEN SPACE
CALCULATIONS
AS-006

PROJECT #:
140026
ISSUE DATE:
10.27.2017
LMPD SUBMITTAL
REVISIONS

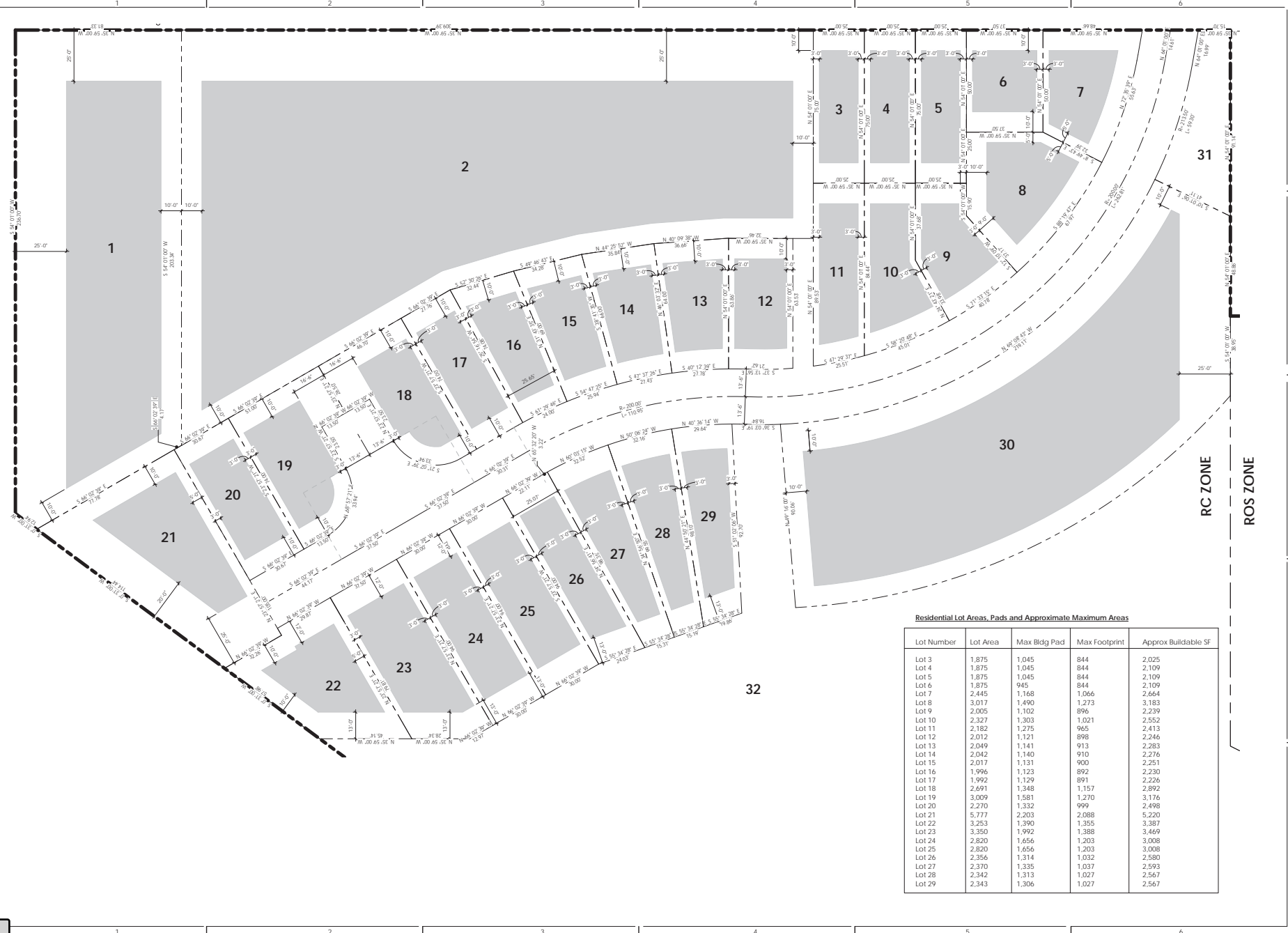
KING'S CROWN
MASTER PLANNED DEVELOPMENT
1201-1299 LOWELL AVENUE
PARK CITY, UTAH

CIVIL: EVERGREEN
STRUCTURAL: EVERGREEN
MECHANICAL: EVERGREEN
P/E: INC.
ELECTRICAL: BNA/CORDELLING
LANDSCAPE: WOV
INTERIOR: WOV

