

Wasatch County JSPA Planning Commission August 22, 2023



Item #1

Mayflower Lakeside Phase 2 Buildings H-O -Landscape LLC-

Final Plat Approval

PLANNING COMMISSION APPROVAL - DOES NOT GO ON TO COUNTY COUNCIL



WASATCH COUNTY

JSPA Planning Commission Final Plat approval Staff Report

ITEM 1

Jack Johnson Consulting, representing Landscape LLC., is requesting final plat approval for phase 2 buildings H, I, J, K, L, M, N, and O of Mayflower Lakeside. The project consists of 96 condominium units in eight 12-plex buildings which totals 72 ERU's on 8.54 acres. The proposal is located on the east side of Highway 40 on the northeast side of State Route 319 northwest of the State Park entrance in Section 19 of Township 2 South, Range 5 East in the Jordanelle Specially Planned Area (JSPA), (DEV – 7707 Doug Smith).

PROJECT SUMMARY

Applicant: Lee Burbidge

Hearing Date: August 22, 2023

Property Owner: Landscape, LLC

Existing Zone: JSPA

Approved applications: Mayflower Marina MP, overall Preliminary, phase 1A, 1B plats, 4 condo plats

Existing Land Use: Vacant

Proposed Land Use: 96 Condo units in 8, 12-plex buildings with 1499.32 sq. ft. (72 ERU's)

Acreage: 8.54 acres

Open Space: overall project 67% 5.74 acres

Proposed Units: 96 of 380 total units in the development (335 total ERUs)

BACKGROUND

This application is for final approval of all eight of the phase 2 stacked condo buildings. Each building contains 12, 1,499 square foot units (.75 of an ERU each) with 21 underground parking spaces. All units are three bedrooms and two bathrooms. Master Plan and density determination was granted in January 2017 and overall preliminary was granted on February 6, 2019 by the County Council. There are six previous phases that have been granted final approval and are in various stages of construction. This property was part of the Mayflower holdings that also included SkyRidge, the tailings property across the street and the Mountainside southwest of the mayflower Exit on Highway 40. This proposal is located on the North side of Highway 319 (State Park access road) east of the Shores development and northwest of the Jordanelle State Park entrance.

The Mayflower marina east master plan, which is all of this developers holdings, was approved for 335 ERU's. The master plan is a mixture of townhouses and stacked condos. All the townhouse units are the same and all the stacked condo units are the same. The final application is consistent with the master plan and overall preliminary approvals. The applicant has entered into a development agreement (entry 456367) and is in compliance with that development agreement.

The previous phases of this project have been reviewed under the JSPA guidelines and have been found to be in compliance. A number of the stacked condo buildings are complete and occupied and were considered to be in compliance with the JSPA architectural guidelines.

The streets in the development that have been completed are using the approved JSPA street lights and street signs as will be the case with the lights and signs in these plats. All the streets are required to be private except for the main street that provides the second access to Keetley Road over the old rail alignment.

STAFF ANALYSIS

-PEDESTRIAN ACCESS/TRAILS –

The overall master plan has back country public trails as well as hard surface trails that run throughout the project. This phase only has (other than sidewalks) a 10' asphalt trail that will run in and out of the 319 right-of-way and connect to the State Park. UDOT has allowed this with the previous phase.

Sidewalks were approved by the engineering department to run on one side of the road. The sidewalk will be on the side of the road with these units since they will be higher density.

-PARKING STALL NUMBERS –

Each condo building provides 21 underground parking spaces and approximately 3 surface spaces for a total of 24 spaces for each building.

During the planning commission meeting for the phase 1 stacked condo buildings, adjacent to and east of this proposal, there was a lengthy discussion about the parking requirements. Because of that discussion the applicant applied for, and was granted, an amendment to the parking code. Ordinance 22-22 was approved by the County Council with the following requirement for parking in multi-family stacked condo developments:

Multi-Family

*2 per unit up to 3 bedrooms .25 per bedroom above 3 bedrooms.
(minimum of 1 space per unit is to be covered)*

All units are 3 bedrooms which requires 2 parking stalls. Each building has 21 stalls under the building and at least 3 surface parking stalls. There is a total of 32 total surface parking stalls. Total under building parking is 168 with 32 surface parking stalls for a total of 200 stalls (including handicapped) which meets the code requirement (8 buildings x 24 stalls per building = 192 total stalls).

-ARCHITECTURE –

All aspects of the JSPA/JRA code and Design Handbook must be met with the architecture and common elements. Precedence and actual pictures have been provided for the product type. As mentioned master plan, preliminary and final approvals have been granted for the stacked condo buildings that are in various stages of completion. All the architecture and materials have been reviewed with the previous phases and found to be compliant.

Unit Size and ERU count – The condominiums in the development are .75 of an ERU. The code allows for units under 1,500 square feet to be .75 of an ERU. Units over 1,500 square feet are 1 ERU. All condominium units are shown just under this measurement at 1,499.32 sf.

-SETBACKS –

Setbacks will comply with the JSPA and Wasatch County Code. 20 foot separation between buildings is the minimum requirement. Front setback of 20 feet minimum to the sidewalk or curb and a minimum of a 20 foot rear setback. 20' is required between buildings. Since six of these buildings back onto a state highway the setbacks are 85' from the center line or 50' from the edge of the ROW whichever is greater. The proposed setbacks comply with the code requirement.

-HEIGHTS–

The condo buildings can be no more than 42' tall from existing natural grade. The condo plat has a note stating that. The heights will need to be verified at building permit and a cross section will need to show height to ridge from pre-

excavation natural grade. The final grading plan shows that all units are on cut which allows for additional height since height is determined from pre excavation grade.

-AFFORDABLE HOUSING PLAN-

This development entered into an affordable housing agreement with the County (entry number 447873). This agreement addresses the affordable housing requirements for SkyRidge, Marina west as well as this development. All the affordable housing requirement will be built on the property directly to the southwest of this site.

-MAILBOXES -

Mailboxes are planned to be in the HOA clubhouse. If the mailboxes do not end up going in the clubhouse the ganged mailbox area will need to be in a structure that complies with the design handbook which contains an exhibit for mailboxes and be signed off prior to construction.

-SLOPES-

The site does not have any slopes over 25%. There are no other constraints associated with the site.

-PLAT-

Please provide similar language as the 1A condominium plat (or as directed by the County attorney) and label the asphalt trail along 319 as public and dedicated to the public with the language on the plat.

-ROADS AND ACCESS-

The road connecting Highway 319 to Old Keetley road has been completed and now provides a second access for SR 319 out to the Jordanelle Parkway. This is the only public road in the development. All other roads in the development are private. All roads in these proposed plats are private and will not be maintained by the County and are labelled on the plat as private.

OPEN SPACE/COMMON SPACES-

The proposed plats show all areas outside of the hardscape and building footprints as common space. The total open space for the development is 5.74 acres or 67% of the development. Prior to bond release all landscaping is required to be completed.

-LANDSCAPING-

A landscape plan has been included with the submittal that is substantially in compliance with the code and preliminary plan. The plan shows species, sizes and quantities as well as an irrigation plan. A cost estimate will be required for the landscaping bond prior to plat recording. Any landscaping at an intersection will need to comply with clear view requirements. The clear view requirement is 25' back from the intersection of lines drawn from the curbs of both streets.

-SEWER/WATER-

Sewer and water will be provided by the JSSD (Jordanelle Special Service District). The district has provided a will serve letter to verify that they are able to properly service the development as presented to the district and have signed off on the DRC report.

-STREET LIGHT/SIGN DETAILS-

Street lights are the same as in the adopted JRA handbook and have been approved and used in previous phases. All lighting is required to be LED and dark sky compliant as outlined in 16.21.16. Because these roads are private and streetlights are not the typical streetlight the developer and subsequently the HOA will be required to pay for all costs associated with maintenance, replacement and electricity for the lights.

All street signs are required to comply with the adopted design handbook and are required to have the JRA logo on them. Examples shown in the plans meet this requirement.

-BONDING-

All unfinished improvements must be bonded for in compliance with county bonding policies prior to plat recording. This will include all roads, trails, landscaping and other amenities included with this phase.

DEVELOPMENT REVIEW COMMITTEE

This proposal has been reviewed by the various members of the Development Review Committee (DRC) for compliance with the respective guidelines, policies, standards, and codes. A report of this review has been attached in the exhibits. The Committee has accepted the item for the Planning Commission to render a decision.

POTENTIAL MOTION

Move to Approve with Conditions consistent with the findings and conditions presented in the staff report.

Findings:

- The proposal complies with the target densities listed in the JSPA code.
- The proposal complies with the densities and layout approved in the master plan and constraint analysis.
- The project complies with all conditions and layout of the preliminary approval.
- Five previous condo plats have been recorded and are under construction or completed and the JSPA planning commission found that those plats complied with the JSPA code.
- A code amendment was approved (ordinance 22-22) by the County Council that lowered the parking requirement for multi-family/stacked condos.
- The proposal complies with the parking as required by ordinance.
- All applicable conditions of the development agreement have been met.
- Stichting Mayflower (or successor) is required to build the affordable housing for this project on the property to the south.
- The JSPA Planning Commission is the land use authority for final plat approvals.
- The proposal Complies with code requirements with the listed conditions.
- The proposed architecture complies with the requirements of the JSPA code.

Conditions:

1. DRC comments and conditions dated July 7, 2023 are required to be complied with.
2. Provide dedication language on the plat similar to language provided on the 1A plat (or as approved by the County Attorney).
3. Label the trail along 319 as public.

ALTERNATIVE ACTIONS

The following is a list of possible motions the Planning Commission can take. If the action taken is inconsistent with the potential findings listed in this staff report, the Planning Commission should state new findings.

1. Approve with Conditions. This action can be taken if the Planning Commission finds that issues can be resolved subject to the conditions noted.
2. Approve. This action may be taken if the Planning Commission finds that the Final Subdivision request is compliant as proposed with Wasatch County Code and all other applicable ordinances.
3. Continue. This action can be taken if the Planning Commission needs additional information before making a recommendation, if there are issues that have not been resolved, or if the application is not complete.
4. Deny. This action can be taken if the Planning Commission finds that the proposal does not meet applicable codes and/or ordinances.

EXHIBITS

- A. Vicinity Plan
- B. Specific unit locations for buildings H, I J, K, L, M, N, O
- C. Approved master plan
- D. Approved Preliminary Plan
- E. Constraints maps
- F. Open Space plan and calculations
- G. Landscape plan
- H. DRC report
- I. Summary Tabulation Sheet
- J. Product Renderings and pictures
- K. Existing and proposed street lights and signs

EXHIBIT A – Vicinity Plan

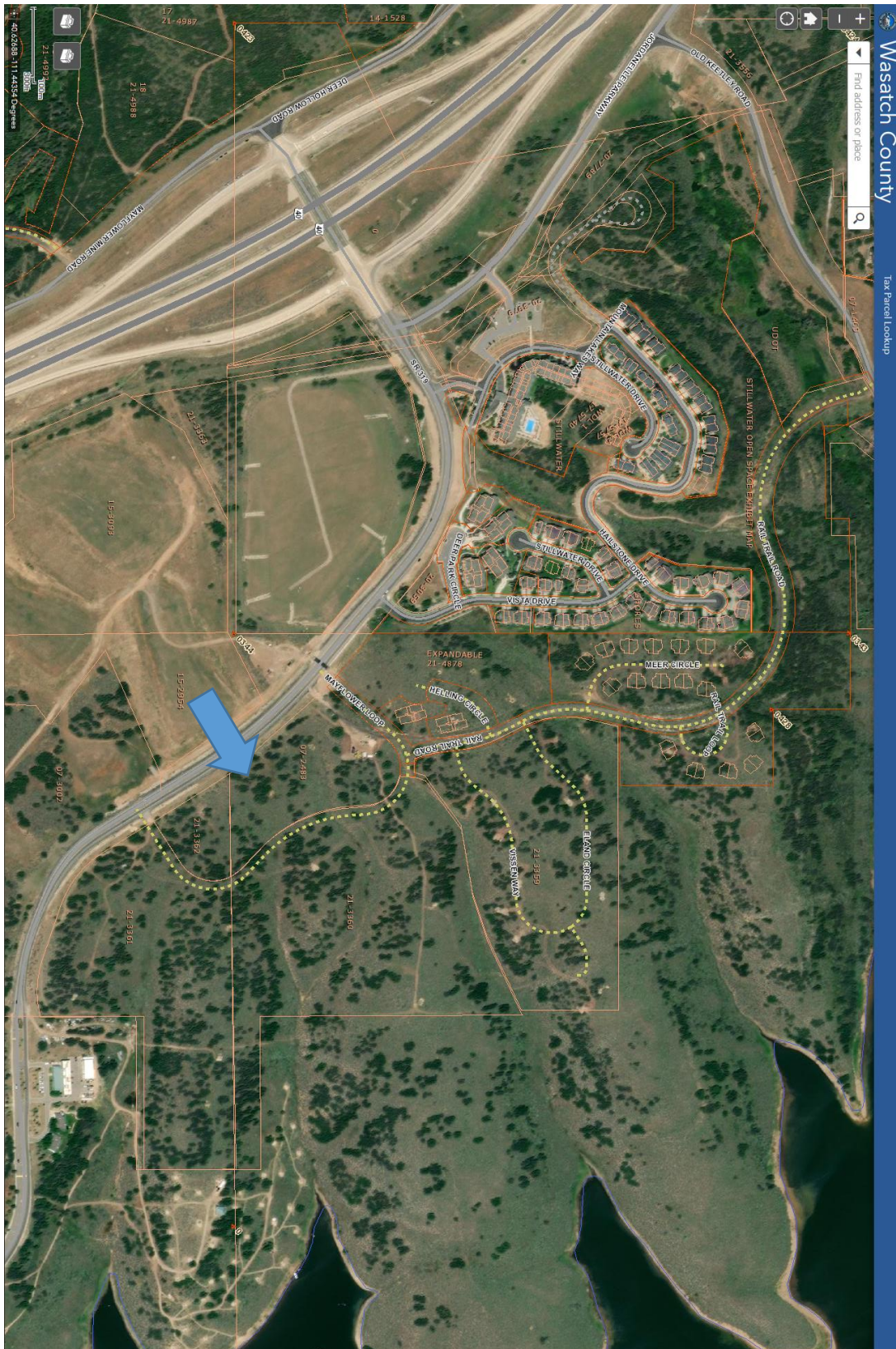


EXHIBIT C- Approved Master plan

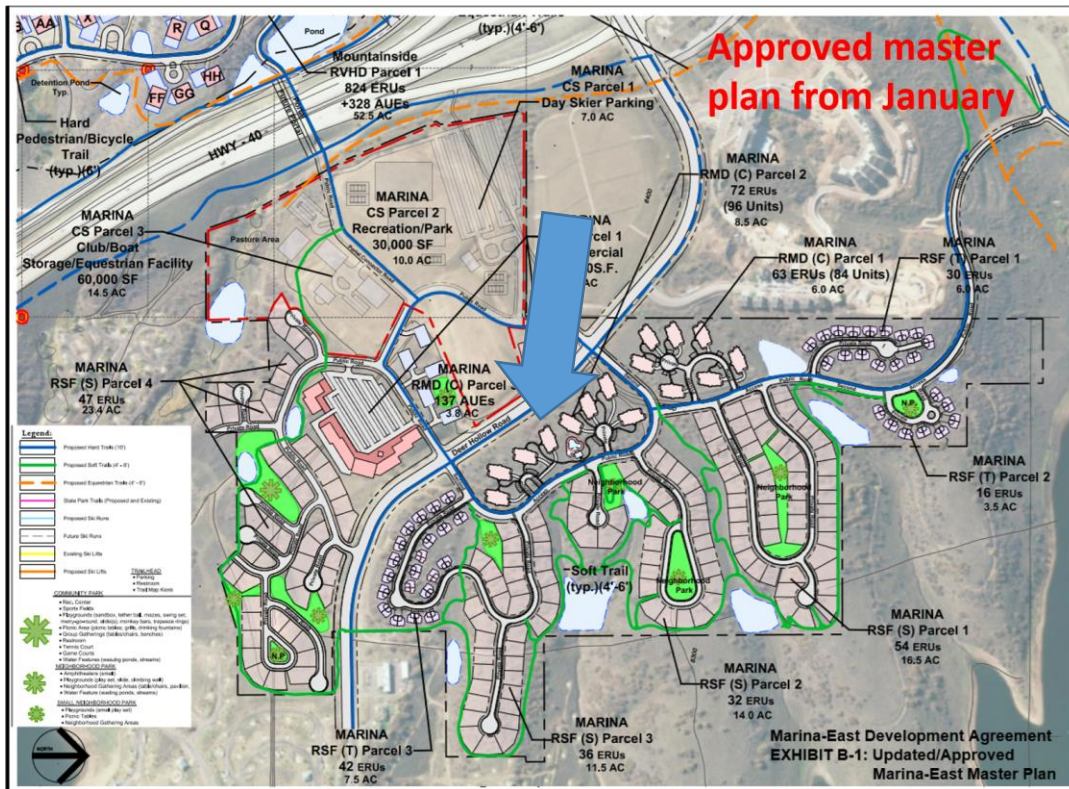


EXHIBIT D- approved preliminary plan



Exhibit E – Constraints Maps

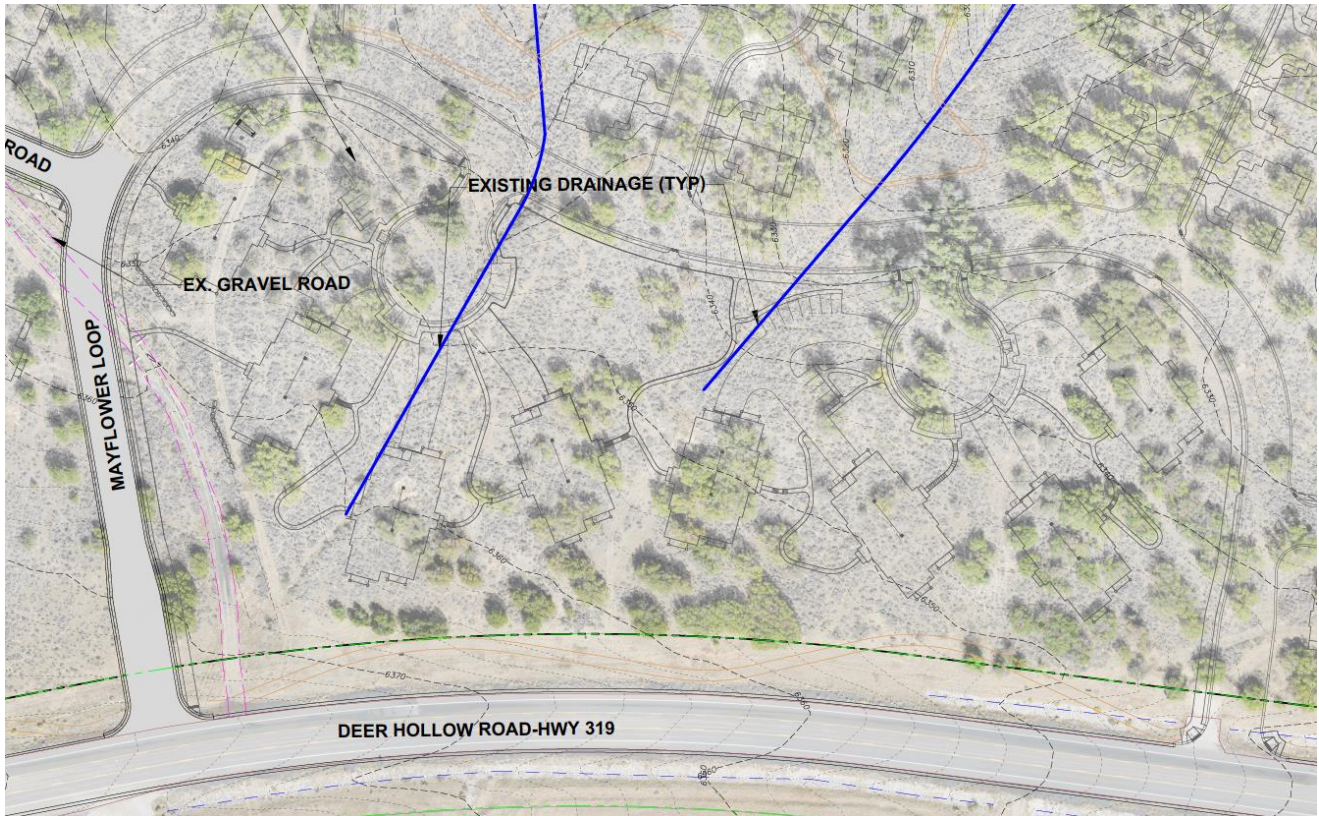
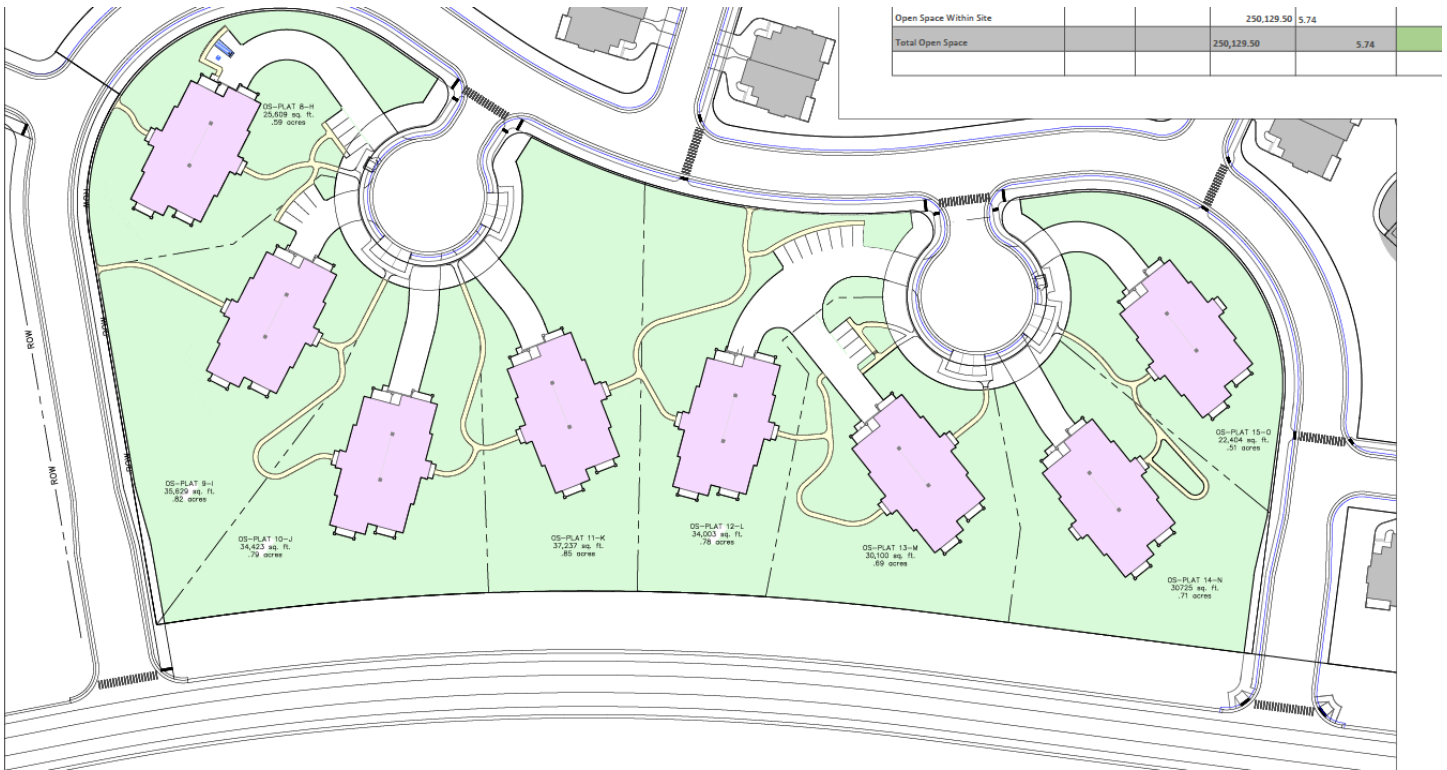


