

# Park City Mountain Resort and Park City Village

## Master Phasing and Construction Management Plan

May 22, 1998



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

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

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

### PHASE I

#### **Park City Village Projects:**

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

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### **Park City Mountain Resort Projects -1998**

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

### **Marriott Phase 1 / New Base Lodge**

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

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

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

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

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

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

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

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

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

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

### **Reconstruction of Lowell and Lowell Utility Improvements**

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

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

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### **Additional Parking in the Lower Lot**

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



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

#### **Skateboard park, and McConkeys Lift Staging**

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

#### **Parcel D Construction**

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

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

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## **PHASE II**

Potential Start Date start 1999

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

- Parcel C building
- Parcel B buildings

### **Parcel C building**

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

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

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

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

### **Parcel B buildings**

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

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

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

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

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

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

### **PHASE III**

Potential Start Date start 1999 / 2000

- Parcel E building

#### **Parcel E building**

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

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

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

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

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

#### **PHASE IV**

Potential Start Date - open

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

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

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

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