PRELIMINARY
NOT FOR
PERMIT OR
CONSTRUCTION

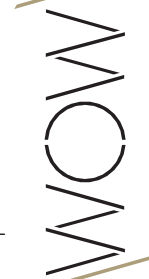
WOW

concept ideas, drawings and specifications herein are an original unpublished work and the property of WOW Atelier, LLC and shall not be used on any other work. Do not scale drawings, all conditions shall be verified on site, discrepancies shall be brought to the attention of the architect before proceeding.
 11/16/2017 10:59 AM



Residential Lot Areas, Pads and Approximate Maximum Areas

Lot Number	Lot Area	Max Bldg Pad	Max Footprint	Approx Buildable SF
Lot 3	1,875	1,045	844	2,025
Lot 4	1,875	1,045	844	2,109
Lot 5	1,875	1,045	844	2,109
Lot 6	1,875	945	844	2,109
Lot 7	2,445	1,168	1,066	2,664
Lot 8	3,017	1,490	1,273	3,183
Lot 9	2,005	1,102	896	2,239
Lot 10	2,327	1,303	1,021	2,552
Lot 11	2,182	1,275	965	2,413
Lot 12	2,012	1,121	898	2,246
Lot 13	2,049	1,141	913	2,263
Lot 14	2,042	1,140	910	2,276
Lot 15	2,017	1,131	900	2,251
Lot 16	1,996	1,123	892	2,230
Lot 17	1,992	1,129	891	2,226
Lot 18	2,491	1,348	1,157	2,892
Lot 19	3,009	1,581	1,270	3,176
Lot 20	2,270	1,332	999	2,498
Lot 21	5,777	2,203	2,088	5,220
Lot 22	3,253	1,390	1,355	3,387
Lot 23	3,350	1,992	1,388	3,469
Lot 24	2,820	1,656	1,203	3,008
Lot 25	2,820	1,656	1,203	3,008
Lot 26	2,356	1,314	1,032	2,580
Lot 27	2,370	1,335	1,037	2,593
Lot 28	2,342	1,313	1,027	2,567
Lot 29	2,343	1,306	1,027	2,567