EXHIBIT F – Open Space plan and calculations



Open Space Calculations					
Item	Quantity	Sq. ft./Unit	Total Sq ft.	Total Acreage	Percentage
Total Site Acreage			355,067.39	8.15	
Site Hard Surface					
Condominiums	8	8,311.99	66,495.93	1.53	
Condominium Driveways			21,480.36	0.49	
Parking Space Area Within Site			3,831.51	0.09	
Sidewalks Within Site			8,346.75	0.19	
Total Site Hard Surface			100,154.55	2.30	
Open Space					
Open Space Within Site			250,129.50	5.74	
Total Open Space			250,129.50	5.74	

EXHIBIT G – Landscape Plan



EXHIBIT H – DRC Report

Entity	Decision
Sheriff's Office	Ready for Decision
GIS Department	Ready for Decision
Public Works Department	Ready for Decision
MAG Regional Trail Planner	Ready for Decision
County Surveyor	Ready for Decision
Manager's office	Ready for Decision
Health Department	Ready for Decision
Fire SSD	Ready for Decision
Building Department	Ready for Decision
Environmental Quality	Ready for Decision
Engineering Department	Ready for Decision
Jordanelle SSD	Ready for Decision
Weed Department	Ready for Decision
Planning Department	Ready for Decision
Recorder's Office	Ready for Decision
DRC - SSA 1 Water	Ready for Decision
Assessor's Office	No Action Taken
Housing Authority	No Action Taken
MIDA - Coordinator	No Action Taken

DRC Project Comments

Comment ID	Entity	Comment
FIRE-App-1	SSD - Fire SSD Approval	Access off main road-Please show driveway width of 26 foot minimum. No parking signage/markings would be needed

EXT – Environmental Quality

Comment ID	Sheet Name	Comment
1	06 - Final Drainage Plan	Indicate energy dissipation features (e.g. riprap) at proposed storm water outlets to prevent additional erosion and sediment transport.
2	06 - Final Drainage Plan	Include any relevant details for energy dissipation features. If riprap is proposed, please indicate appropriate riprap size.
3	06 - Final Drainage Plan	Provide details or callouts indicating the primary outlet elevations of each storm water facility.
4	06 - Final Drainage Plan	Provide details on maintenance access for each storm water facility.
5	07 - SWPPP	Sheet C801: Please indicate the location of the rock construction entrance on the plans.

EXT – MAG Regional Trail Planner

Comment ID	Sheet Name	Comment
DRC-MAG1	03 - Conceptual Connectivity Plan	Conditional approval. Trail along 319 is a 10' paved multi use trail.

EXHIBIT I - Summary tabulation sheet

SUMMARY TABULATIONS									
ITEM	ACRES	ERUs	# OF UNITS	# OF BEDROOMS PER UNIT	TOTAL # OF BEDROOMS	TOTAL # OF PARKING SPACES PER UNIT	TOTAL # OF PARKING SPACES	SQUARE FOOTAGE OF UNIT FOOT PRINT	COMMENTS
TOTAL PROJECT SITE ACRES	93.06								
PHASE 1									
TOTAL ACRES - PHASE 1	42.47								
PHASE 1 TOWNHOMES	31.58	96	96	5	480	4	384	3975	APPROVED
PHASE 1 CONDOMINIUMS	7.65	63	84	3	252	2	168	1499	APPROVED
PHASE 1 TOTALS	39.23	169	180	8	732	6	552		APPROVED
PHASE 2									
TOTAL ACRES - PHASE 2	60.59								
PHASE 2 TOWNHOMES	33.63	104	104	5	520	4	416	3975	APPROVED
PHASE 2 CONDOMINIUMS	8.54	72	96	3	288	2	192	1499	
PHASE 2 TOTALS	42.17	176	200	8	808	6	608		
PHASE TOTALS	81.4	335	380	16	1540	12	1160		

Exhibit J – Product Renderings and pictures





EXHIBIT K – Existing and proposed street lights and signs



Wasatch County JSPA Planning Commission August 22, 2023



Item #2

JRA Design Handbook -S-LO Jordanelle FGMCD, LLC-

Text Amendment

PLANNING COMMISSION RECOMMENDATION – TO COUNTY COUNCIL FOR APPROVAL

Memo

To: Wasatch County Planning Commission
From: Planning Staff
Date: August 15, 2023
Re: Item # 2 – JSPA Design Handbook Update (Commercial)



Commissioners,

The Keetley Square Commercial project (formerly Jordanelle Commerce Park) is currently in DRC reviews for final subdivision and site plan approval. During the preliminary approval for the project, it was discussed by the JSPA Planning Commission that the current design handbook has only been written to address residential design standards. The JSPA code has a trigger requirement that the first commercial project to seek approval in the JSPA would be responsible to provide the initial drafting of the commercial standards to add to the handbook. After adoptions of the updates, all commercial projects will be required to use the adopted standards.

There are two attachments included for the JSPA Commission to consider. The first is a redline attachment that shows all changes in red. The second is a clean version showing what the handbook would read like if all changes were accepted.

The JSPA Commission will need to review the proposed additions/modifications and ultimately will need to make a recommendation to the County Council for adoption. The Commission has a few options available for a motion on the item:

1. Recommendation for Approval. This action may be taken if the JSPA Commission feels that the proposed design guidelines further support and add to Wasatch County Code and all other applicable ordinances.
2. Recommendation for Approval with Modifications. This action can be taken if the Planning Commission feels that the proposed design guidelines are acceptable if modified. Any proposed modifications should be stated with the motion.
3. Continue. This action can be taken if the Planning Commission needs additional information before making a recommendation, if there are issues that have not been resolved, or if the application is not complete.
4. Recommendation for Denial. This action can be taken if the Planning Commission finds that the proposal does not meet the intent of the ordinance and does not believe that minor modifications to the proposal can create an acceptable proposal.

Exhibit A – Proposed JSPA Design Handbook Amendment (redlined)

Exhibit B – Proposed JSPA Design Handbook Amendment (clean)

Exhibit A – Proposed JSPA Design Handbook Amendment
(redlined)



DESIGN HANDBOOK

**For the East Side of the
JORDANELLE SPECIALLY PLANNED AREA**

March 2019 August 2023

Updated with Amendments Approved on July 6, 2022

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1 - PURPOSE AND INTENT

The JSPA Planning Commission has established and will update from time to time this Design Handbook, which is intended to convey "Mountain Architecture" and common elements for the JSPA East Side area and to create a coordinated and coherent development. The architecture is based on an authentic Wasatch Mountain vernacular, where structures are reflective of both their respective functions and the surrounding environment.

Buildings and common elements are to be consistent in material finish and general form and constructed of quality materials consistent with the JSPA East Side style ~~as well as provide a logo to be used on various common elements~~. The use of natural materials is encouraged.

This Design Handbook identifies key elements that define the character of buildings and common elements and creates a consistent vocabulary that unifies the resort as well as provide a common recreation area logo to be used on various common elements.

This Design Handbook will contain images and plans illustrating the ~~Architectural~~ Design Standards and Principles described herein, as well as all approved materials and finishes for architecture, hardscape and landscaping, common resort elements and an adopted logo. This Design Handbook will be maintained in the offices of the Wasatch County Planning Department and will be used in conjunction with ~~the JSPA Code~~ Wasatch County Code. If there is a conflict with this guide and ~~Title 16, Title 16 rules~~ the provisions of any zoning, building, fire safety or health ordinance, the provision which establishes the more restrictive standard shall prevail.

2 - DESIGN PLAN STATEMENT

The general character of the buildings should be one of authenticity, where the buildings look and feel as if they belong to the resort and the surrounding environment. Depending on the building type, the building should be articulated and textured in order to generate visual interest and allow structures to fit harmoniously within the landscape of the surrounding Wasatch Mountains. The general character is defined by the overall form, massing, setting, and detail in the key component pieces. Materials will look like they are part of the mountain.

It is very important that buildings within the JSPA East Side appear harmonious with their mountain environment and that they allow the natural landscape to dominate the distant views of the lake and mountains. The climate, terrain, and important natural features, such as stands of trees and rock outcroppings, are all important factors to be considered in designing any improvements to properties within the Community. The following guidelines are intended to ensure environmentally sound and aesthetically pleasing development of the JSPA East Side, which will mutually benefit all.

Buildings shall embody "Mountain Architecture" whether Traditional Mountain or Contemporary Mountain Modern, showcasing simplicity with a modern flair. Designs should focus on how the buildings meet the ground, work with the existing grades, and harmonize with the natural character of the specific area within the JSPA East Side. The primary objective of these guidelines is to minimize off-site visual impacts through sensitive massing, color and materials selection and create consistent elements regardless of project boundaries. The design standards govern architectural elements such as building massing, roof form and the color and reflectivity of materials as well as establishes common elements in and out of the public right-of-way. These standards do not mandate an identifiable architectural style or theme beyond "Mountain Architecture." Developers and owners are required to design with materials and forms that reflect the mountain character of the site and its climate in order to create places intimately connected with the natural surroundings. Imitation of non-indigenous styles that are closely identified with other geographic regions is discouraged.

3 - ARCHITECTURAL DESIGN STANDARDS

The following architectural design standards have been established according to both climatic and aesthetic characteristics of the JSPA East Side. These standards are specifically intended to maintain the character of this region, as they promote a level of architecture which is not only compatible with the natural landscape but is also environmentally sound.

The architectural character of the JSPA East Side is a blend of Traditional Mountain and Contemporary Mountain Modern styles. The goal is to maintain a blend of Traditional and refined Contemporary styles, representing understated elegance and emphasizing quality of construction, natural colors and materials, preservation of the natural environment, and distinctive design creativity within the surrounding natural color palette and that is intended to maintain the "~~Deer Valley~~ Mountain Resort Look".

Commercial uses in the JSPA East Side will provide essential goods, services, and experiences, forming an integral part of the Community. Uses should be carefully considered to include grocers, restaurants, galleries, ski and bike rental, personal services, small office, boutique stores, and other complementary uses that support a resort feel, and must be consistent with the Wasatch County Code. The architecture and design will maintain the Wasatch Mountain vernacular as outlined in this handbook while mitigating elements specific to commercial centers that are necessary for the higher intensity of use.

In order to fulfill the brand image of the JSPA East Side, there are key elements that must be given particular design attention. These key elements tend to be items that define the overall design quality and character of a building.

3.1. Architectural Objectives & Unifying Purposes

In keeping with the vision and the design objectives of the JSPA East Side, developers and residents will be required to design their projects in accordance with the appropriate standard design elements and the other guidelines described herein. The underlying architectural theme of the JSPA East Side is understandably based on the distinctive appearance and image of Deer Valley, referred to herein as "Mountain Architecture."

For high intensity projects in and around the Resort Villages and commercial areas, developers shall include additional urban design elements in their developments to compliment and support the

3.2. JSPA East Side Architectural Principles

The unifying strategy of architectural design is summarized by the following JSPA East Side Architectural Principles:

- a. The JSPA East Side projects shall invoke an image of Mountain Architecture;
 - b. Projects shall use natural stone as a unifying element or design accent in the building bases, streetscape and pedestrian walkway details;
 - c. Distinctive roof lines should be created for buildings above two floors, using a low slope with shed and hips versus gable ends, which will also assist in snow management;
 - d. Use wood siding, cement board with the appearance of natural wood, COR-TEN/weathered steel (~~COR-TEN is a brand name that is generally understood but is intended to mean weathered steel~~) or blackened steel, natural stone or natural stone veneer, and smaller areas of stucco on the facades of buildings, and utilize large planes of colors. The JSPA Planning Commission may, at their sole discretion, approve alternative steel or aluminum materials with a durable painted finish that achieves the COR-TEN look, only if the applicant demonstrates the finish and the material is at least as durable as COR-TEN, and the appearance is the same as COR-TEN; and
- All elevation sides must contain doors, windows, or other openings in the walls and must be treated with the same attention to detail given to the front or street elevation. Special efforts will be necessary for commercial uses to ensure all facades of a building shall have a 4-sided design- treated with the same degree of design detailing; and
- e. In order to retain and convey the Wasatch Mountain vernacular within Commercial Centers, structures will be reflective of both their respective functions and surrounding environment, including the unique climate conditions. Climate conditions afford the opportunity to take advantage of passive and active solar energy applications. Covered entries, canopy roofs and overhangs are encouraged to provide shelter from the summer sun and winter snow.

3.3. Style Descriptions

Traditional Mountain architecture vernacular consists of bold, natural and textured buildings and

materials. These buildings shall functionally and aesthetically withstand rugged mountainous environments and blend in with the topography.



Contemporary Mountain Modern is a more refined home style characterized by clean lines, flat-to low-pitched mono-slope roofs, minimal gable roof shapes, and minimal heavy trim details, with larger expanses of window systems used as exterior walls. This style allows any Traditional Mountain-influenced residence to have a bolder modern interpretation while maintaining regional charm.





3.4. Site

It is very important that buildings within the JSPA East Side appear harmonious with their mountain environment and that they allow the natural landscape to dominate the distant views of the lake and mountains. Important natural features such as stands of trees and rock outcroppings should be used as organizing elements for the site. Site plans shall be developed in a way that works with the natural topography of the site. Mass grading is prohibited.

3.5. Green Building Design

Environmentally friendly building design should, wherever reasonable, be embraced. This should apply to all areas.

- a. *Energy Efficiency*—this technique focuses on the establishment of performance targets that account for intended use, occupancy and other energy operations for new construction and renovation projects.
- b. *Water Efficiency*—this technique emphasizes the value of decreasing demands for fresh water and reducing the generation of wastewater through optimized landscaping, integrated rainwater catchments, gray water recycling, and wastewater treatment systems. Any applied water efficiency techniques need to be compliant with County and State codes.
- c. *Building Materials*—by using sustainable construction materials and resources, green building materials have aided the reduction of extraction, processing, transportation, solid waste, and consumption.
- d. *Healthy Indoor Environmental Quality*—these processes have enhanced the sustainable communities through ventilation and thermal comfort, moisture control, daylighting, environmental tobacco smoke control, and protecting indoor air quality during construction.

3.6. Color Palette

Colors shall be similar to the natural backdrop colors of the Jordanelle Basin. Main building colors should be more subdued tones such as grays, browns and nut. Accent colors may pick up on the subtleties of the spring, summer, and fall seasons to broaden the palette.

The color palette shall reflect a similar range of hues as shown below:



3.7. Buildings and Massing

Architectural elements at the base of buildings which express structure shall be stockier, and foundation walls shall be heavier and more pronounced. Building massing should step with the natural variations in the topography to integrate the building into the natural landscape.

Building form and profile within large structures or building groups, such as commercial centers, shall be varied to help break up the mass when seen in the context of the JSPA wide open views. Providing human scaled architectural features is particularly important in areas where pedestrian activity is occurring or encouraged, especially near entries and around the ground floor. This should include varying the building form with recessed and/ or projecting forms.

Shifts in building massing, variation in height, roof and profile form are required, while maintaining relationships of building placement to street frontage.

3.8. Articulation

Shadow lines are encouraged to add richness to the building. Elements such as windows and doors should be recessed to give deeper relief to the building facades and suggest structural strength.

Protruding roofs and canopies are encouraged to provide additional articulation and shadow lines.

Windows shall not be reflective but should work to enhance the visual interest of the building.

In Commercial Centers, buildings should be built at human scale, interest, and orientation as well as reinforce the spatial definition to public spaces. This is intended to encourage building articulation that is appropriate for the form and scale of the project, the site, and pedestrian scale design. They should also take into account the design of other developments in the vicinity. This is not a rigid prescription, but rather a statement of preference for architecture that resonates with the mountain environment. Express architectural or structural modules in detail.

3.9. Columns and Building Articulation

Building columns and articulation are highly interrelated. Columns provide detail along the vertical planes of a building as well as below supported structures such as awnings and balconies. Columns provide the spatial definition and depth that are critical to the articulation of a building. Additionally, the manner in which columns establish spatial definition along the ground plane greatly impacts the quality of the adjacent pedestrian environment.

Within Commercial Centers, the incorporation of columns/piers, sized relative to the overall massing of the buildings are required.

3.10. Building Materials

Building materials shall reflect the natural surroundings and complement the architectural style of the building. Foundation walls must create a strong connection to the ground. For purposes of this section the adjusted exterior surface area shall be defined as the combined total exterior wall area of all facades, including all exposed foundation walls, deducting all window and door openings. A minimum of 30% of the total adjusted exterior surface area shall be natural stone or natural stone veneer, and the remaining exterior surface area shall be wood, COR-TEN or blackened steel, fiber board, Cemplank or cementitious siding with the appearance of stained natural wood. Stucco accents are acceptable and shall be less than 10 percent of the adjusted exterior surface area. Large unbroken surfaces of stucco are not permitted. Corrugated metal, round logs, and faux stone are not permitted.

Wall forms should be continuous in pedestrian areas with attention paid to detail. Storefronts in commercial areas must also be continuous.

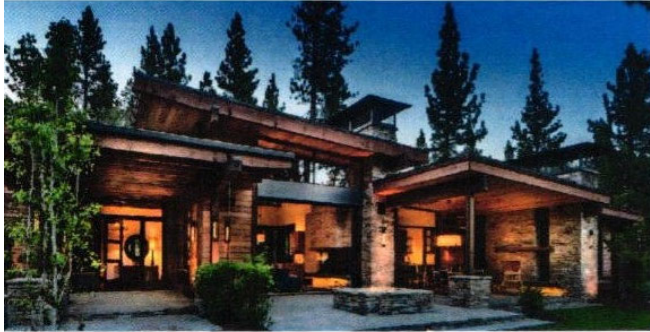


3.11. Foundation Walls

Buildings must be carefully integrated into the natural landscape and should appear to grow out of the land. Architectural elements at the base of buildings shall be stockier to express structure and foundation walls should be heavier and more pronounced. In a building that is well integrated with the site, the foundations become a platform that defines the exterior perimeter of the interior and outdoor living spaces and sets the nature of the transition between the existing and built environment. Strong-looking foundations with the heaviest materials beneath lighter materials and forms that express longevity in a harsh climate are key to successful mountain architecture. Natural stone is considered a heavy material and shall be placed beneath other approved materials. Within six inches of ground level, foundations must be covered with materials such as natural stone, or COR-TEN or blackened steel. Consideration should be given to areas where snow accumulation is likely, and appropriate materials should be used in these areas to reduce premature exterior finish degradation.

Because exposed posts and cross bracing appear disconnected from the ground, they are not permitted. However, knee bracing, large timbers, corbels and substantial natural stone columns or posts with natural stone bases that are consistent with the architectural vernacular are allowed as support structures for projecting elements from buildings.

Contemporary Mountain Modern:

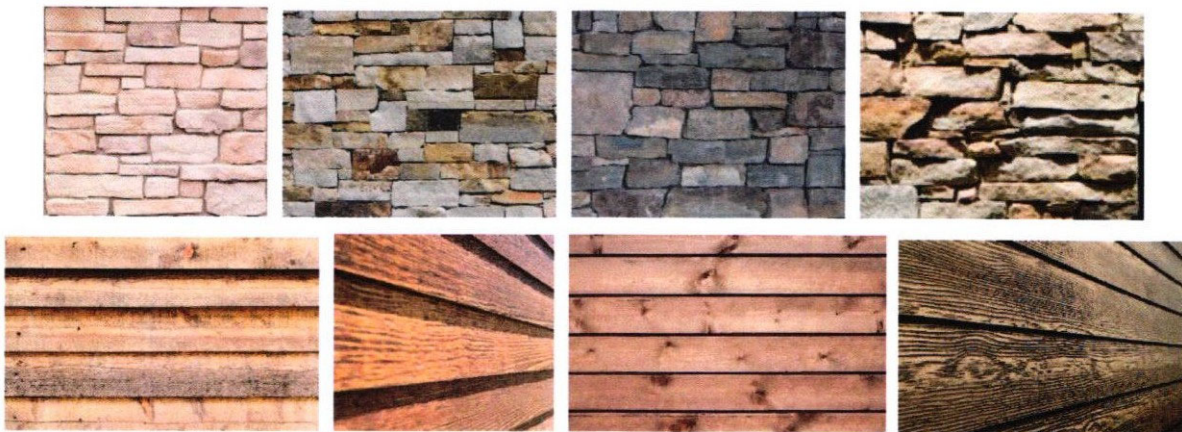


Traditional Mountain:



3.12. Exterior Walls

Exterior walls shall match the medium color and value of the natural landscape and color palette. Buildings shall avoid flat wall planes. Building elevations should be horizontally and vertically stepped to avoid large uninterrupted wall surfaces that can distract or look out of place from the natural landscape and shall predominantly consist of wood, natural stone, natural stone veneer, fiber-board or cemplank consistent with the below materials.



The following rules are specific to Commercial centers:

- a. The use of varied materials, surface relief, and expressed joints and details and color shall be used to break up large wall surfaces and building forms. Changes in material (exterior veneers) require a minimum 4 inch change in plane i.e. different materials shall not be used in the same plane when abutting one another. Material/ veneer changes cannot occur at outside corners;
- b. Large walls of glass shall incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide human scale. Glass shall recess behind the plane of the primary facade surface and prominent mullion systems;
- c. Long expanses of wall at a single height or in one plane shall be minimized; and
- d. Buildings shall have windows, doors, and display windows that make up at least 50% of the building facades that abut streets and high pedestrian use areas.

3.13. Doors and Entryways

Main entry doors should be oversized to make a grand statement and should have side lights, window accents, or surrounding windows whenever possible. Doors shall be constructed of steel and/or wood. The primary treatment on wood doors should have the appearance of natural stained wood. Steel doors must have a natural patina finish. Painted finishes should be avoided on both wood and steel doors. All doors should match the overall character and architecture of the building and incorporate glass as appropriate. Side or service doors may be fiberglass or aluminum if they have the appearance of natural wood, are not visible from a street, and are not on the street side of a corner lot.



Storefront main entrances in Commercial Centers shall be a dominant and recognizable feature of the building and shall face the street and primary pedestrian activity areas. Design should create a sympathetic interaction (pedestrian-scaled podium levels, high quality finishes, contextual retail façade treatment, pedestrian-friendly ground level) between buildings and the street, as all building with street frontage are required to meet. Entries not facing the street or parking lots shall have clearly marked access and signage to demarcate the entrance. All main entrances to buildings and individual spaces shall have some form of protective cover such as a roof, a canopy, or a recess in the building form of sufficient depth to provide a protected entry into the building for patrons. Adequate space for signage compliant with the Wasatch County Code on retail and restaurant spaces shall be designated and incorporated into the overall design of each building.



All buildings should be designed to optimize views, privacy, sun, shade and other site opportunities, respecting the natural topography of the land and the form and texture of the existing vegetation.

3.14. Windows

Buildings may have expanses of glass to celebrate the fantastic views and provide a refined touch. Windows offer the opportunity to create scale, proportion, and detail to exterior elevations, while responding to view, privacy, and natural daylighting considerations. Sizes of window components in multi-pane assemblies can add a human scale and proportion to the building.

Window design is an integral component of the building architecture and should enhance the visual interest of the building. As such, window selection, treatment and placement relative to the wall surface shall be considered to avoid conditions where the glass surface appears to be in the same plane as the exterior finish wall surface. Windows in stone or masonry walls shall be set back from the surface of the stone or masonry to enhance the sense of mass and depth that the stone or masonry will provide. Windows in other building materials shall have appropriate treatment or design to break the wall plane. This may be accomplished by substantial window trim or integral window frames that recess the glass surface further back into the window opening. Other treatments or designs may be considered with sufficient detail provided, such as appropriately designed recessed window pockets. All elevation sides should contain doors, windows, or other openings in the walls and be treated with the same attention to detail given to the front or street elevation. Roof overhangs should be used to shade large glass areas and avoid reflective glare.

Within Commercial Centers, windows and doors should recess behind the primary wall plan, or use trim around windows and doors to create shadow lines. Variation of floor heights should follow natural grade and contours.

Window frames shall be constructed of the following materials: thermally-broken aluminum frames, thermally-broken steel frames, wood frames with exterior extruded aluminum cladding, fiberglass, or wood composite. Exterior colors shall be natural tones consistent with colors as outlined in other sections of the design handbook. Vinyl, vinyl composite, and white window frames are not permitted. Windows and finishes shall not be reflective or have unfinished metal surfaces.



3.15. Garage Entrances and Doors

Garage entrances and doors shall be designed and placed to be compatible with the building and the surrounding area. Garage doors occupy a major portion of the building's ground floor and can therefore have a major impact on the pedestrian's perception of the building. In order to minimize the visual impacts of the garage door, it must be designed to be an integral part of the building's architecture, with trim and detailing that are visually interesting. Garage doors shall be designed to complement the architecture of a building and not become the dominant facade feature. Garage doors shall be recessed and landscaped to soften the impact of the door when viewed from the street.

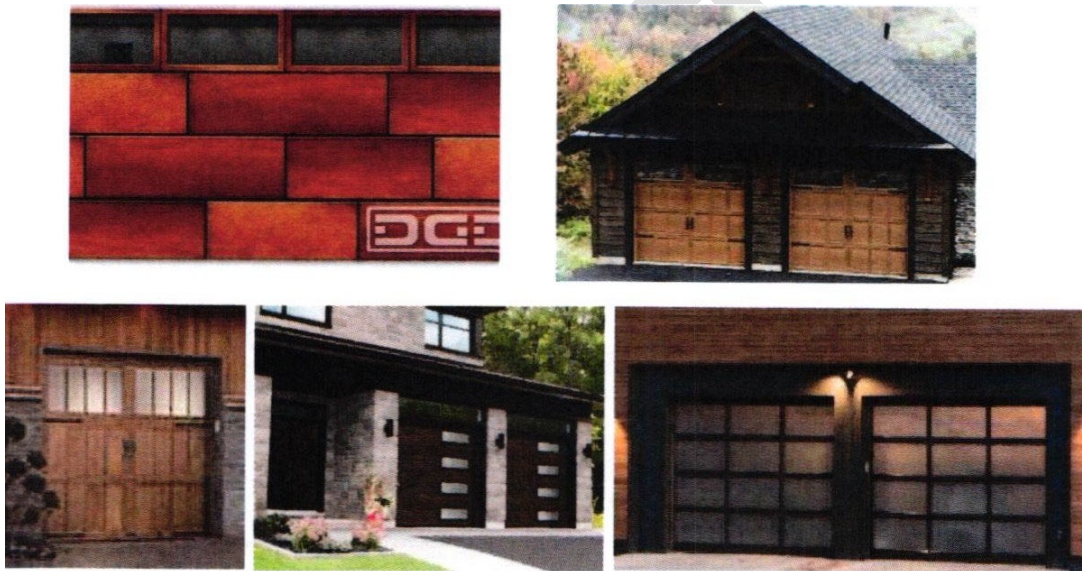
Garage doors shall be constructed of steel, wood, fiberglass, or wood composites with windows that complement the structure. All doors shall have a natural-appearing "wood-look" treatment. Doors that are primarily glass may have frames that are aluminum, steel, fiberglass or wood which are painted in natural tones.

Garage doors shall be set back a minimum of 18 inches from face of detached or attached single family housing. Garage doors facing a street shall have a minimum eave overhang of 4 feet.

Single family detached housing garage doors will be less than 10 feet wide, 10 feet high and only two garage doors may face the street.

Attached housing may have two-bay garage door openings provided the total width of the door shall not be more than 50 percent of the frontage width of the attached individual unit. In such cases, care should be taken to further ensure the front door of the unit is more prominent than the garage door.

Recreational vehicle garage doors may not face the street and shall meet all other requirements except size restrictions.



3.16. Roofs and Snow Guards

In a mountain setting, it is desirable to minimize the visual impacts of development, so design decisions regarding roof form and color are crucial to blending a building back into the site. Where visible, roofs will be broken up and carefully articulated. Primary roof styles should be shed, gable, hip, or pyramid. The roof slope for each dwelling shall be varied and articulated but may have the majority of the roof flat or near flat as long as positive drainage is demonstrated during the building permit process. All flat roofs must be covered with an appropriate material such as stone or turf to blend into the local JSPA area environmental context, and be consistent with the goals and objectives of the JSPA ordinance. Roof materials must be non-reflective and should match the darkest values and hues of the background environment and color palette. Large unbroken expanses of roof area and long, uninterrupted ridgelines shall be discouraged.

Building roofs are an essential element of the visual landscape of JSPA East Side. For traditional mountain architecture, the main roof should be articulated with a combination of gables and dormers that integrate windows and usable spaces. Additionally, on all roofs, secondary roofs should be used to break up large expanses of the main roof. All roof materials should have a natural appearance. Roof colors shall be conforming to JSPA East Side design standards, color palette and be analogous to the natural colors present in the Jordanelle Basin area. Snow guards must match the color of the roof. Roofs above entrances should be gabled or take similar measures to prevent snow from shedding in the entries.

Solar panels are allowed provided they are mounted flush to a roof or hidden from view behind a parapet wall.

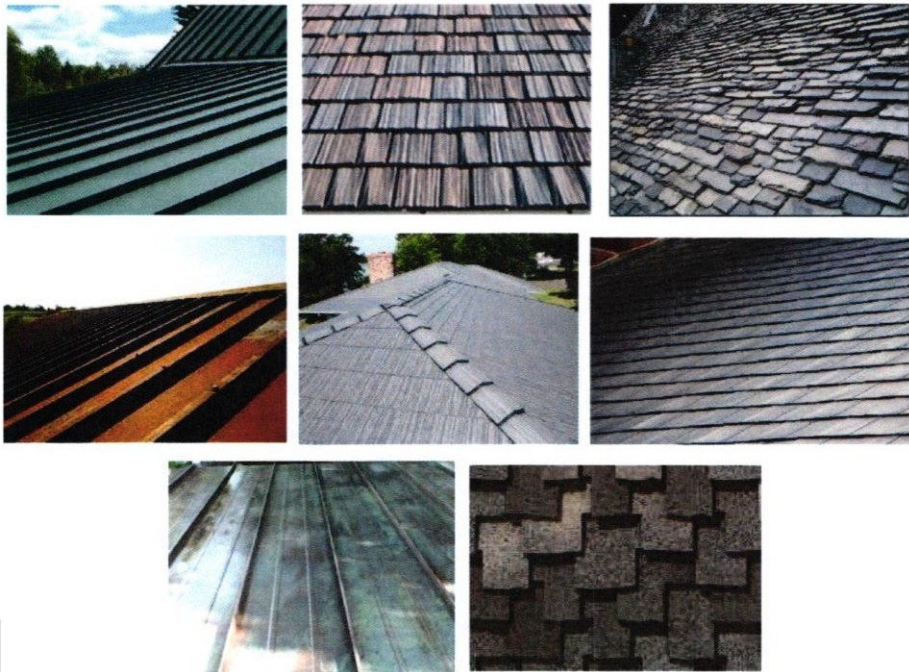
In Commercial Centers, roofs shall be designed in conjunction with the building massing and articulation guidelines. Large roof areas, including any associated parapet walls, shall be broken up with varying heights, roof forms, slopes and/or materials, as appropriate to the design and in keeping with the overall design guidelines. In the case of flat roofs, commercial product types may incorporate parapet walls without the 24” eave requirement.

Additionally, decks and patios (including roof top decks), are encouraged within Neighborhood Commercial Centers in order to take advantage of the mountain and lake views and contribute to the “Mountain Resort” experience. Decks shall be incorporated into the overall design and shall be complementary to the building architecture. Colors should be harmonious, and reflective finishes should be avoided. They shall be situated in such a way to minimize any adverse impacts (noise, etc) on neighborhood residents/ guests and nearby property owners.



3.17. Roof Material

Approved roof materials: painted standing seam metal roof, COR-TEN or blackened steel, patinaed copper, patinaed zinc, Vail metal tile, and environmentally sensitive composite shingles such as a substantial 40-year approved wood-like shake profile. Flat or near flat roofs must be covered with an appropriate material such as stone or turf. Other materials that may be acceptable include concrete, slate tiles, presidential superior grade asphalt shingles similar in quality to "Presidential Shake," and thermoplastic polyolefin.



3.18. Eaves

Eaves shall project a minimum of 24 inches (inclusive of rain gutters) beyond the building walls in order to minimize reflections from glazing, create shadow patterns on the building walls, and protect south facing interior spaces from glare caused by the low angle of the winter sun and protect pedestrians from falling snow and ice.

In Commercial Centers with flat roofs, eaves are not required, but in the case eaves are not present, parapet walls should be included.

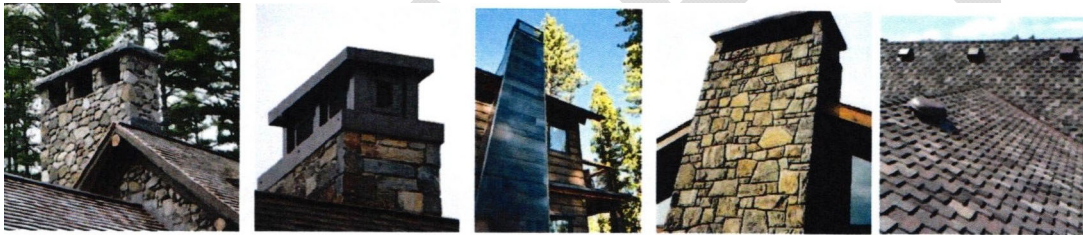
3.19. Fireplaces, Chimneys, Flues, Vents & Rooftop Equipment

All roof vents shall be incorporated into the roof design and shall be complimentary to the

building architecture. Acceptable solutions to individual utility roof vents are dormer venting, fireplace venting or cupola venting. Attic venting can be prefabricated shingle cap, ridge venting, custom built ridge venting, or cupola venting. Box vents, also known as "turtle vents" (powered or static), are acceptable if they are placed on non-street-facing roof planes, such as the back sides of ridges, and are evenly distributed so as to avoid vent clusters. Colors should be harmonious with the roof material and reflective surfaces or finishes should be avoided.

Flues, vent stacks, roof mechanical equipment, and other penetrations must be ganged together using as few stacks as possible and surrounded with an artificial chimney enclosure. These stacks should be articulated as features on the roof with appropriate architectural detailing and spark arresters.

Rooftop mechanical equipment shall be screened and the screen integrated into the overall building by design, screening it behind parapet walls, other roof forms, or architectural features that are well integrated into the overall building design. Chimneys and roof mechanical equipment enclosures shall be clad in natural stone or COR-TEN or blackened steel.



3.20.1.1. Site Lighting

~~Developers shall use the approved street lights or something similar and utilizing the common materials of COR-TEN, wood and rock adopted as part of this handbook with the intent of a low level, uniform street lighting scheme for safety purposes. Additional site lighting is permitted, provided such lighting has a low level, subdued intensity and is fully shielded, down facing, and does not result in any kind of excessive glare toward the street or Neighboring Properties. External lighting fixtures are encouraged to have frosted or heavily seeded glass so that the light source is not visible. All exterior lighting sources must meet Dark Sky requirements.~~

3.21.1.1. Fences

~~Fences are prohibited in residential areas to support an open feel to the JSPA East Side and allow for wildlife migration unless necessary for safety purposes along cut slopes adjacent to the Jordanelle Parkway or as an ordinance requirement for pools.~~

3.20. Mechanical and Utilities

Air conditioning units installed in windows are prohibited. Air conditioning cooling units or chillers are to be located within the building, concealed in a separate building, or concealed in the roof space or design as part of the roof form.

The transformer location should be confirmed at the early stages of design process in order to minimize its visual impact, especially with reference to adjacent properties and main entrances into buildings. Transformers and meters should not be an afterthought. Each project should include an area for utility tanks, transformers, and gas meters. The area shall be fully screened from the view of the public and adjacent property owners, and screens should be incorporated into the grade and landscape design. Meters should be accessible but screened and protected.

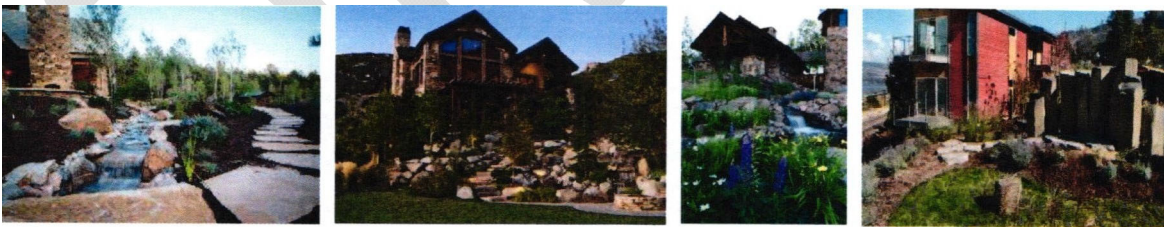
4 - LANDSCAPE & PLANTING DESIGN PRINCIPLES

As buildings are designed and built within the JSPA East Side, care must be taken to preserve the rugged natural beauty that is so intrinsic to the area's character. The JSPA East Side's native vegetation and unique features will always remain the fabric that weaves together a cohesive, yet very distinct community.

Decisions about placement of the buildings and any outdoor areas such as patios must be sensitive to both the preservation of the existing natural vegetation and the continuation of the existing natural environment. Thus, all trees, natural vegetation, and any other features should help to enhance the overall mountain resort appearance of the building. Since the plant species that are permitted for revegetation are limited, and the growth process is long, every method that can somehow preserve existing vegetation must be employed. All landscaping desires should be carefully considered during the site-planning phase of the building design.

The Grounds of the JSPA East Side are defined as the overall outdoor pedestrian environment connecting Community Centers with Residential Areas and includes landscape treatment, trails, site structures, site signage, site lighting and signature site features such as water features and rock outcroppings. A comprehensive design approach and long-term maintenance strategy is critical to support the overall brand of the JSPA East Side and a quality experience.

Landscape elements within the public and private areas are intended to enhance the mountain character that is important to the overall design.



4.1. Basic Landscape Planning Principles

Landscaping should be reminiscent of the natural landscape found in the Jordanelle Basin by using native materials such as landscape boulders and plant species. Natural appearing land forms and flora should be maintained and predominate wherever possible. In natural open areas and private spaces, the landscape design should allow new vegetation to appear to be integrated with the existing mountain landscape and utilize indigenous species wherever

possible.

Planter walls are recommended adjacent to public spaces to encourage a sense of scale and intimacy. The walls should be faced with approved materials and standard design elements, but care should be taken to make these walls relate both to land form and building structures.

Grade changes within the landscaped pedestrian areas should be made using retaining walls with a maximum of five feet in height. Wall heights greater than five feet may be used when necessary to minimize disturbance to land form and to preserve the natural character of the area. Higher walls should have more natural stone and should be visually integrated into the landscape in form and texture. Building and landscaping should be carefully integrated to assist in creation of the streetscape, improving quality of private open space and providing color and diversity to the JSPA East Side.

Based in a mountain setting, it is key to the success of the JSPA East Side to effectively fuse the vernacular landscape with the proposed built form. By weaving the inherent natural patterning of the landscape into the fabric of the development, a solution appearing to "grow out of the landscape" is born. These guidelines have been written specifically to help guide the JSPA East Side and encourage a quality fit between development and land. As a basis for these guidelines it is essential to discuss the existing site conditions and natural site characteristics as well as criteria for the protection, enhancement or integration of these conditions and characteristics as it pertains to the JSPA East Side. It is strongly recommended that applicants use a qualified landscape architect familiar with mountain settings to implement the guidelines.