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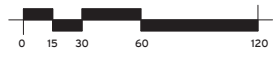
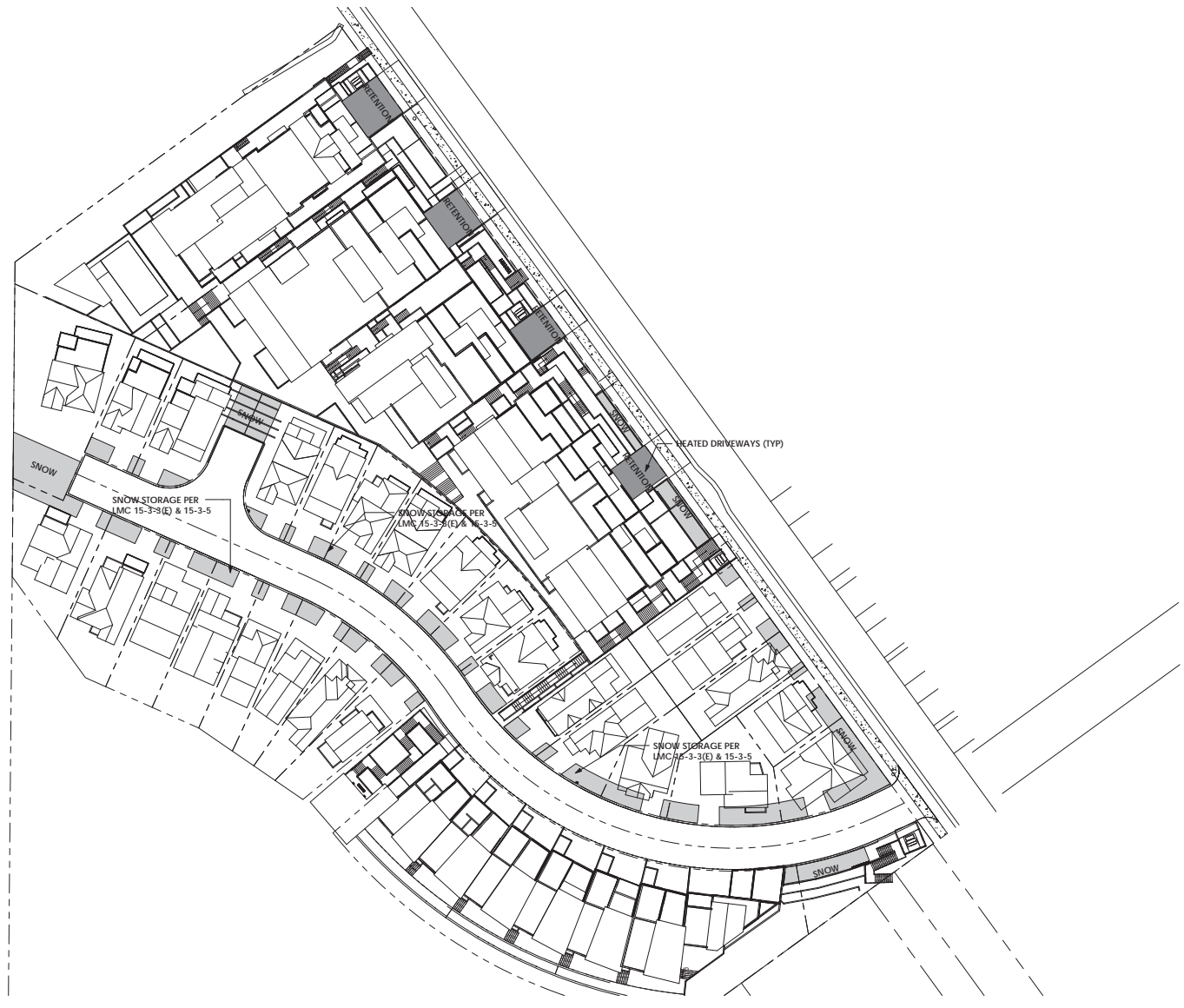
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- STRUCTURAL: EVERGREEN
- Mechanical: EVERGREEN
- PVE: PVE INC
- ELECTRICAL: EVERGREEN
- LANDSCAPE: EVERGREEN
- INTERIOR: WOW