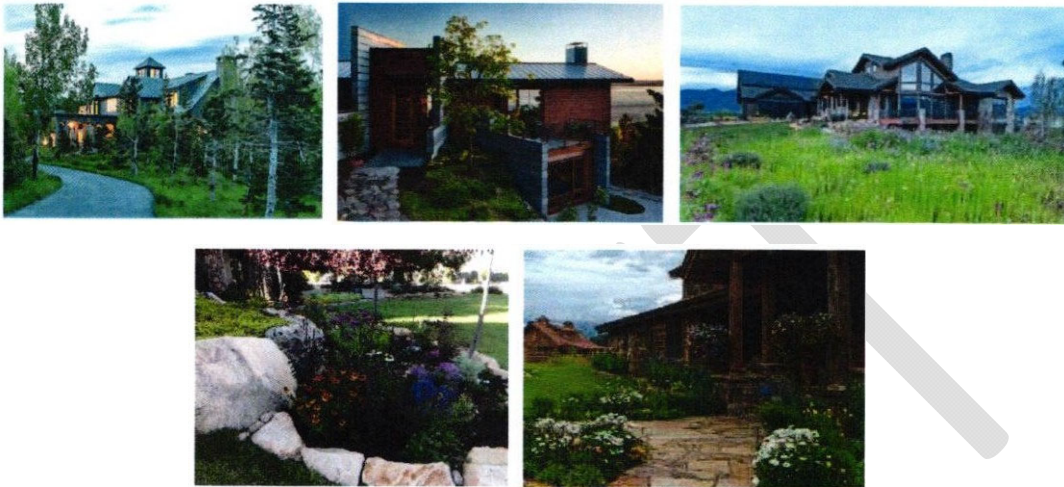
Landscaping within commercial centers should minimize visibility of loading docks and back of house facilities, as well as mask parking areas and large buildings. Landscape buffers within the setbacks are essential. Plantings should create edges, frame views, soften building edges and parking lots and extend the mountain landscape character into the Commercial Center. A variety of plant types and sizes are recommended to ensure visual diversity.

4.2. Planting

Planting is an important part of the landscape character for the JSPA East Side. Plant composition should help emphasize the sense that the mountain landscape extends through the JSPA East Side and down to the Jordanelle Reservoir. To mimic the natural landscape character, the use of native or native-like plant massing and compositions that combine deciduous and evergreen trees with under-story shrubs and groundcovers reminiscent of the surrounding mountain slopes

and native Utah landscape is required.

Plantings are to be incorporated into landscape design to create edges, frame views, soften building edges and extend the mountain landscape character into the resort core. A variety of plant sizes is recommended to ensure visual diversity.



4.3. Plant Materials

Plant materials should be tolerant to the Jordanelle Basin, which is characterized by cold winters and hot summers with very little rainfall. The Basin is also subject to diurnal winds throughout the year, making it difficult to plant large stock plant materials in unprotected lands. However, because of the hilly terrain in the Resort, many areas with more hospitable micro-climates are formed.

4.4. Native Plants/Native-Like Plants

Native landscapes and vegetation areas that reflect the indigenous plant materials and landscape textures are envisioned. Native landscape species consist primarily of drought-tolerant plants. Plants in wet areas shall be consistent with native species in these types of plant associations.

4.5. Turf, Meadow Grass and Wildflowers

Use alternatives to turf where ever possible. Effective alternatives to turf, which will better maintain a natural setting, include wildflowers and shrub massing for season-long color and interest. All-season planting beds adjacent to paved areas will require adequate soil depth for plant materials. In certain settings, wildflower reseeding will be necessary to maintain the

color vibrancy of the planted areas. Soil depth within the planting beds can be obtained by mounding soil or building walls and raising curb edges. Planting depth requirements are critical to the health and maintenance considerations of the plant material.

4.6. Wildfire Mitigation

Fire safety and defensible space provisions on homesites are the responsibility of the homesite owner. Available at <http://www.ffsl.utah.gov/index.php/fire/resources-for-homeowners>.

4.7. Site Lighting

Developers shall use the approved street lights or something similar equal as approved by the Planning Commission. and All other lighting shall utilizing the common materials of COR-TEN, wood and rock adopted as part of this handbook with the intent of a low-level, uniform street lighting scheme for safety purposes. Additional site lighting is permitted, provided such lighting has a low-level, subdued intensity and is fully shielded, down facing, and does not result in any kind of excessive glare toward the street or Neighboring Properties. External lighting fixtures are encouraged to have frosted or heavily seeded glass so that the light source is not visible. All exterior lighting sources must meet Dark Sky requirements Exterior Lighting Regulations of the Wasatch County Code.

4.8. Fences

Fences are prohibited in residential areas to support an open feel to the JSPA East Side and allow for wildlife migration unless necessary for safety purposes along cut slopes adjacent to the Jordanelle Parkway or as an ordinance requirement for pools. In commercial areas, fencing shall be limited to only those locations required by IBC for safety or screening. When used, fence design shall be decorative as approved by the JSPA Planning Commission.



5 - HARDSCAPE ELEMENTS

Hardscape elements within the public and private areas are intended to enhance the mountain character that is important to the overall design of the JSPA East Side. Hardscape elements include street furniture, feature landscape elements, walls and planters, signage, paving materials, and streetscapes.

5.1.1.1. Adopted Logo

~~The JSPA East Side area is intended to have an adopted logo. The adopted logo is attached as Exhibit C. This logo is intended to be used throughout the JSPA East Side with the intent to unify the JSPA East Side area and provide familiarity, a sense of place and a cohesive development.~~

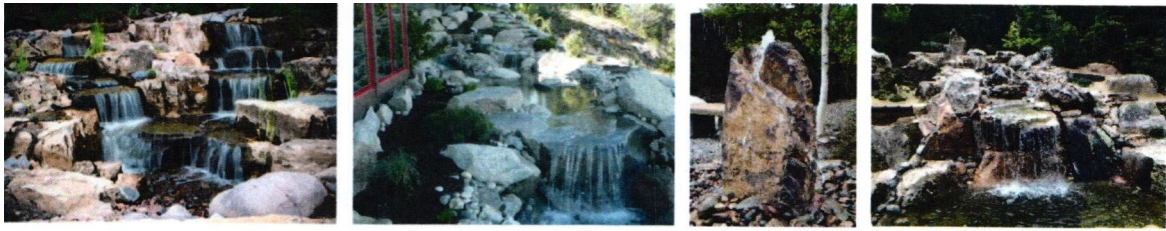
5.2.1.1. Use of Logo

~~The JSPA adopted logo shall be used in accordance with the use and branding guidelines detailed in Exhibit D.~~

5.3.5.1. Water Features

Man-made, large-scale water features should be designed as special feature elements only and should be located strategically for maximum visitor impact and for sound attenuation. They should be designed to provide visual interest and celebrate entrances or special areas. Water should be recirculated through the water feature to minimize water loss. Consideration should be given to water quality by incorporating filtration and/or purification systems where appropriate.

The use of accent lighting in water features is encouraged; however, lighting level intensities should be kept to a minimum. Light sources, electrical cables and mechanical hardware shall be hidden from view. Water features should be constructed of natural stone and natural shaped stone with consideration given to finishing pool bottoms with natural stone or material to give a finished elegant look. Water features should be designed to create four- season interest.



5.4.5.2.Street Furniture

Within the public realm, the intent of the street furniture such as benches and trash receptacles and other landscape elements is to unify and define the elements and character of the JSPA East Side. Custom motifs consistent with the theme of the JSPA East Side should be used in public spaces. Street furniture within the public realm must be high quality materials and may include JSPA logo. Finishes should be durable, easily maintained and respond to the demands of heavy use. Street furniture should be made of wood, natural stone, COR-TEN or blackened steel, using colors that blend with the surrounding natural areas, in accordance with the images in the Design Handbook.

5.5.5.3.Benches and Picnic Tables

Bench or table designs for public seating will be made from wood or COR-TEN or blackened steel in styles shown below. There may be more than one bench or table design, so long as they all capture the unifying design and materials within the JSPA East Side.



5.6.5.4. Kiosks, Interpretive Centers, and Wayfinding & Gathering Areas

Kiosks, interpretive centers and wayfinding are an important element to enhance the pedestrian experience for the JSPA East Side and shall embody the unifying image, approved JSPA logo, and design elements. Because the unique nature and history of the area, interpretive centers can be another item of interest in the JSPA East Side while maintaining a seamless pedestrian experience. Kiosks are another way to insure a seamless shopping experience to visitors and guests of the JSPA. The kiosks, interpretive centers, and wayfinding signs should blend with the natural background colors and be constructed with natural stone bases and shed roofs using wood, COR-TEN steel, and natural stone with phenolic resin information panels steel and substantially similar to design shown below. All trail maps including maps at trailhead kiosks and wayfinding signs shall only display the JSPA logo.



In larger Commercial Centers, plazas and gathering areas are encouraged to be the primary method of fulfilling open space requirements in order to provide vibrant activity areas that invite people to come and shop or discover the amenities. Examples include outdoor plazas with seating, dining areas, window shopping walkways, public art, water features and green spaces. These pedestrian only areas should be oriented to take advantage of mountain and lake views and should always maintain sensitivity to both the preservation of the existing natural vegetation and the continuation of the existing natural environment.

Commercial Center entrances shall be configured to be functional and inviting, with available pedestrian entrances/ access leading to pedestrian only areas of the center. Pedestrian ways shall be anchored by special design features such as pedestrian light fixtures, bollards, planter walls, signage, and other architectural elements that define circulation ways and outdoor spaces. In larger Centers, information signs with consistency of icons/ colors/ design/ materials may be included. Public bathrooms should be provided.

5.7.5.5. Bike Racks

Bike storage will be provided near entries to commercial and amenity spaces for use by the public. Bike racks must be highly visible, convenient and accommodate locking mechanisms to reduce the risk of theft. Bike racks should blend with the natural background colors and be constructed of wood and COR-TEN steel as shown below.



Within Commercial Centers, easily accessible bicycle parking shall be provided near entrances to the Center. They shall be safely accessible, and should be within close proximity to Public Transit (where available). Sidewalks shall connect bicycle parking areas to focal areas of pedestrian activity such as building and store entrances, plazas and gathering spots. However, they must not interfere with pedestrian movements and snow storage.

Commercial Centers must provide at least 5 bicycle parking spaces or an equal number of bicycle parking spaces as ten percent (10%) of the required off street parking, whichever is greater, for the temporary storage of bicycles. 20% (or no less than 2, whichever is greater) of the total bicycle parking spaces should be large enough to accommodate cargo, recumbent, tandem, electric bicycles, and bicycles with trailers. E-bike charging areas are encouraged in Centers larger than 25,000 sf. Such Centers must also provide covered outdoor bicycle parking with snow clearing and maintenance standards for at least 50% of the total bicycle parking spaces.

Spaces must accommodate bicycle storage medium security racks, in which both the bicycle frame and the wheel may be locked by the user. Bicycle spaces must be designed to prevent damage to the bicycle and to facilitate easy and secure storage without interference from or to adjacent bicycles.

Within Centers, bicycle spaces must be compatible in design and function with the surrounding buildings and with surrounding street furniture. Bicycle racks or lockers must be anchored and be of solid construction and, resistant to rust and corrosion, and use the common elements of the JRA theme.

5.8.5.6. Trash Receptacles

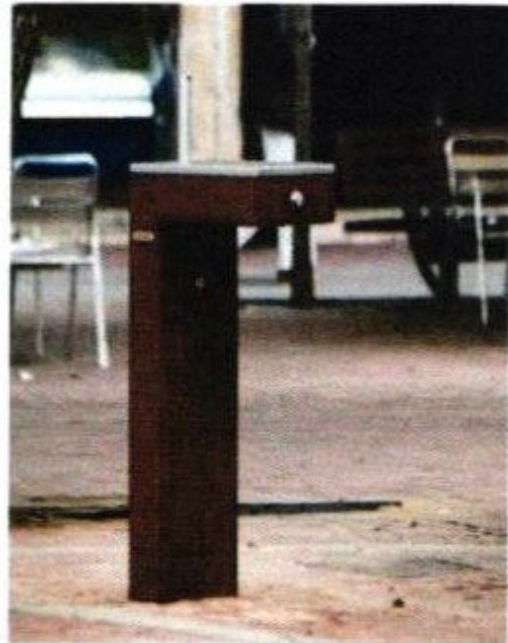
Garbage containers will be coordinated in design and detailing, should blend with the natural background colors and be constructed of wood and COR-TEN steel and substantially similar to design shown below.

Dumpsters shall be screened from public view. Within Commercial Centers, trash receptacles are required to be provided. Trash receptacles shall be provided in easy to see/ access areas but out of the way of pedestrian foot/ bicycle traffic. At least one receptacle shall be available for every 100 feet of storefront and in logical areas such as entrances and near bicycle parking and patios.



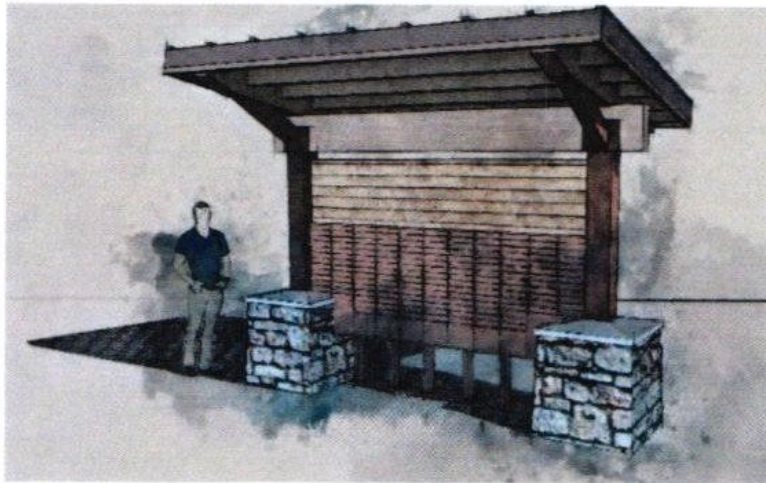
5.9.5.7. Drinking Fountains

Drinking fountains will be coordinated in design and detailing with water bottle fillers. Drinking fountains should blend with the natural background colors and shall be constructed of wood and COR-TEN steel as shown ~~below~~here.



5.10.5.8. Mail Boxes

Mail boxes will be coordinated in design and detailing with boxes in a darker color. Mail boxes should blend with the natural background colors and be constructed with a shed roof using natural stone, wood and COR-TEN steel and shall be built similar to the design shown below. Smaller numbers of gang boxes shall comply with the same requirements.



5.11.5.9. Bus Shelters

Bus shelters will be coordinated in design and detailing, should blend with the natural background colors and be constructed with natural stone bases and shed roof using wood, natural stone, and COR-TEN steel and shall be built as shown below.



5.12.5.10. Picnic Shelters

Picnic shelters will be coordinated in design and detailing, should blend with the natural background colors and shall be constructed with natural stone bases and shed roofs using wood, natural stone, COR-TEN or blackened steel, and painted metal.

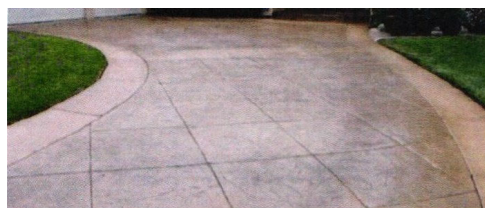
5.13.5.11. Banners, Clocks and Flags

Banners, clocks, flags and other elements are encouraged around buildings in village areas to advertise community events. They should not have commercial messages. The image, approved JSPA logo, and elements of the JSPA East Side will be uniformly manifest in these items and should clearly communicate the unity of the area.

5.14.5.12. Paving Materials

Paving materials and patterns are important elements within the JSPA East Side. Paving character should be inspired by natural elements within the Utah landscape. It is important that a hierarchy of paving within each landscape character area be established to delineate spaces, direct pedestrians and create interest at the ground plane level. Acceptable paving materials must be durable, frost proof, easily plowed and should have a high coefficient of friction.

Acceptable materials are ~~textured~~ concrete, colored and stamped concrete, pavers made of concrete or rock, and asphalt when edged with pavers or concrete. When pavers are used, they shall be set with adequate strength to prevent slumping and cracking and to allow for use of standard snow removal equipment. Aggregate concrete is not permitted. Examples are shown below. ~~It is intended that the commercial uses or village type development will refine this portion of the handbook.~~ Within Commercial Centers, pedestrian walkways shall be distinguished from driving surfaces through the use of durable landscape treatments, curbing, and/or surface materials such as pavers, bricks, scored concrete, or similar materials. Materials of a different color and texture than the drive aisle are required where pedestrian walkways cross.



5.15.5.13. Streets

The streetscape is a strong component of the JSPA East Side design. Streetscapes, especially in villages, are the primary interface between the pedestrian and automobile and become vibrant activity areas that invite people to come and shop or discover the amenities. Streetscapes should provide interesting signs, banners, paving materials and other JSPA East Side design elements. The streetscape should address the needs of both the pedestrian and automobile. Legibility for these two key users should be at the forefront of every signage design decision. Vehicle accessibility should not be at the expense of the pedestrian. Signs within streetscapes should not be overpowering from sign to sign but should work in harmony.

5.16.5.14. Walkways & Pedestrian Circulation

Walkways should be designed to act as their own way-finding features by using textures, colors and materials to reinforce the travel direction and provide an exciting pedestrian experience. Wayfinding and educational kiosks or signs should be used at points of interest and intersections of walkways.

In order to provide a safe and pleasant experience, pedestrian access to and from Commercial Centers, Resort Features, Resort Villages and Residential Neighborhoods should be given careful consideration. Access to the site from adjacent sidewalks, public trails, through parking lots, and bus stops should be continuous, well established, and clearly visible. At the same time, the design should minimize the need for a guest or residence to use an automobile to drive anywhere within the JSPA to participate in the Resort Features.

A hard surface pedestrian and bicycle trail extends along the Jordanelle Parkway as the primary backbone to the local and regional trail network. Developments located near or adjacent to this trail System should pay particular attention to providing obvious and easy access to/ from this hard surface trail- thus establishing an enjoyable link between residential areas and commercial hubs. In addition, Developers should work with the County to identify nearby locations for potential bus or shuttle stops and thereby incorporate safe and convenient access via public transportation.

Pedestrian circulation within the site is another critical component to unify a Commercial Center with the resort. Sidewalks and pathways through commercial uses should be coordinated and coherent to provide circulation out of the way of vehicle hazards. The drive aisle shall not be used as a pedestrian

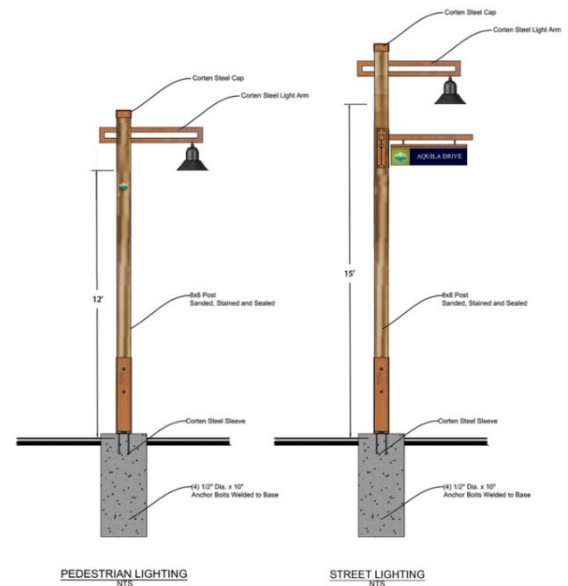
walkway. Vehicle movement should not be prioritized over pedestrian safety and enjoyment. Sidewalks should be generously sized especially adjacent to ground floor retail to prioritize the pedestrian experience and ensure movement between storefronts and buildings is enjoyable. This is essential to the resort shopping and dining experience.

5.17.5.15. Community Lighting

Lighting is a very important aspect of the JSPA East Side. Due to the nature of lights and how they attract attention it is imperative that great care be taken in the selection of light stanchions to enhance the theme of the JSPA East Side. Lamps should use a minimal number of lumens and still provide a safe environment for pedestrian and vehicular traffic. All lighting shall be constructed of wood and COR-TEN steel, be Dark Sky compliant, approved by the power provider and shall be substantially similar to the designs shown below. For the public areas, a series of JSPA East Side Standard Lights, Poles and Bollards shall be similar to designs shown below. These Standard Lights, Poles and Bollards shall become part of the Standard Design Elements of the JSPA East Side and include the approved JSPA logo.

Street lighting illumination levels must be of sufficient intensity to provide security but not overpower the nightscape. Street lights shall not be more than 14 feet in overall height. Bollards and other low-level lighting will be provided for pedestrian pathways. Bollards shall not exceed 42 inches in height and shall have a light cut-off of no more than 90 degrees.

Parking lot lights are permitted to be a maximum of 20 feet tall and street lights outside of the villages shall conform to the height and other regulations shown below and listed in *Exhibit A*. Street lights shall be located primarily at street intersections. Signs within a public right-of-way may only display the JSPA logo.



5.16. Community Gathering Spaces

Gathering spaces are for the purpose of providing vibrant and activated four-season pedestrian spaces. Community gathering spaces must be provided in commercial and village centers at key locations. Plazas are typically surrounded by buildings or compatible uses that will support or enhance a vibrant resort village.

5.17. Public Art

Public art ~~may be used to~~ is important to create unique community places, improve connections~~harmony~~ between a private development and its public context, facilitate way-finding, add value to the project and the neighborhood by enriching its aesthetic and the experience of living in or visiting the JSPA. Land and business owners may choose to commission artists to provide public art displays or to incorporate art into the development. Public art may be used to create unique community places, improve connections between a private development and its public context, facilitate way-finding, add value to the project and the neighborhood by enriching its aesthetic and the experience of living in or visiting the JSPA. Art opportunities within the JSPA should highlight the cultural and historical connections within our community through local history, environmental systems, diverse cultural traditions and visual symbols.

Art displayed outdoors within the JSPA should be located:

- a. In a way that does not block windows or entranceways, nor obstruct normal pedestrian circulation in and out of a building (unless such alteration is specifically a part of the experience or design of the artwork);
- a.b. In a way that does not create a safety hazard;
- c. Where landscaping and maintenance requirements are possible;
- d. So as to be either immediately visible or in a location where it will be visible by the most people;
- e. Where it is not overwhelmed by nor competing with the scale of the site or adjacent architecture;
- f. Where it will enhance its surroundings or at least not detract from it (creating a "blind" spot where illegal activity can take place);
- g. Where it will create a place of congregation or in a location that experiences high levels of

pedestrian traffic and activity; and

b.h. Where it will effectively enhance and activate the pedestrian and streetscape experience.

5.18. Public Restrooms

Stand-alone public restrooms are required where access to facilities is determined to be important by the Planning Commission for the operation of a specific use, such as a public trailhead, park, plaza or other recreation facility, or as otherwise required by code. Resort Villages are required to provide public restrooms. Where public restrooms are provided, maintenance and cleaning are the responsibility of the owner or owner's association (in the case of public parks, etc) and will comply with all existing health and safety guidelines. If restrooms are located in a separate building from other buildings in a development, the architecture, materials and color shall be in the same style as the rest of the development. If restrooms are open at night, outside lighting, consistent with the rest of the development, will be provided. Otherwise, the facility will be required to be locked after sunset.

In the case of larger retail centers over 20,000sf, if no separate public restroom is provided, the tenants within the center will be required to provide facilities for their customers and visitors of the site.

5.19. Loading and drop-off areas for micro-transit/ carpooling) in Commercial Centers

Commercial Centers shall have designated rideshare loading and drop off areas incorporated into the overall site circulation. These areas should be easily and safely accessible by pedestrians, out of the flow of regular traffic, and will not require pedestrian street crossing in undesignated areas. If locations are not directly adjacent to a main structure for the site, shelters shall be provided. All shelters shall comply with the same guidelines as Bus Shelters.

Loading areas shall include paving materials and shall be consistent with the design guidelines and should be used to delineate pedestrian and vehicular areas where possible. Signage and lighting shall provide for simple and easy access.

6 - BRANDING AND SIGNAGE

One of the single most effective unifying elements within the JSPA East Side will be signage and the related design elements. It is the design of the common signage, the nature of the design of the other signage and how they relate together that will provide the most immediate and apparent visual stimulus to the visitor and those who reside locally. The signage must be consistently used throughout the JSPA East Side in order to be effective in the unifying process. All signage shall be consistent with the materials, character, scale and finish that define the JSPA East Side Area.

It is the intent of this sign standard that signage contributes to the character of the development in an unobtrusive manner. Signage within the JSPA East Side will add to the character of the area. Signs shall be straightforward, professional in appearance and clear as to ability to convey its information. Signs should be limited throughout the JSPA East Side and will be integrated as decoration or awnings and covers. Signs are to be scaled in a manner as to encourage pedestrian circulation and appropriate scale to the public realm. Distracting, bright or visually intrusive signage shall not be allowed.

6.1. Adopted Logo

The JSPA East Side area is intended to have ~~has~~ an adopted logo. The adopted logo is attached as (See Exhibit C). This logo is intended to be used throughout the JSPA East Side with the intent to unify the JSPA East Side area and provide familiarity, a sense of place and a cohesive development.

6.2. Use of Logo

The JSPA adopted logo shall be used in accordance with the use and branding guidelines detailed in (See Exhibit D).

6.1.6.3. Signs

The signs within JSPA East Side will have a common theme but also provide variety and interest to the area. Elements of the "brand identity" should be present in each sign in the JSPA East Side. Colors shall be consistent with the approved color palette and image of the resort. Loud and overbearing colors are not allowed. Using natural materials that relate to the mountain environment shall be used.

Sign locations size and scale should be carefully considered and in accordance with County

regulations. Signs come in many categories, each with their own specific purpose. Signs in the JSPA East Side should be purposeful and reflect their intent clearly.

6.2.6.4. Allowed Signs

In compliance with ordinances, the following signs may be allowed including projecting signs, freestanding signs, fascia signs, awning signs, hanging signs, window signs, building directories, display boxes, traffic control signs (private), election signs, real estate signs, contractor's signs and rezoning and development permit signs. Exceptions to these sign types shall be where they do not perpetuate a legitimate directional or business purposes.

In Commercial Centers, signage shall be incorporated into the design of each tenant space/ building. Although brand identifiers for each tenant are allowed, colored lettering related to the Tenant's logo, sign scale, materials, and background shall be consistent throughout and shall maintain the natural color scheme/ materials as outlined. Signage contained within display windows will be professionally created (no hand written signs).

6.3.6.5. Entry Signs and Monumentation

Entry signs should be larger in scale and often create the first impression for the resort itself. These entry signs shall be monumental in scale, look like they belong to the native landscape, and be a maximum of six feet in height. They should act as if they are a part of the natural experience and blend with the natural background colors. Natural stone bases shall be provided if other materials are used for the sign. Signs must be constructed of natural stone, COR -TEN or blackened steel, with lettering made from wood or metal, and if lit have Dark Sky compliant down- or back-lighting as shown below. Where possible, monument signs will look as if they are an extension of the native setting and local culture.

While entry/ monument signs are not required for Commercial Centers, they are encouraged. When utilized, they should be located in obvious entrance areas, visible from the street to act as an invitation for both pedestrian and vehicle users to come explore.

Commercial Center Monument signs may list the tenant businesses found inside the Center, but must maintain the natural color scheme and materials as outlined above. Bright colors, as found in many company logos and lettering, will not be allowed- although lettering style and symbols that are part of the

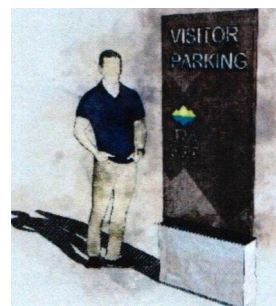
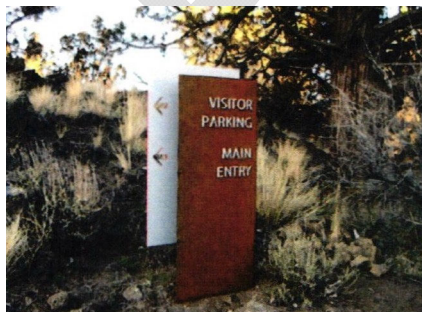
tenants' brand may be shown.



6.4.6.6. Directional Signs

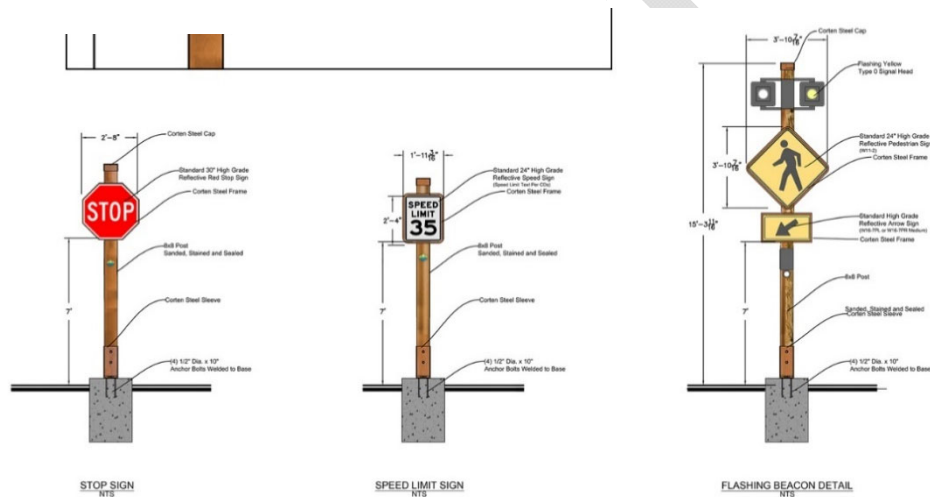
Directional signs must be easily identified for the first-time visitor to the JSPA East Side. Directional signs are oriented toward vehicles and higher speeds. Directional signs should capture the natural theme, not be overstated, and a maximum of six feet in height. These signs should be simple to read and make getting around the resort simple. Directional signs shall be consistent in their look and graphic vocabulary, blend with the natural background colors, be constructed with natural stone bases using COR-TEN steel with metal lettering, and if lit have Dark Sky compliant down- or back-lighting as shown below.

Elements of the overall JSPA brand and logo shall be consistently used on the directional signs to reinforce the JSPA brand. Signs within a public right-of-way may only display the JSPA logo.



6.5.6.7. Street Signs

These signs, which will identify various streets in subdivisions within the JSPA East Side, will be standard signs that comply with Health and Safety standards and reflect the image of the JSPA. Street signs shall be consistent in their look, display the approved JSPA logo, and be constructed of wood and COR-TEN steel as shown below and in *Exhibit B*. Signs within a public right-of-way may only display the JSPA logo.

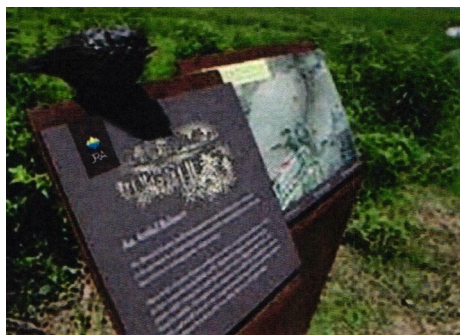


6.6.6.8. Standard Map and Interpretive Signs

Maps of the Resort will be provided at key nodal points, providing visitors with orientation and information.

Interpretive signs are part of the educational experience for the JSPA East Side. These interpretive signs may define a view, provide history or heritage of the area or understanding about native flora and fauna. The use of technology on interpretive signs is encouraged. Things such as QR Codes can provide a link to more information for the interested JSPA East Side visitor.

Interpretive signs shall be consistent with the JSPA brand, display the approved JSPA logo, and be constructed of phenolic resin and COR-TEN steel.



6.7.6.9. Business Signs

Business signs have a long and colorful history in western culture. Not only do they define the type of business, but they also often set the character of a street, acting like banners that reinforce the brand. Business signs often are meant to provide an edge over competition making it very important to regulate the size, scale, color and material to ensure their consistency with the overall JSPA experience and the character of the room or pathway where they are located. Business signs come in many types. These types include: Building signs, entry & monument signs, blade signs, building plaques, awning & window signs, and interior signs. Each of these signs has a specific role to play in the overall character of JSPA East Side. Business signs should blend with the natural background colors, be constructed of natural stone, wood, and COR-TEN or blackened steel as shown below ~~and if lit have Dark Sky compliant down or back lighting.~~



6.8.6.10. Building Signs

Building Signs are often important elements of other private users and will reflect the users specific brand elements. These signs must also be carefully integrated into the overall theme for the JSPA East Side. The ownership group will work closely with other private groups to keep these building signs within the overall brand context for the JSPA East Side. Building signs either identify an entire building or a specific business located within the building.

Building signs are mounted flush to the building and should blend with the natural background colors, be constructed of natural stone, wood, and COR-TEN or blackened steel, ~~and if lit have Dark Sky compliant down or back lighting~~ as shown below.



6.9.6.11. Blade Signs

Blade signs are signs that are perpendicular to the pedestrian movement and are attached to posts, buildings or hang down from awnings. Blade signs are typically part of a pathway and should not be so competitive in color or scale to detract from the overall JSPA experience. At the same time they should reflect the type of business to allow easy identification for resort visitors. Blade signs should blend with the natural background colors, be constructed of natural stone, wood, and COR-TEN or blackened steel, ~~and if lit have Dark Sky compliant down or back lighting~~ as shown below.



6.10.6.12. Banner and Special Event Signs

Banner and special event signs in natural colors are allowed with special approval of County and HOA and must be removed after the event.



6.11.6.13. Sign Lighting

All lighting of signage shall be in accordance with Chapter 16.21.16 and 16.26 of the Wasatch County Code. Lighted signs must be carefully considered. Sign lighting should integrate into the overall theme of the setting and buildings on which they are located. Sign lighting should have Dark Sky compliant down- or back-lighting as shown below and should not cause glare to pedestrians or adjacent properties.



6.12.6.14. Prohibited Signs

The following signs and sign types are prohibited: billboards, balloons, roof signs, changeable copy signs, pole signs, painted windows or building walls, internally illuminated plastic/Plexiglas or neon signs, animated, audible, dynamic or moving signs, or signs that emit light, air, noise, smoke, vapor, particles or odor or any sign not authorized by the code. Painted wall signs and signs made of material not in keeping with the natural materials found in the JSPA East Side area are also prohibited.

6.13.6.15. Safety Hazards

Signs that create a safety hazard by obstructing building ingress/egress or clear view of pedestrian or vehicular traffic are prohibited.

6.14.6.16. Snipe Signs

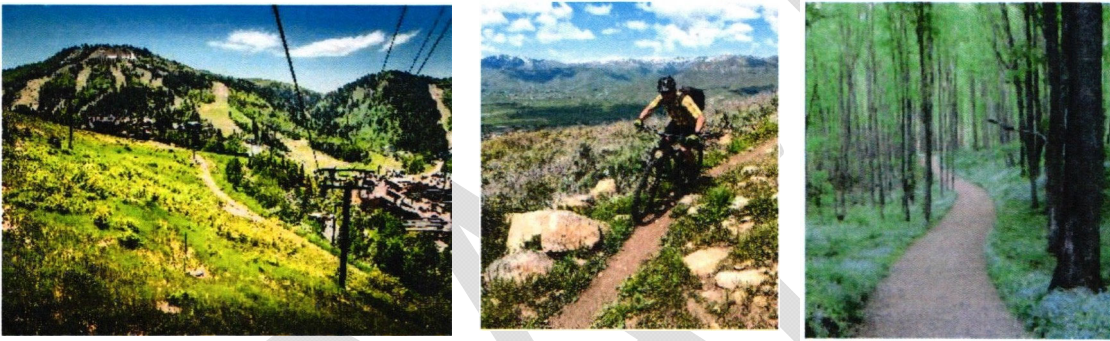
All Snipe signs are prohibited, including:

- a. Signs affixed to or leaning on any living plant, tree, bush or shrub;
- b. Signs nailed, stapled, screwed, taped, or glued to any building, boulder, retaining wall, bench, sign, bridge, post, lamp, banner, or other permanent fixture; or
- c. Signs left lying on the ground that would act to damage or deface that surface.

7 - PATHS AND TRAILS

The master trail system within the JSPA is also part of a comprehensive trail system in Wasatch County and the Regional Trail System. The JSPA is intended to have an extensive trail network to provide multiple types of trail users with different experiences. Trails within the master planned area shall provide connections to adjacent neighborhoods and to the Resort Villages.

The design objective for the paths and trails is to provide a safe, pleasant and "experiential" pedestrian system to link residential areas, community facilities, and public amenities as part of trail system within the JSPA, as well as to areas outside of the JSPA.



7.1. Comprehensive Trail System

The year-round success of the JSPA is largely based on a comprehensive, well designed trail system with connections to all adjacent trail systems. The JSPA system is designed as part of a much broader trail system that extends to communities within the County and also connects to Summit County, the Snyderville Basin and Park City/Deer Valley trail systems.

The trail system is designed to accommodate multiple non-motorized user groups and to provide a series of recreational experiences for biking, equestrian, hiking, cross-country skiing, walking and running. Motorized use of trails is prohibited except for authorized emergency vehicles. As final trail alignments are set, careful coordination should take place with Wasatch County to ensure standards are met.

7.2. JSPA Trails Master Plan

The JSPA is intended to have an extensive trail network to provide multiple types of trail users with different experiences. Trails within the master planned area shall provide connections to adjacent neighborhoods, commercial areas, the perimeter trail system at Jordanelle State Park, Mayflower Resort Villages and the trails in Deer Valley, Park City and Summit County. Final trail alignments should be established to take full advantage of the spectacular views available and to minimize any adverse impacts on neighborhood residents and property owners.

In key locations, small pocket parks should be provided with picnic facilities, restrooms and drinking water. Developers shall use a licensed trail builder to design and build trails.

7.3. Phasing and Costs

Developers will be required to build and maintain public trails on their property. At some time in the future a basin-wide maintenance plan may need to be considered.

7.4. Trail and Paths Standard Design Elements

Suggested standard design elements for trails and paths are as follows:

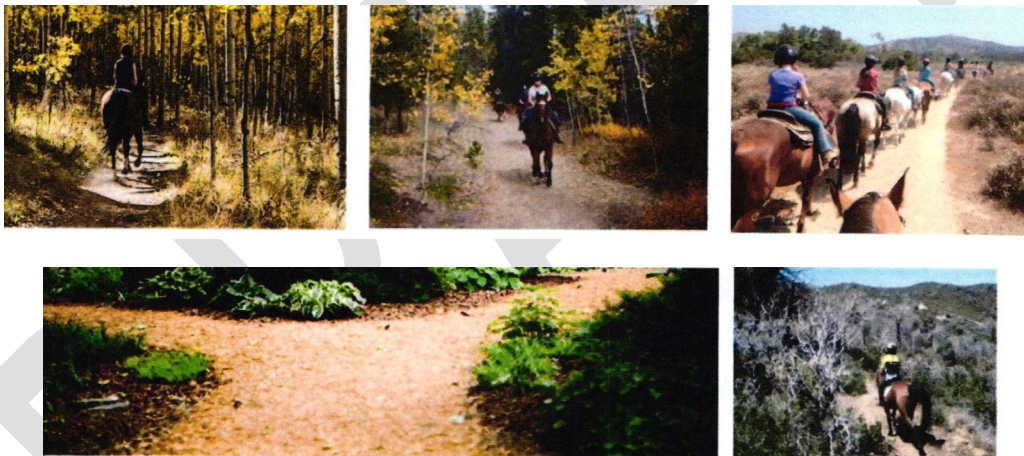
- a. Common Lighting standard design elements;
- b. Common bollards;
- c. Paved with native materials or asphalt with a weed barrier;
- d. Railings (consistent styles and sizes);
- e. Materials and design for rest areas and viewpoints (including restrooms where appropriate) ;
- f. Landscape planting and re-vegetation;
- g. Trail signs with the JSPA logo (the same for the entire JSPA);
- h. Walls and wall treatments;
- i. Common kiosks (as approved in this document) and wayfinding signs with the approved JSPA logo; and

- j. All trails shall be built in accordance with the Wasatch County trail standards that contains additional detail to this document.

7.5. Equestrian Trails

A proposed equestrian trail will link both sides of Highway 40, and it is important that the horseback riders have access to the trail system in SkyRidge and to the trails in the regional system in Northern Wasatch County, the State Parks and Southern Summit County. The trails may be multi-use and shared with bikers and hikers. Equestrian Trails may be shared or separate and shall be made of native material and be four feet wide.

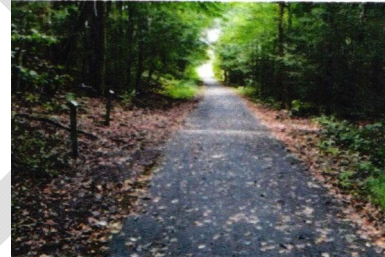
Equestrian parking areas should be provided for these users and should consider the requirements of horse trailers for parking. This trailer parking area may be separate from the equestrian center. Horse tie-ups should also be provided in these locations.



7.6. Hard Surface Pedestrian/Bicycle Trails

A hard surface pedestrian and bicycle trail extends to the North along the Jordanelle Parkway. This hard surface trail will connect to the trail system in the Mayflower North Neighborhood, the regional system in Northern Wasatch County, and the Jordanelle State Park and Summit County system and creates a loop around the Deer Crest Village Center. The hard surface trail connects to the Mayflower South Neighborhood.

Hard surface pedestrian trails shall be paved in asphalt with a weed barrier and be ten feet wide along the Jordanelle Parkway and at least five feet wide in development areas. These trails should provide a soft shoulder on each side for pull outs. Shoulders on the uphill side of the trail should slope back to capture sediment from the hill and keep it from running over the trail system. Drainage swells should be provided on up hillsides of the trail with culverts in key locations to allow water to pass under the trail. Pocket park rest areas with restrooms should also be provided with water and picnic tables in key locations. Bike racks should be provided to allow bicycle riders to leave their bicycles and travel on foot if desired. View areas should also be considered in key locations.



7.7. Golf Cart Paths

Golf cart paths are required between holes and will cross through different properties. Golf Course paths shall be eight feet wide and paved with asphalt or concrete with minimal shoulders. Alignments for the golf paths will be finalized when the final golf course design is completed.