KING'S CROWN
 MASTER PLANNED DEVELOPMENT
 1201-1299 LOWELL AVENUE
 PARK CITY, UTAH

PROJECT #: 100206
 ISSUE DATE: 10/27/2017
 NMPD SUBMITTAL
 REVISIONS

**BUILDING PADS/
SETBACKS**
AS-007

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**SNOW STORAGE
DIAGRAM**

AS-008

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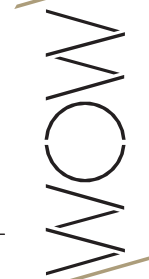
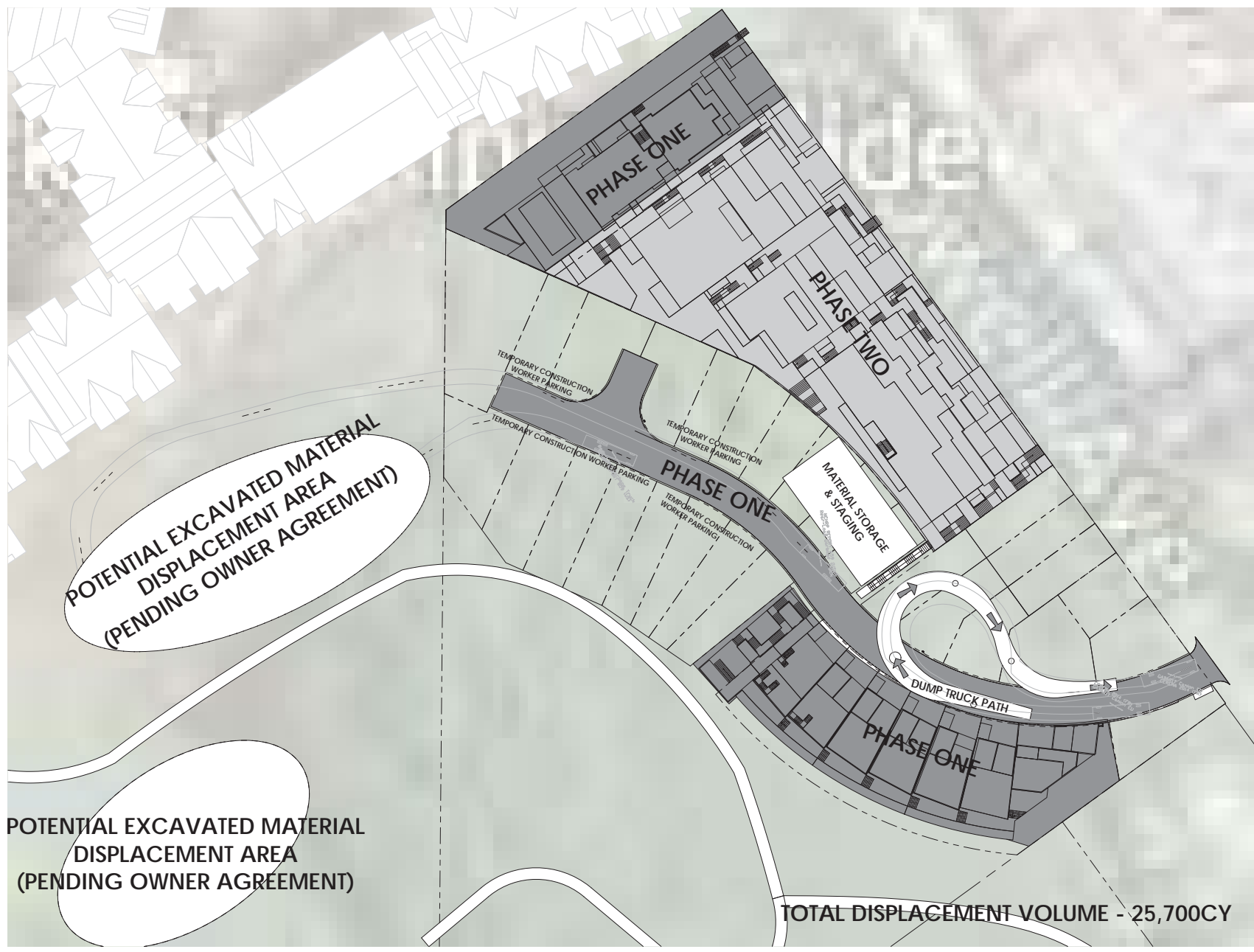
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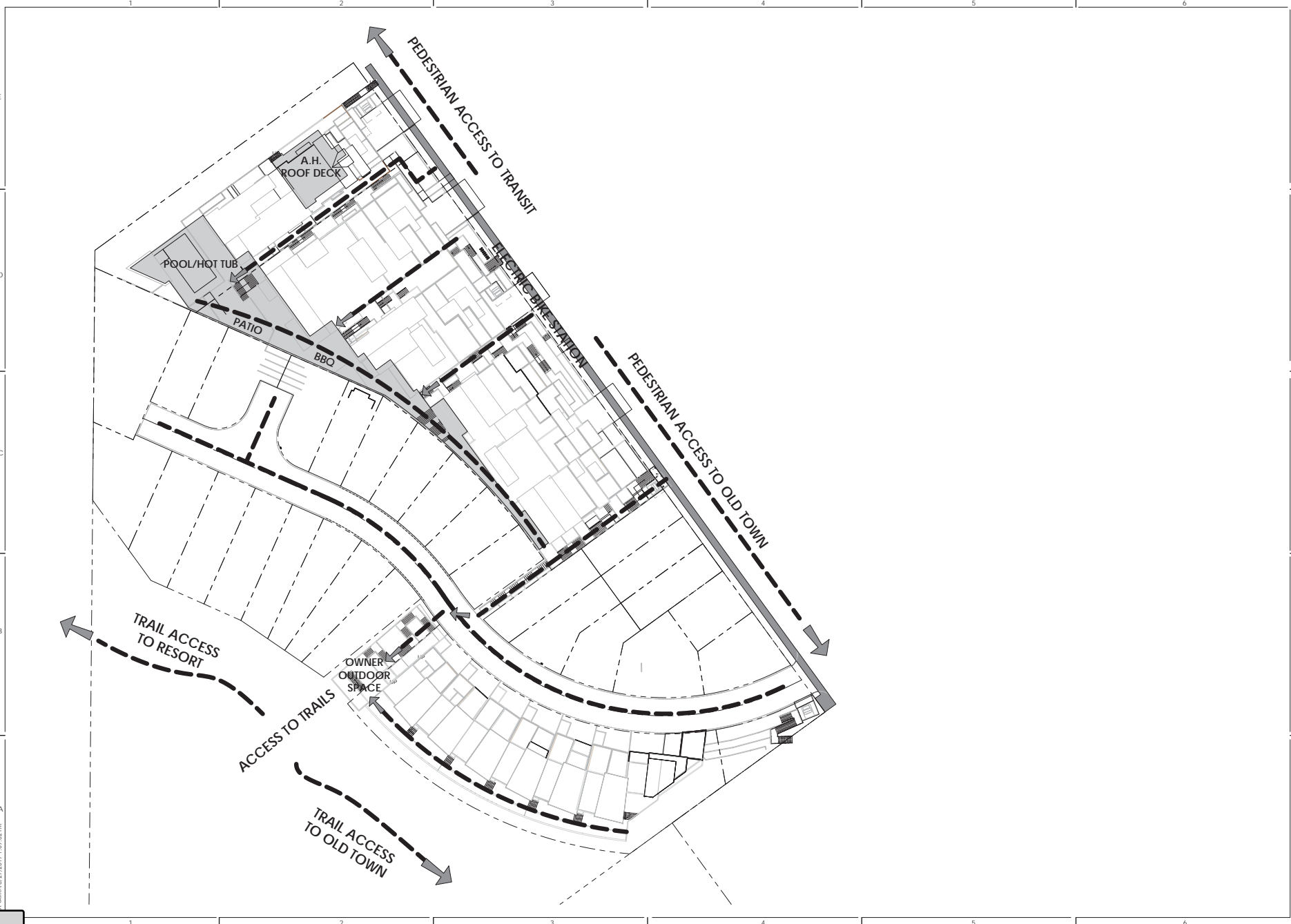
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- Mechanical: EVERGREEN
- PVE INC: EVERGREEN
- ELECTRICAL: EVERGREEN
- MECHANICAL: EVERGREEN
- LANDSCAPE: EVERGREEN
- INTERIOR: EVERGREEN