7.8. Compacted Soft Surface Pedestrian Trails

Compacted surface trails should be extensive throughout the JSPA. These trails link critical areas to more trafficked hard surface trails. The soft surface trails may run adjacent to the golf course. Compacted soft surface trails will require regular maintenance to keep the trail from overgrowing. The trail will also require compaction twice a year to maintain the trail surface. Where necessary, shoulders on the uphill side of the trail should slope back to capture sediment from the hill and keep it from running over the trail system. Drainage swells should

be provided on uphill sides of the trail with culverts in key locations to keep water off the trail.

7.9. Mountain Trails

Mountain trails are located in sensitive areas that require a minimal disturbance to land. These types of trails should be the most extensive in the JSPA and built in accordance with County and IMBA standards. These trails are primarily for hikers, mountain bikers and equestrian users.

7.10. Trail Maintenance

Trails will be maintained as detailed in each Development Agreement.

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8 - PARKING

Parking must be adequate, simple, convenient and very easy to find. Structured parking is anticipated in commercial areas.

8.1. Parking Plan

The number of parking spaces required shall be governed by the Wasatch County Planning, Zoning and Development Code regulations. In a resort setting parking lots and parking structures may be critical to the success of the resort. However, because of aesthetic concerns, it is also just as important that these types of facilities be implemented in such a way as to not detract from the overall theme of JSPA East Side.

8.2. Shared Parking in Commercial Centers

Although necessary, parking areas are inherently not aesthetically pleasing and detract from the natural mountain beauty of the JSPA. Reducing the amount of paved service for parking preserves more land for green space and pedestrian walkways/ outdoor areas. One way to provide ample parking for a given land use, without encouraging excess parking availability is by employing the concept of “Shared Parking”.

The concept of shared parking is widely accepted and adopted by the Urban Land Institute (ULI), the Institute of Transportation Engineers (ITE), and Municipalities across the country. Shared parking is when two or more land uses share the same parking spaces. By taking into account different “peak hour” parking demands, shared parking areas reduce the total number of parking spaces required compared with simply adding together the parking requirements of each individual land use. When appropriate, given the land use of a particular Commercial Center, Developers should consider and submit a shared parking study for approval by the County. In cases of multi-tenant, mixed-use centers, it is required. The approach should be focused on providing for additional greenspace or public gathering areas and not as a method for increased density on an otherwise constrained site.

A Shared Parking Study should take into consideration peak hours by tenant type, the amount of net usable square footage per tenant, the number of FTE’s required by tenant type, and the number of spaces required per square foot for particular uses per Wasatch County Planning, Zoning, and Development Code Regulations. A Shared Parking Study may also consider the use of micro transit if services are available.

Parking shall comply with WCC Chapter 16.33.

8.2.8.3. Parking Area Design

Parking areas should be designed so that they are located to the rear or side of buildings whenever possible and in a manner such that any vehicle on the property is able to maneuver to exit from the property traveling in a forward direction. Parking areas should be designed so that a car within a parking area will not have to enter a street to move from one location to another within the same parking area, and the number of entrances and exits should be limited to reduce conflict and lessen possible congestion at street intersections. Parking areas should also allow seamless links to pedestrian patterns. This can be implemented through the use of design elements such as painted or enhanced paving, architectural features, or landscape treatments.

Developers must provide for a landscaped area, referred to as the landscape buffer, to help provide the visual screening of the parking area. The width of the landscape buffer can vary but optimally should be approximately 15 feet in width. Use these landscape buffers and walk ways to reduce the visual impact of surface parking areas.

8.3.8.4. Parking Structure Guidelines

Parking structures will be found throughout the JSPA, and their design and appearance are a major consideration for the visual quality of the JSPA East Side. The design guidelines in this section are intended to assure that parking structures incorporated design features, which make them more attractive. The JSPA East Side guidelines for parking structures are as follows:

- a. Partially conceal views of cars parked in parking structures through a combination of visual barriers, retail fronts, architectural design and plantings. Open sided facilities, which allow complete views of parked vehicles, are not permitted.
- b. In the landscape buffers, utilize earth berms on walls of the parking structure at ground level to minimize visual impact and provide landscape areas.
- c. To implement screening in the Landscape Buffers, plant large trees adjacent to the structure to screen views from buildings, roads and pedestrian areas.

8.4.8.5. Visual Screening of Surface Parking and Structures

Surface parking areas and parking structures shall be screened visually from streets. They

shall also be screened from Highway 40 or other major view corridors by the use of plants and berms. This visual screening is contemplated to be partial, not a complete cover. Screen walls are not required. This will apply to the view from Highway 40 as well. In cases where screen walls are used, wall faces must be treated with natural stone or a living wall in a manner that is consistent with the retaining and free-standing wall standards in the JSPA East Side. Parking should be designed to fit in the natural landscape and minimize disturbances to the native vegetation.

8.6. Service Areas & Dock Delivery within Commercial Centers

Service areas/ loading dock delivery areas should provide for optimal circulation, planning, parking, appearance, and orientation. They should be as inconspicuous as is practical and located out of the view from public areas as practical. When included, loading and servicing areas shall adhere to the same architectural standards of the JSPA. Any separate buildings for services must be constructed in materials and form compatible with the main buildings and surroundings. Service bays are to be located within the building or parking structure and not visible from the pedestrian realm.

All maneuvering of service vehicles for a specific building must be within property boundaries wherever possible and shall not create a traffic issue on public roads and sidewalks. If exterior service bays are necessary, locations visible to hotel entries or commercial businesses or streets should be avoided. Permanent visual screening for exterior service bays and garbage refuse containers must be provided and not visible from the pedestrian realm.

Service bay design must be durable and should be designed to prevent ice and snow build-up to provide ease of access for winter garbage pickup. Enclosed garbage storage and recycling rooms or bays shall be provided in each building. All garbage containers shall be stored on-grade, within the building, or in underground parking lots away from public view. Adequate ventilation must be provided (exhaust to roof). Containers must be easily accessible to garbage trucks.

Techniques to be implemented for service areas as possible and practical:

- a. Buildings within a development should share service areas in order to consolidate these areas (when practicable).
- b. Service areas and equipment should be screened from Highway 40 or other major view corridors including local streets and sidewalks by the use of plants and berms. This visual screening is contemplated to be partial, not a complete cover. Screen walls may be used and

may be required if other alternatives are not acceptable.

- c. In cases where screen walls are used, wall faces must be consistent with the same materials as the principal buildings to the greatest degree possible and/or treated with natural stone or a living wall in a manner that complies with retaining and free-standing wall standards in the JSPA East Side.
- d. Walls should be designed as much as possible to fit in with the natural landscape.

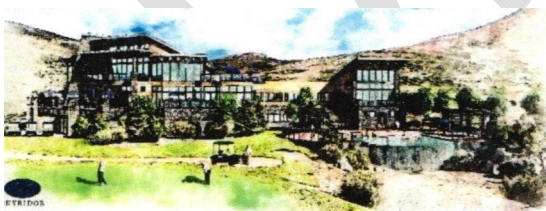
8.7. Ride Sharing & Car Pool

Commercial Centers will encourage the use of Alternative Transportation by providing convenient bicycle parking throughout, shuttle stop access, and trails as outlined above. Additionally, Commercial Centers in the JSPA will provide signage indicating preferential parking for carpool and low emission vehicles. Centers will also implement a designated drop off area for Rideshares (Uber, Lyft, and similar lawful providers) that facilitates the overall vehicle and pedestrian circulation plan. This may include drop-off aprons to ensure safe circulation.

9 - GOLF TRAINING FACILITY

An integral part of developing the golf course component of the JSPA East Side is related directly to land form and ownership. Golf holes are envisioned to follow the existing landforms, and where distinct features such as ravines cross fairways they will be preserved and will become natural hazards. Grading at the golf course should take place in a manner to preserve the natural landform wherever possible. Abrupt grade breaks should be avoided unless they are part of the natural landform; such as a rock outcropping. Slopes should be no more than 3:1 on fill slopes. Cut slopes should also strive to achieve 3:1 slopes unless soils may be reclaimed steeper. Grading easements may be required outside of the golf course. Land owners will provide these easements to the toe of the maximum achievable stable slope from or to the golf course as part of the approval process. Golf design should preserve significant vegetation, drainage ways, and landform wherever possible. In cases where these features need to be changed or removed, the design will strive to reintegrate the golf course so it looks as if it belongs as part of the land. Golf design will strive to be as water efficient as possible and where possible use secondary water or untreated water for the design.

The use of native plants is encouraged wherever possible to integrate the golf design into the local environment. Native plants that are endemic to the area will require less water once established and help integrate the golf into the native landscape. Housing development, roads and recreation facilities have been set back from golf fairways at a distance recommended by the National Golf Foundation to avoid damage from errant golf balls. Buffer easements may be required on some abutting properties in order to maintain desired buffer zones along fairways. The golf course shall take place in community space.



10 - EQUESTRIAN FACILITIES AND BARNES

A valuable amenity of the JSPA East Side is Equestrian Recreation. All Equestrian Facilities and Barns will embrace the spirit of the JRA Design Handbook to blend with JSPA Single-Family Residences and communities.

Equestrian Facilities must incorporate the materials and colors found in the JRA Design Handbook but may, upon approval by the JSPA Planning Commission, expand the finishes to include a decorative woodgrain finished metal siding to blend with the native mountainous setting if the look and spirit of the JRA Design Handbook can be maintained. If approved, the metal siding shall have a look and feel as high or higher quality than cement fiber board siding and give the appearance of traditional barn wood.

Equestrian facilities, as regulated in this section, may contain indoor exercise arenas, barns and any additional buildings to house horses and ancillary materials. Indoor exercise arenas will, at a minimum, have two exterior finishes, one of which must be a natural stone wainscot a minimum of five feet high that is consistent with the JSPA color palette.



Barns, at a minimum, shall incorporate woodgrain finished metal siding similar to that used on the indoor exercise arenas exterior, however, barns, including all other ancillary buildings, are not required to have a stone wainscot. Barns may have individual fenced runouts for each horse housed and large sliding barn doors.



The roof system of indoor exercise arenas and barns must feature cupolas and dormers to break up the length and mass of the roofs with numbers and separation approved by the JSPA Planning Commission. Roof eaves shall be a minimum of four feet around all structures with a minimum of a 17" thick fascia. Windows in facilities will be recessed and non-reflective to "enhance the visual interest of the building" and comply with the design handbook.

~~All lighting and landscaping must comply with the JRA Design Handbook with down-lighting for attached and detached lighting that meets Dark Sky Compliance regulations. Any bollards or street lights will match the current community and JRA Design Handbook specifications.~~

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EXHIBIT A - COMMUNITY LIGHTING

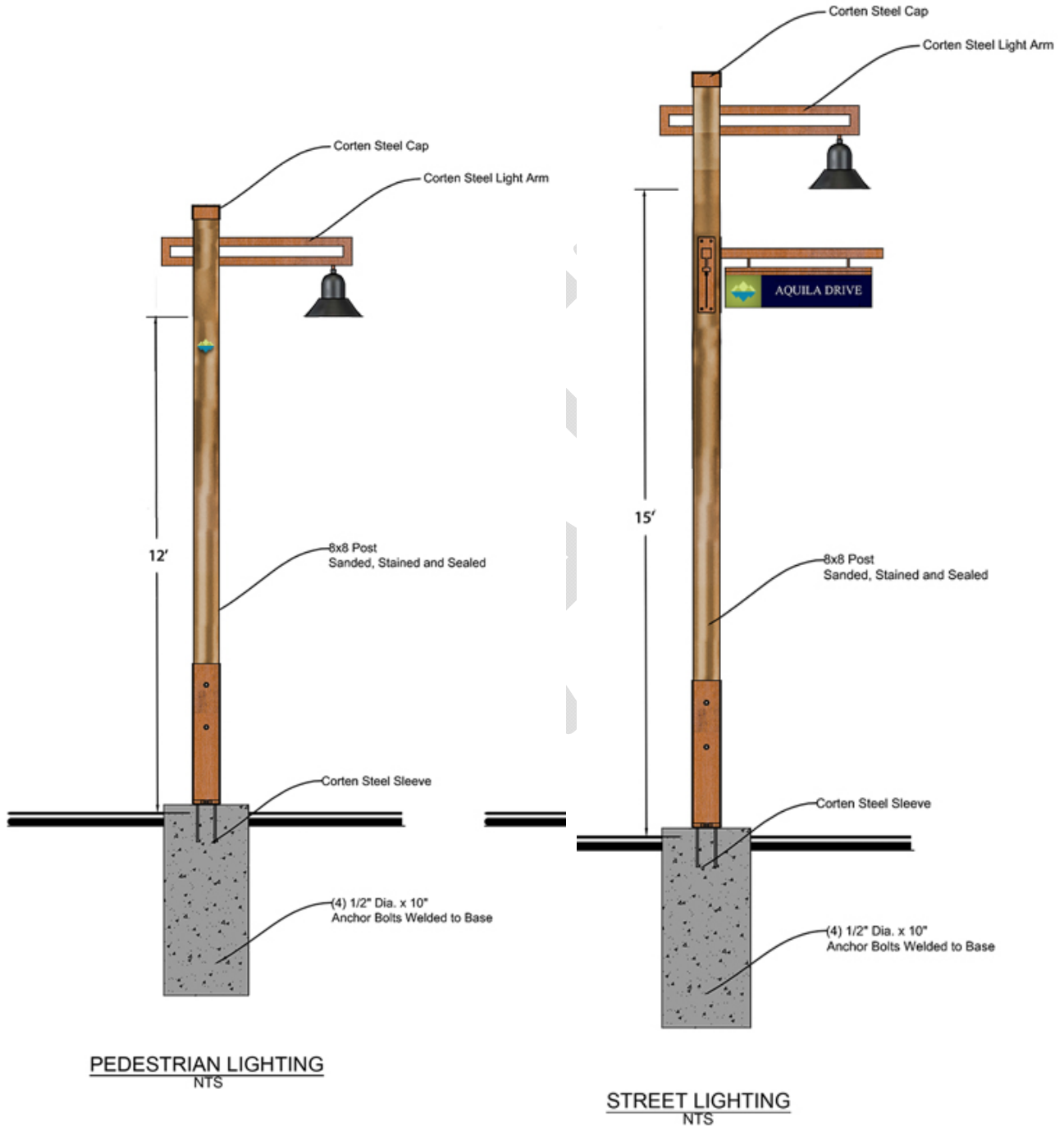
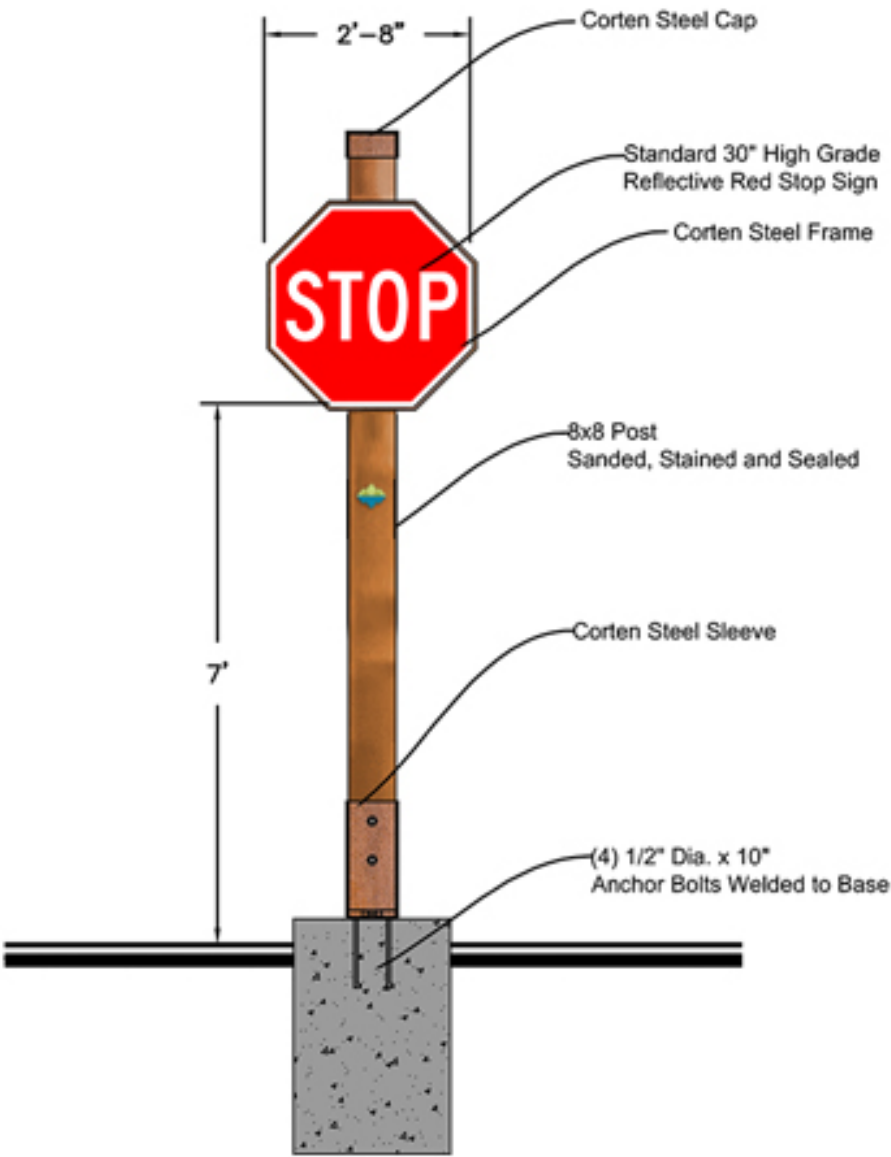
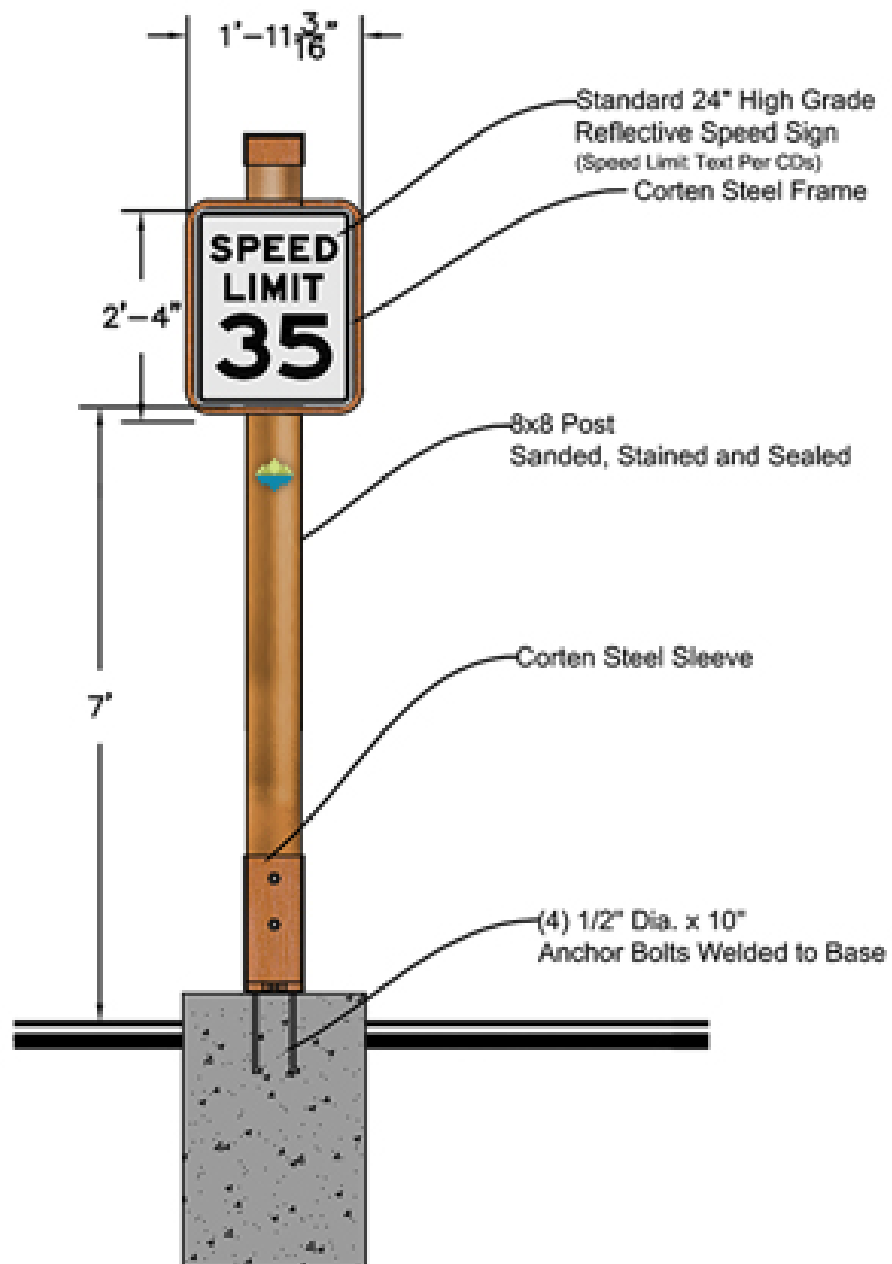


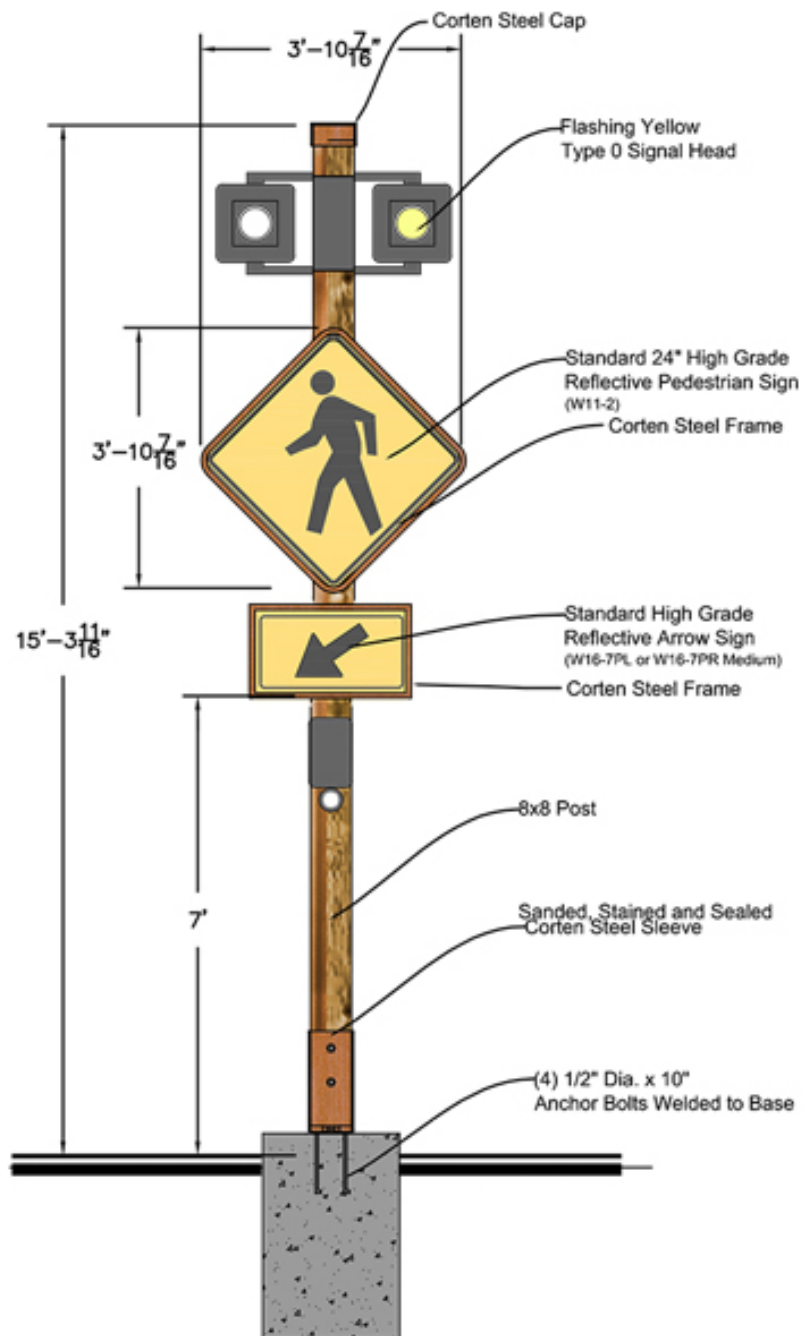
EXHIBIT B - STREET SIGNS



STOP SIGN
NTS



SPEED LIMIT SIGN
NTS



FLASHING BEACON DETAIL
NTS

EXHIBIT C - JSPA EAST SIDE LOGO





brandmark logo



acronym logo
center aligned



name logo
triple line left



full logo
triple line



full logo
double line



acronym logo
left aligned

EXHIBIT D - JSPA EAST SIDE ~~LOGO~~BRANDING GUIDE

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Exhibit B – Proposed JSPA Design Handbook Amendment
(clean)



DESIGN HANDBOOK

**For the East Side of the
JORDANELLE SPECIALLY PLANNED AREA**

August 2023

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1 - PURPOSE AND INTENT

The JSPA Planning Commission has established and will update from time to time this Design Handbook, which is intended to convey "Mountain Architecture" and common elements for the JSPA East Side area and to create a coordinated and coherent development. The architecture is based on an authentic Wasatch Mountain vernacular, where structures are reflective of both their respective functions and the surrounding environment.

Buildings and common elements are to be consistent in material finish and general form and constructed of quality materials consistent with the JSPA East Side style. The use of natural materials is encouraged.

This Design Handbook identifies key elements that define the character of buildings and common elements and creates a consistent vocabulary that unifies the resort as well as provide a common recreation area logo to be used on various common elements.

This Design Handbook will contain images and plans illustrating the Design Standards and Principles described herein, as well as all approved materials and finishes for architecture, hardscape and landscaping, common resort elements and an adopted logo. This Design Handbook will be maintained in the offices of the Wasatch County Planning Department and will be used in conjunction with Wasatch County Code. If there is a conflict with this guide and the provisions of any zoning, building, fire safety or health ordinance, the provision which establishes the more restrictive standard shall prevail.

2 - DESIGN PLAN STATEMENT

The general character of the buildings should be one of authenticity, where the buildings look and feel as if they belong to the resort and the surrounding environment. Depending on the building type, the building should be articulated and textured in order to generate visual interest and allow structures to fit harmoniously within the landscape of the surrounding Wasatch Mountains. The general character is defined by the overall form, massing, setting, and detail in the key component pieces. Materials will look like they are part of the mountain.

It is very important that buildings within the JSPA East Side appear harmonious with their mountain environment and that they allow the natural landscape to dominate the distant views of the lake and mountains. The climate, terrain, and important natural features, such as stands of trees and rock outcroppings, are all important factors to be considered in designing any improvements to properties within the Community. The following guidelines are intended to ensure environmentally sound and aesthetically pleasing development of the JSPA East Side, which will mutually benefit all.

Buildings shall embody "Mountain Architecture" whether Traditional Mountain or Contemporary Mountain Modern, showcasing simplicity with a modern flair. Designs should focus on how the buildings meet the ground, work with the existing grades, and harmonize with the natural character of the specific area within the JSPA East Side. The primary objective of these guidelines is to minimize off-site visual impacts through sensitive massing, color and materials selection and create consistent elements regardless of project boundaries. The design standards govern architectural elements such as building massing, roof form and the color and reflectivity of materials as well as establishes common elements in and out of the public right-of-way. These standards do not mandate an identifiable architectural style or theme beyond "Mountain Architecture." Developers and owners are required to design with materials and forms that reflect the mountain character of the site and its climate in order to create places intimately connected with the natural surroundings. Imitation of non-indigenous styles that are closely identified with other geographic regions is discouraged.

3 - ARCHITECTURAL DESIGN STANDARDS

The following architectural design standards have been established according to both climatic and aesthetic characteristics of the JSPA East Side. These standards are specifically intended to maintain the character of this region, as they promote a level of architecture which is not only compatible with the natural landscape but is also environmentally sound.

The architectural character of the JSPA East Side is a blend of Traditional Mountain and Contemporary Mountain Modern styles. The goal is to maintain a blend of Traditional and refined Contemporary styles, representing understated elegance and emphasizing quality of construction, natural colors and materials, preservation of the natural environment, and distinctive design creativity within the surrounding natural color palette and that is intended to maintain the "Mountain Resort Look".

Commercial uses in the JSPA East Side will provide essential goods, services, and experiences, forming an integral part of the Community. Uses should be carefully considered to include grocers, restaurants, galleries, ski and bike rental, personal services, small office, boutique stores, and other complementary uses that support a resort feel, and must be consistent with the Wasatch County Code. The architecture and design will maintain the Wasatch Mountain vernacular as outlined in this handbook while mitigating elements specific to commercial centers that are necessary for the higher intensity of use.

In order to fulfill the brand image of the JSPA East Side, there are key elements that must be given particular design attention. These key elements tend to be items that define the overall design quality and character of a building.

3.1. Architectural Objectives & Unifying Purposes

In keeping with the vision and the design objectives of the JSPA East Side, developers and residents will be required to design their projects in accordance with the appropriate standard design elements and the other guidelines described herein. The underlying architectural theme of the JSPA East Side is understandably based on the distinctive appearance and image of Deer Valley, referred to herein as "Mountain Architecture."

For high intensity projects in and around the Resort Villages and commercial areas, developers shall include additional urban design elements in their developments to compliment and support the Mountain Resort theme and the JSPA Architectural Principles.

3.2. JSPA East Side Architectural Principles

The unifying strategy of architectural design is summarized by the following JSPA East Side Architectural Principles:

- a. The JSPA East Side projects shall invoke an image of Mountain Architecture;
- b. Projects shall use natural stone as a unifying element or design accent in the building bases, streetscape and pedestrian walkway details;
- c. Distinctive roof lines should be created for buildings above two floors, using a low slope with shed and hips versus gable ends, which will also assist in snow management;
- d. Use wood siding, cement board with the appearance of natural wood, COR-TEN/weathered steel () or blackened steel, natural stone or natural stone veneer, and smaller areas of stucco on the facades of buildings, and utilize large planes of colors. The JSPA Planning Commission may, at their sole discretion, approve alternative steel or aluminum materials with a durable painted finish that achieves the COR-TEN look, only if the applicant demonstrates the finish and the material is at least as durable as COR-TEN, and the appearance is the same as COR-TEN; and
- e. All elevation sides must contain doors, windows, or other openings in the walls and must be treated with the same attention to detail given to the front or street elevation. Special efforts will be necessary for commercial uses to ensure all facades of a building shall have a 4-sided design- treated with the same degree of design detailing; and In order to retain and convey the Wasatch Mountain vernacular within Commercial Centers, structures will be reflective of both their respective functions and surrounding environment, including the unique climate conditions. Climate conditions afford the opportunity to take advantage of passive and active solar energy applications. Covered entries, canopy roofs and overhangs are encouraged to provide shelter from the summer sun and winter snow.

3.3. Style Descriptions

Traditional Mountain architecture vernacular consists of bold, natural and textured buildings and materials. These buildings shall functionally and aesthetically withstand rugged mountainous environments and blend in with the topography.



Contemporary Mountain Modern is a more refined home style characterized by clean lines, flat-to low-pitched mono-slope roofs, minimal gable roof shapes, and minimal heavy trim details, with larger expanses of window systems used as exterior walls. This style allows any Traditional Mountain-influenced residence to have a bolder modern interpretation while maintaining regional charm.





3.4. Site

It is very important that buildings within the JSPA East Side appear harmonious with their mountain environment and that they allow the natural landscape to dominate the distant views of the lake and mountains. Important natural features such as stands of trees and rock outcroppings should be used as organizing elements for the site. Site plans shall be developed in a way that works with the natural topography of the site. Mass grading is prohibited.

3.5. Green Building Design

Environmentally friendly building design should, wherever reasonable, be embraced. This should apply to all areas.

- a. *Energy Efficiency*—this technique focuses on the establishment of performance targets that account for intended use, occupancy and other energy operations for new construction and renovation projects.
- b. *Water Efficiency*—this technique emphasizes the value of decreasing demands for fresh water and reducing the generation of wastewater through optimized landscaping, integrated rainwater catchments, gray water recycling, and wastewater treatment systems. Any applied water efficiency techniques need to be compliant with County and State codes.
- c. *Building Materials*—by using sustainable construction materials and resources, green building materials have aided the reduction of extraction, processing, transportation, solid waste, and consumption.
- d. *Healthy Indoor Environmental Quality*—these processes have enhanced the sustainable communities through ventilation and thermal comfort, moisture control, daylighting, environmental tobacco smoke control, and protecting indoor air quality during construction.

3.6. Color Palette

Colors shall be similar to the natural backdrop colors of the Jordanelle Basin. Main building colors should be more subdued tones such as grays, browns and nut. Accent colors may pick up on the subtleties of the spring, summer, and fall seasons to broaden the palette.

The color palette shall reflect a similar range of hues as shown below:



3.7. Buildings and Massing

Architectural elements at the base of buildings which express structure shall be stockier, and foundation walls shall be heavier and more pronounced. Building massing should step with the natural variations in the topography to integrate the building into the natural landscape.

Building form and profile within large structures or building groups, such as commercial centers, shall be varied to help break up the mass when seen in the context of the JSPA wide open views. Providing human scaled architectural features is particularly important in areas where pedestrian activity is occurring or encouraged, especially near entries and around the ground floor. This should include varying the building form with recessed and/ or projecting forms.

Shifts in building massing, variation in height, roof and profile form are required, while maintaining relationships of building placement to street frontage.

3.8. Articulation

Shadow lines are encouraged to add richness to the building. Elements such as windows and doors should be recessed to give deeper relief to the building facades and suggest structural strength. Protruding roofs and canopies are encouraged to provide additional articulation and shadow lines. Windows shall not be reflective but should work to enhance the visual interest of the building.

In Commercial Centers, buildings should be built at human scale, interest, and orientation as well as reinforce the spatial definition to public spaces. This is intended to encourage building articulation that is appropriate for the form and scale of the project, the site, and pedestrian scale design. They should also take into account the design of other developments in the vicinity. This is not a rigid prescription, but rather a statement of preference for architecture that resonates with the mountain environment. Express architectural or structural modules in detail.

3.9. Columns and Building Articulation

Building columns and articulation are highly interrelated. Columns provide detail along the vertical planes of a building as well as below supported structures such as awnings and balconies. Columns provide the spatial definition and depth that are critical to the articulation of a building. Additionally, the manner in which columns establish spatial definition along the ground plane greatly impacts the quality of the adjacent pedestrian environment.

Within Commercial Centers, the incorporation of columns/piers, sized relative to the overall massing of the buildings are required.

3.10. Building Materials

Building materials shall reflect the natural surroundings and complement the architectural style of the building. Foundation walls must create a strong connection to the ground. For purposes of this section the adjusted exterior surface area shall be defined as the combined total exterior wall area of all facades, including all exposed foundation walls, deducting all window and door openings. A minimum of 30% of the total adjusted exterior surface area shall be natural stone or natural stone veneer, and the remaining exterior surface area shall be wood, COR-TEN or blackened steel, fiber board, Cemplank or cementitious siding with the appearance of stained natural wood. Stucco accents are acceptable and shall be less than 10 percent of the adjusted exterior surface area. Large unbroken surfaces of stucco are not permitted. Corrugated metal, round logs, and faux stone are not permitted.

Wall forms should be continuous in pedestrian areas with attention paid to detail. Storefronts in commercial areas must also be continuous.

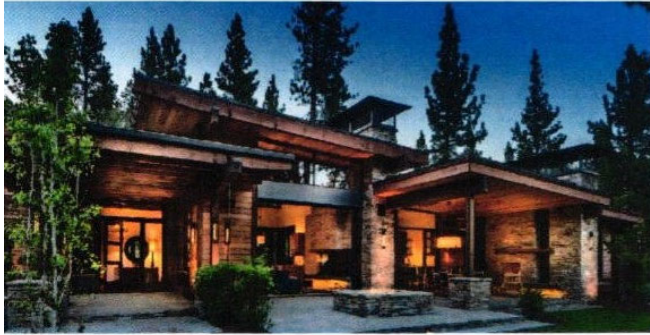


3.11. Foundation Walls

Buildings must be carefully integrated into the natural landscape and should appear to grow out of the land. Architectural elements at the base of buildings shall be stockier to express structure and foundation walls should be heavier and more pronounced. In a building that is well integrated with the site, the foundations become a platform that defines the exterior perimeter of the interior and outdoor living spaces and sets the nature of the transition between the existing and built environment. Strong-looking foundations with the heaviest materials beneath lighter materials and forms that express longevity in a harsh climate are key to successful mountain architecture. Natural stone is considered a heavy material and shall be placed beneath other approved materials. Within six inches of ground level, foundations must be covered with materials such as natural stone, or COR-TEN or blackened steel. Consideration should be given to areas where snow accumulation is likely, and appropriate materials should be used in these areas to reduce premature exterior finish degradation.

Because exposed posts and cross bracing appear disconnected from the ground, they are not permitted. However, knee bracing, large timbers, corbels and substantial natural stone columns or posts with natural stone bases that are consistent with the architectural vernacular are allowed as support structures for projecting elements from buildings.

Contemporary Mountain Modern:

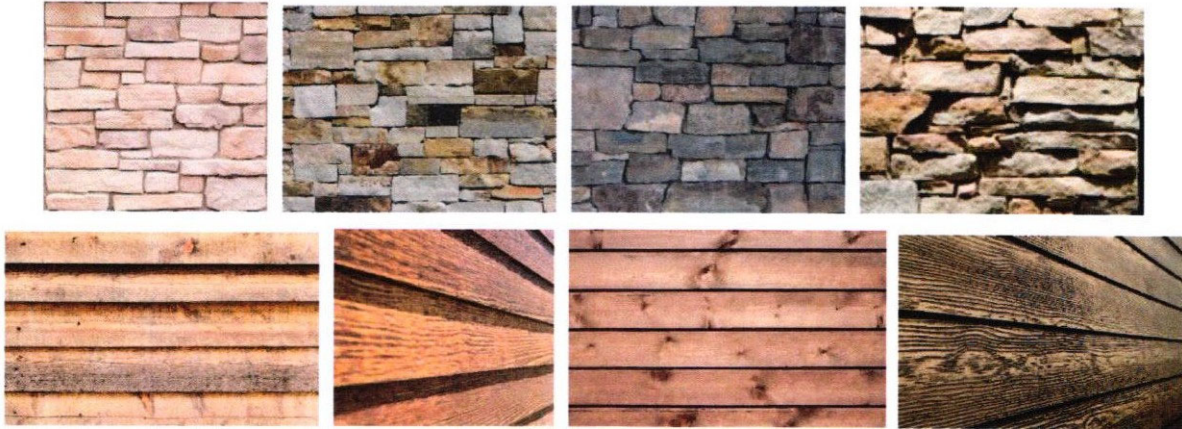


Traditional Mountain:



3.12. Exterior Walls

Exterior walls shall match the medium color and value of the natural landscape and color palette. Buildings shall avoid flat wall planes. Building elevations should be horizontally and vertically stepped to avoid large uninterrupted wall surfaces that can distract or look out of place from the natural landscape and shall predominantly consist of wood, natural stone, natural stone veneer, fiber-board or cemplank consistent with the below materials.



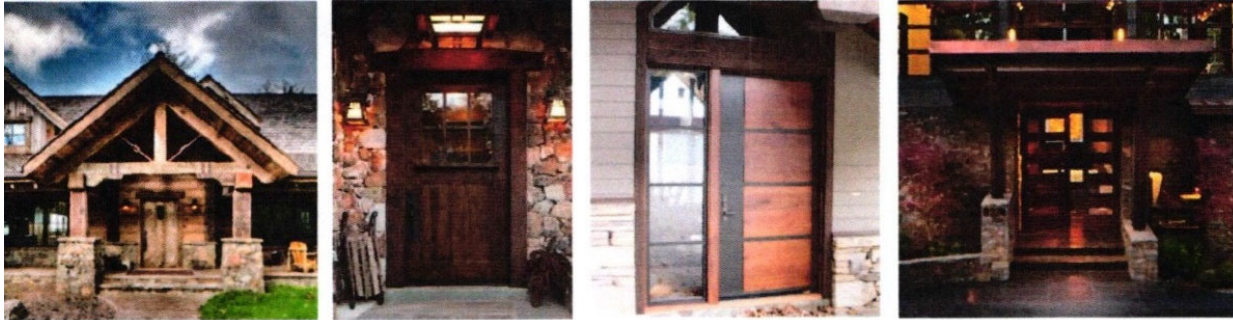
The following rules are specific to Commercial centers:

- a. The use of varied materials, surface relief, and expressed joints and details and color shall be used to break up large wall surfaces and building forms. Changes in material (exterior veneers) require a minimum 4 inch change in plane i.e. different materials shall not be used in the same plane when abutting one another. Material/ veneer changes cannot occur at outside corners;
- b. Large walls of glass shall incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide human scale. Glass shall recess behind the plane of the primary facade surface and prominent mullion systems;
- c. Long expanses of wall at a single height or in one plane shall be minimized; and
- d. Buildings shall have windows, doors, and display windows that make up at least 50% of the building facades that abut streets and high pedestrian use areas.

3.13. Doors and Entryways

Main entry doors should be oversized to make a grand statement and should have side lights, window accents, or surrounding windows whenever possible. Doors shall be constructed of steel and/or

wood. The primary treatment on wood doors should have the appearance of natural stained wood. Steel doors must have a natural patina finish. Painted finishes should be avoided on both wood and steel doors. All doors should match the overall character and architecture of the building and incorporate glass as appropriate. Side or service doors may be fiberglass or aluminum if they have the appearance of natural wood, are not visible from a street, and are not on the street side of a corner lot.



Storefront main entrances in Commercial Centers shall be a dominant and recognizable feature of the building and shall face the street and primary pedestrian activity areas. Design should create a sympathetic interaction (pedestrian-scaled podium levels, high quality finishes, contextual retail façade treatment, pedestrian-friendly ground level) between buildings and the street, as all building with street frontage are required to meet. Entries not facing the street or parking lots shall have clearly marked access and signage to demarcate the entrance. All main entrances to buildings and individual spaces shall have some form of protective cover such as a roof, a canopy, or a recess in the building form of sufficient depth to provide a protected entry into the building for patrons. Adequate space for signage compliant with the Wasatch County Code on retail and restaurant spaces shall be designated and incorporated into the overall design of each building.