KING'S CROWN
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**CONSTRUCTION
 MITIGATION**
AS-009

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INTERNAL PEDESTRIAN CIRCULATION
AS-010

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160026

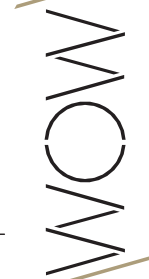
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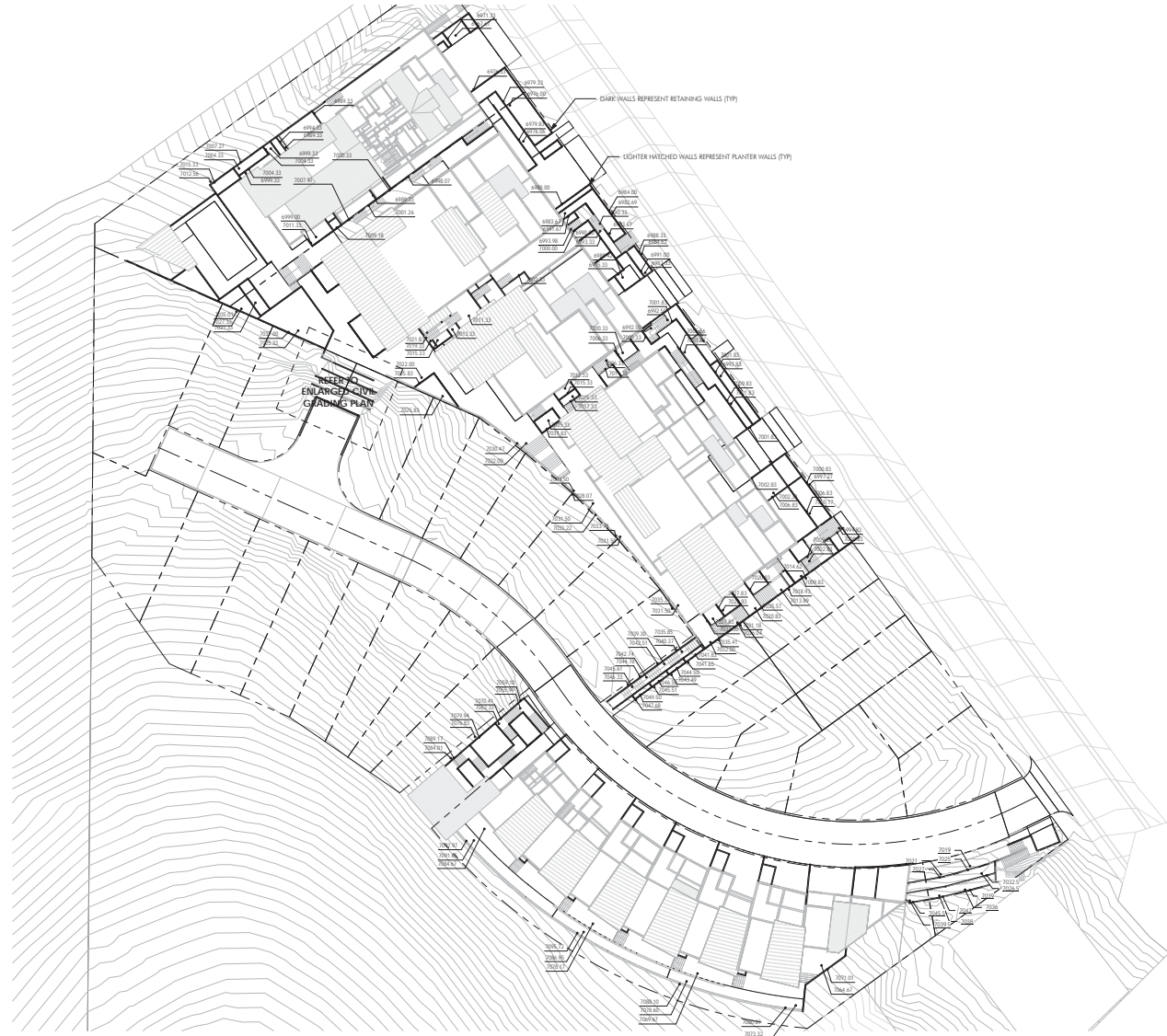
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 STRUCTURAL: EVERGREEN
 MECHANICAL: EVERGREEN
 PVE INC.
 ELECTRICAL: EVERGREEN
 BRUNSCHEIDT
 LANDSCAPE: EVERGREEN
 INTERIOR: WOW +

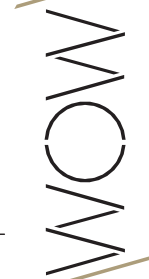
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1 RETAINING WALL & PLANTER WALL PLAN
SCALE: 1" = 30'-0"



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- METALS: MECHANICAL
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- ELECTRICAL: ELECTRICAL
- IRRIGATION: IRRIGATION
- LANDSCAPE: LANDSCAPE
- INTERIOR: INTERIOR
- WOW: WOW

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RETAINING WALL PLAN
AS-011

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11/20/2017 10:17:30 AM

A1 ARCHITECTURAL SITE PLAN
SCALE: 1" = 30'-0"



ARCHITECTURAL SITE
PLAN

AS-101

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