All buildings should be designed to optimize views, privacy, sun, shade and other site opportunities, respecting the natural topography of the land and the form and texture of the existing vegetation.

3.14. Windows

Buildings may have expanses of glass to celebrate the fantastic views and provide a refined touch. Windows offer the opportunity to create scale, proportion, and detail to exterior elevations, while responding to view, privacy, and natural daylighting considerations. Sizes of window components in multi-pane assemblies can add a human scale and proportion to the building.

Window design is an integral component of the building architecture and should enhance the visual interest of the building. As such, window selection, treatment and placement relative to the wall surface shall be considered to avoid conditions where the glass surface appears to be in the same plane as the exterior finish wall surface. Windows in stone or masonry walls shall be set back from the surface of the stone or masonry to enhance the sense of mass and depth that the stone or masonry will provide. Windows in other building materials shall have appropriate treatment or design to break the wall plane. This may be accomplished by substantial window trim or integral window frames that recess the glass surface further back into the window opening. Other treatments or designs may be considered with sufficient detail provided, such as appropriately designed recessed window pockets. All elevation sides should contain doors, windows, or other openings in the walls and be treated with the same attention to detail given to the front or street elevation. Roof overhangs should be used to shade large glass areas and avoid reflective glare.

Within Commercial Centers, windows and doors should recess behind the primary wall plan, or use trim around windows and doors to create shadow lines. Variation of floor heights should follow natural grade and contours.

Window frames shall be constructed of the following materials: thermally-broken aluminum frames, thermally-broken steel frames, wood frames with exterior extruded aluminum cladding, fiberglass, or wood composite. Exterior colors shall be natural tones consistent with colors as outlined in other sections of the design handbook. Vinyl, vinyl composite, and white window frames are not permitted. Windows and finishes shall not be reflective or have unfinished metal surfaces.



3.15. Garage Entrances and Doors

Garage entrances and doors shall be designed and placed to be compatible with the building and the surrounding area. Garage doors occupy a major portion of the building's ground floor and can therefore have a major impact on the pedestrian's perception of the building. In order to minimize the visual impacts of the garage door, it must be designed to be an integral part of the building's architecture, with trim and detailing that are visually interesting. Garage doors shall be designed to complement the architecture of a building and not become the dominant facade feature. Garage doors shall be recessed and landscaped to soften the impact of the door when viewed from the street.

Garage doors shall be constructed of steel, wood, fiberglass, or wood composites with windows that complement the structure. All doors shall have a natural-appearing "wood-look" treatment. Doors that are primarily glass may have frames that are aluminum, steel, fiberglass or wood which are painted in natural tones.

Garage doors shall be set back a minimum of 18 inches from face of detached or attached single family housing. Garage doors facing a street shall have a minimum eave overhang of 4 feet.

Single family detached housing garage doors will be less than 10 feet wide, 10 feet high and only two garage doors may face the street.

Attached housing may have two-bay garage door openings provided the total width of the door shall not be more than 50 percent of the width of the individual unit. In such cases, care should be taken to further ensure the front door of the unit is more prominent than the garage door.

Recreational vehicle garage doors may not face the street and shall meet all other requirements except size restrictions.



3.16. Roofs and Snow Guards

In a mountain setting, it is desirable to minimize the visual impacts of development, so design decisions regarding roof form and color are crucial to blending a building back into the site. Where visible, roofs will be broken up and carefully articulated. Primary roof styles should be shed, gable, hip, or pyramid. The roof slope for each dwelling shall be varied and articulated but may have the majority of the roof flat or near flat as long as positive drainage is demonstrated during the building permit process. All flat roofs must be covered with an appropriate material such as stone or turf to blend into the local JSPA area environmental context, and be consistent with the goals and objectives of the JSPA ordinance. Roof materials must be non-reflective and should match the darkest values and hues of the background environment and color palette. Large unbroken expanses of roof area and long, uninterrupted ridgelines shall be discouraged.

Building roofs are an essential element of the visual landscape of JSPA East Side. For traditional mountain architecture, the main roof should be articulated with a combination of gables and dormers that integrate windows and usable spaces. Additionally, on all roofs, secondary roofs should be used to break up large expanses of the main roof. All roof materials should have a natural appearance. Roof colors shall

be conforming to JSPA East Side design standards, color palette and be analogous to the natural colors present in the Jordanelle Basin area. Snow guards must match the color of the roof. Roofs above entrances should be gabled or take similar measures to prevent snow from shedding in the entries.

Solar panels are allowed provided they are mounted flush to a roof or hidden from view behind a parapet wall.

In Commercial Centers, roofs shall be designed in conjunction with the building massing and articulation guidelines. Large roof areas, including any associated parapet walls, shall be broken up with varying heights, roof forms, slopes and/or materials, as appropriate to the design and in keeping with the overall design guidelines. In the case of flat roofs, commercial product types may incorporate parapet walls without the 24" eave requirement.

Additionally, decks and patios (including roof top decks), are encouraged within Neighborhood Commercial Centers in order to take advantage of the mountain and lake views and contribute to the "Mountain Resort" experience. Decks shall be incorporated into the overall design and shall be complementary to the building architecture. Colors should be harmonious, and reflective finishes should be avoided. They shall be situated in such a way to minimize any adverse impacts (noise, etc) on neighborhood residents/ guests and nearby property owners.



3.17. Roof Material

Approved roof materials: painted standing seam metal roof, COR-TEN or blackened steel, patinaed copper, patinaed zinc, Vail metal tile, and environmentally sensitive composite shingles such as a substantial 40-year approved wood-like shake profile. Flat or near flat roofs must be covered with an appropriate material such as stone or turf. Other materials that may be acceptable include concrete, slate tiles, presidential superior grade asphalt shingles similar in quality to "Presidential Shake," and thermoplastic polyolefin.



3.18. Eaves

Eaves shall project a minimum of 24 inches (inclusive of rain gutters) beyond the building walls in order to minimize reflections from glazing, create shadow patterns on the building walls, and protect south facing interior spaces from glare caused by the low angle of the winter sun and protect pedestrians from falling snow and ice.

In Commercial Centers with flat roofs, eaves are not required, but in the case eaves are not present, parapet walls should be included.

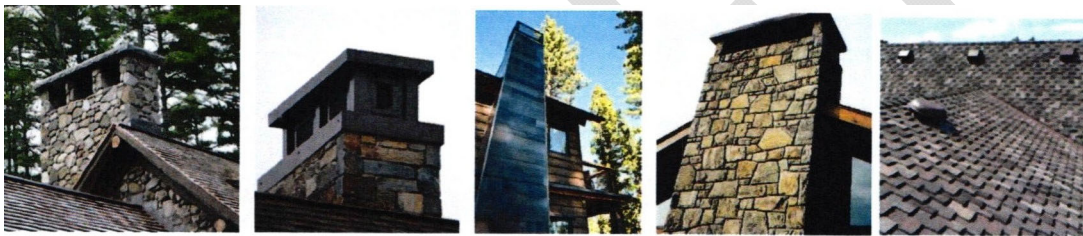
3.19. Fireplaces, Chimneys, Flues, Vents & Rooftop Equipment

All roof vents shall be incorporated into the roof design and shall be complimentary to the building architecture. Acceptable solutions to individual utility roof vents are dormer venting, fireplace

venting or cupola venting. Attic venting can be prefabricated shingle cap, ridge venting, custom built ridge venting, or cupola venting. Box vents, also known as "turtle vents" (powered or static), are acceptable if they are placed on non-street-facing roof planes, such as the back sides of ridges, and are evenly distributed so as to avoid vent clusters. Colors should be harmonious with the roof material and reflective surfaces or finishes should be avoided.

Flues, vent stacks, roof mechanical equipment, and other penetrations must be ganged together using as few stacks as possible and surrounded with an artificial chimney enclosure. These stacks should be articulated as features on the roof with appropriate architectural detailing and spark arresters.

Rooftop mechanical equipment shall be screened and the screen integrated into the overall building by design, screening it behind parapet walls, other roof forms, or architectural features that are well integrated into the overall building design. Chimneys and roof mechanical equipment enclosures shall be clad in natural stone or COR-TEN or blackened steel.



3.20. Mechanical and Utilities

Air conditioning units installed in windows are prohibited. Air conditioning cooling units or chillers are to be located within the building, concealed in a separate building, or concealed in the roof space or design as part of the roof form.

The transformer location should be confirmed at the early stages of design process in order to minimize its visual impact, especially with reference to adjacent properties and main entrances into buildings. Transformers and meters should not be an afterthought. Each project should include an area for utility tanks, transformers, and gas meters. The area shall be fully screened from the view of the public and adjacent property owners, and screens should be incorporated into the grade and landscape design. Meters should be accessible but screened and protected.

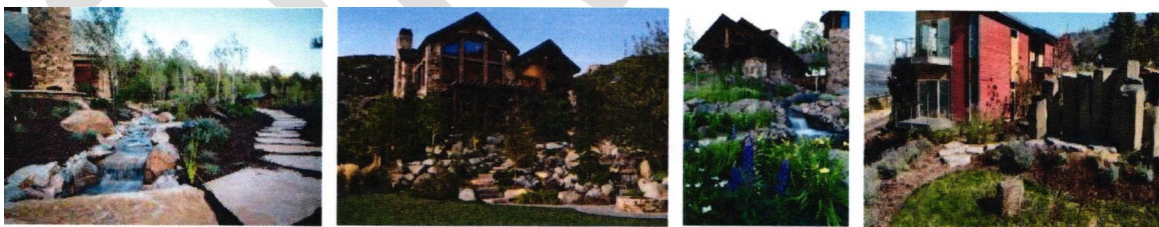
4 - LANDSCAPE & PLANTING DESIGN PRINCIPLES

As buildings are designed and built within the JSPA East Side, care must be taken to preserve the rugged natural beauty that is so intrinsic to the area's character. The JSPA East Side's native vegetation and unique features will always remain the fabric that weaves together a cohesive, yet very distinct community.

Decisions about placement of the buildings and any outdoor areas such as patios must be sensitive to both the preservation of the existing natural vegetation and the continuation of the existing natural environment. Thus, all trees, natural vegetation, and any other features should help to enhance the overall mountain resort appearance of the building. Since the plant species that are permitted for revegetation are limited, and the growth process is long, every method that can somehow preserve existing vegetation must be employed. All landscaping desires should be carefully considered during the site-planning phase of the building design.

The Grounds of the JSPA East Side are defined as the overall outdoor pedestrian environment connecting Community Centers with Residential Areas and includes landscape treatment, trails, site structures, site signage, site lighting and signature site features such as water features and rock outcroppings. A comprehensive design approach and long-term maintenance strategy is critical to support the overall brand of the JSPA East Side and a quality experience.

Landscape elements within the public and private areas are intended to enhance the mountain character that is important to the overall design.



4.1. Basic Landscape Planning Principles

Landscaping should be reminiscent of the natural landscape found in the Jordanelle Basin by using native materials such as landscape boulders and plant species. Natural appearing land forms and flora should be maintained and predominate wherever possible. In natural open areas and private spaces, the landscape design should allow new vegetation to appear to be integrated with the existing mountain landscape and utilize indigenous species wherever possible.

Planter walls are recommended adjacent to public spaces to encourage a sense of scale and intimacy. The walls should be faced with approved materials and standard design elements, but care should be taken to make these walls relate both to land form and building structures.

Grade changes within the landscaped pedestrian areas should be made using retaining walls with a maximum of five feet in height. Wall heights greater than five feet may be used when necessary to minimize disturbance to land form and to preserve the natural character of the area. Higher walls should have more natural stone and should be visually integrated into the landscape in form and texture. Building and landscaping should be carefully integrated to assist in creation of the streetscape, improving quality of private open space and providing color and diversity to the JSPA East Side.

Based in a mountain setting, it is key to the success of the JSPA East Side to effectively fuse the vernacular landscape with the proposed built form. By weaving the inherent natural patterning of the landscape into the fabric of the development, a solution appearing to "grow out of the landscape" is born. These guidelines have been written specifically to help guide the JSPA East Side and encourage a quality fit between development and land. As a basis for these guidelines it is essential to discuss the existing site conditions and natural site characteristics as well as criteria for the protection, enhancement or integration of these conditions and characteristics as it pertains to the JSPA East Side. It is strongly recommended that applicants use a qualified landscape architect familiar with mountain settings to implement the guidelines.

Landscaping within commercial centers should minimize visibility of loading docks and back of house facilities, as well as mask parking areas and large buildings. Landscape buffers within the setbacks are essential. Plantings should create edges, frame views, soften building edges and parking lots and extend the mountain landscape character into the Commercial Center. A variety of plant types and sizes are recommended to ensure visual diversity.

4.2. Planting

Planting is an important part of the landscape character for the JSPA East Side. Plant composition should help emphasize the sense that the mountain landscape extends through the JSPA East Side and down to the Jordanelle Reservoir. To mimic the natural landscape character, the use of native or native-like plant massing and compositions that combine deciduous and evergreen trees with under-story shrubs and groundcovers reminiscent of the surrounding mountain slopes and native Utah landscape is required.

Plantings are to be incorporated into landscape design to create edges, frame views, soften building edges and extend the mountain landscape character into the resort core. A variety of plant sizes is recommended to ensure visual diversity.



4.3. Plant Materials

Plant materials should be tolerant to the Jordanelle Basin, which is characterized by cold winters and hot summers with very little rainfall. The Basin is also subject to diurnal winds throughout the year, making it difficult to plant large stock plant materials in unprotected lands. However, because of the hilly terrain in the Resort, many areas with more hospitable micro-climates are formed.

4.4. Native Plants/Native-Like Plants

Native landscapes and vegetation areas that reflect the indigenous plant materials and landscape textures are envisioned. Native landscape species consist primarily of drought- tolerant plants. Plants in wet areas shall be consistent with native species in these types of plant associations.

4.5. Turf, Meadow Grass and Wildflowers

Use alternatives to turf where ever possible. Effective alternatives to turf, which will better maintain a natural setting, include wildflowers and shrub massing for season-long color and interest. All-season planting beds adjacent to paved areas will require adequate soil depth for plant materials. In certain settings, wildflower reseeding will be necessary to maintain the color vibrancy of the planted areas. Soil depth within the planting beds can be obtained by mounding soil or building walls and raising curb edges. Planting depth requirements are critical to the health and maintenance considerations of the plant material.

4.6. Wildfire Mitigation

Fire safety and defensible space provisions on homesites are the responsibility of the homesite owner. Available at <http://www.ffsl.utah.gov/index.php/fire/resources-for-homeowners>.

4.7. Site Lighting

Developers shall use the approved street lights or equal as approved by the Planning Commission. All other lighting shall utilize the common materials of COR-TEN, wood and rock adopted as part of this handbook with the intent of a low-level, uniform street lighting scheme for safety purposes. Additional site lighting is permitted, provided such lighting has a low-level, subdued intensity and is fully shielded, down facing, and does not result in any kind of excessive glare toward the street or Neighboring Properties. External lighting fixtures are encouraged to have frosted or heavily seeded glass so that the light source is not visible. All exterior lighting sources must meet Exterior Lighting Regulations of the Wasatch County Code.

4.8. Fences

Fences are prohibited in residential areas to support an open feel to the JSPA East Side and allow for wildlife migration unless necessary for safety purposes along cut slopes adjacent to the Jordanelle Parkway or as an ordinance requirement for pools. In commercial areas, fencing shall be limited to only those locations required by IBC for safety or screening. When used, fence design shall be decorative as approved by the JSPA Planning Commission.



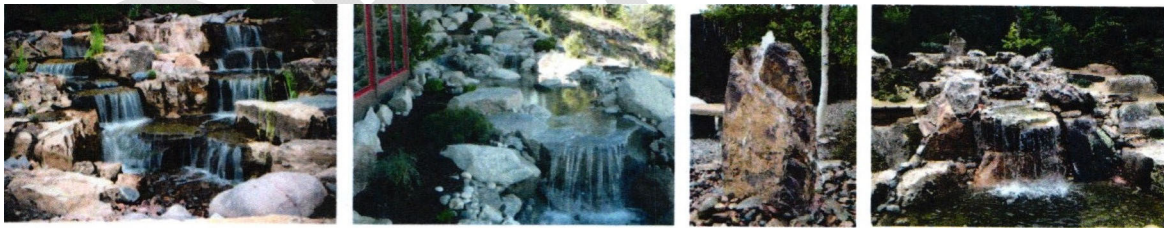
5 - HARDSCAPE ELEMENTS

Hardscape elements within the public and private areas are intended to enhance the mountain character that is important to the overall design of the JSPA East Side. Hardscape elements include street furniture, feature landscape elements, walls and planters, signage, paving materials, and streetscapes.

5.1. Water Features

Man-made, large-scale water features should be designed as special feature elements only and should be located strategically for maximum visitor impact and for sound attenuation. They should be designed to provide visual interest and celebrate entrances or special areas. Water should be recirculated through the water feature to minimize water loss. Consideration should be given to water quality by incorporating filtration and/or purification systems where appropriate.

The use of accent lighting in water features is encouraged; however, lighting level intensities should be kept to a minimum. Light sources, electrical cables and mechanical hardware shall be hidden from view. Water features should be constructed of natural stone and natural shaped stone with consideration given to finishing pool bottoms with natural stone or material to give a finished elegant look. Water features should be designed to create four- season interest.



5.2. Street Furniture

Within the public realm, the intent of the street furniture such as benches and trash receptacles and other landscape elements is to unify and define the elements and character of the JSPA East Side. Custom motifs consistent with the theme of the JSPA East Side should be used in public spaces. Street furniture within the public realm must be high quality materials and may include JSPA logo. Finishes should be durable, easily maintained and respond to the demands of heavy use. Street furniture should be made of wood, natural stone, COR-TEN or blackened steel, using colors that blend with the surrounding natural areas, in accordance with the images in the Design Handbook.

5.3. Benches and Picnic Tables

Bench or table designs for public seating will be made from wood or COR-TEN or blackened steel in styles shown below. There may be more than one bench or table design, so long as they all capture the unifying design and materials within the JSPA East Side.



5.4. Kiosks, Interpretive Centers, Wayfinding & Gathering Areas

Kiosks, interpretive centers and wayfinding are an important element to enhance the pedestrian experience for the JSPA East Side and shall embody the unifying image, approved JSPA logo, and design elements. Because the unique nature and history of the area, interpretive centers can be another item of interest in the JSPA East Side while maintaining a seamless pedestrian experience. Kiosks are another way to insure a seamless shopping experience to visitors and guests of the JSPA. The kiosks, interpretive centers, and wayfinding signs should blend with the natural background colors and be constructed with natural stone bases and shed roofs using wood, COR-TEN steel, and natural stone with phenolic resin information panels steel and substantially similar to design shown below. All trail maps including maps at trailhead kiosks and wayfinding signs shall only display the JSPA logo.



In larger Commercial Centers, plazas and gathering areas are encouraged to be the primary method of fulfilling open space requirements in order to provide vibrant activity areas that invite people to come and shop or discover the amenities. Examples include outdoor plazas with seating, dining areas, window shopping walkways, public art, water features and green spaces. These pedestrian only areas should be oriented to take advantage of mountain and lake views and should always maintain sensitivity to both the preservation of the existing natural vegetation and the continuation of the existing natural environment.

Commercial Center entrances shall be configured to be functional and inviting, with available pedestrian entrances/ access leading to pedestrian only areas of the center. Pedestrian ways shall be anchored by special design features such as pedestrian light fixtures, bollards, planter walls, signage, and other architectural elements that define circulation ways and outdoor spaces. In larger Centers, information signs with consistency of icons/ colors/ design/ materials may be included. Public bathrooms should be provided.

5.5. Bike Racks

Bike storage will be provided near entries to commercial and amenity spaces for use by the public. Bike racks must be highly visible, convenient and accommodate locking mechanisms to reduce the risk of theft. Bike racks should blend with the natural background colors and be constructed of wood and COR-TEN steel as shown below.



Within Commercial Centers, easily accessible bicycle parking shall be provided near entrances to the Center. They shall be safely accessible, and should be within close proximity to Public Transit (where available). Sidewalks shall connect bicycle parking areas to focal areas of pedestrian activity such as building and store entrances, plazas and gathering spots. However, they must not interfere with pedestrian movements and snow storage.

Commercial Centers must provide at least 5 bicycle parking spaces or an equal number of bicycle parking spaces as ten percent (10%) of the required off street parking, whichever is greater, for the temporary storage of bicycles. 20% (or no less than 2, whichever is greater) of the total bicycle parking spaces should be large enough to accommodate cargo, recumbent, tandem, electric bicycles, and bicycles with trailers. E-bike charging areas are encouraged in Centers larger than 25,000 sf. Such Centers must also provide covered outdoor bicycle parking with snow clearing and maintenance standards for at least 50% of the total bicycle parking spaces.

Spaces must accommodate bicycle storage medium security racks, in which both the bicycle frame and the wheel may be locked by the user. Bicycle spaces must be designed to prevent damage to the bicycle and to facilitate easy and secure storage without interference from or to adjacent bicycles.

Within Centers, bicycle spaces must be compatible in design and function with the surrounding buildings and with surrounding street furniture. Bicycle racks or lockers must be anchored and be of solid construction, resistant to rust and corrosion, and use the common elements of the JRA theme.

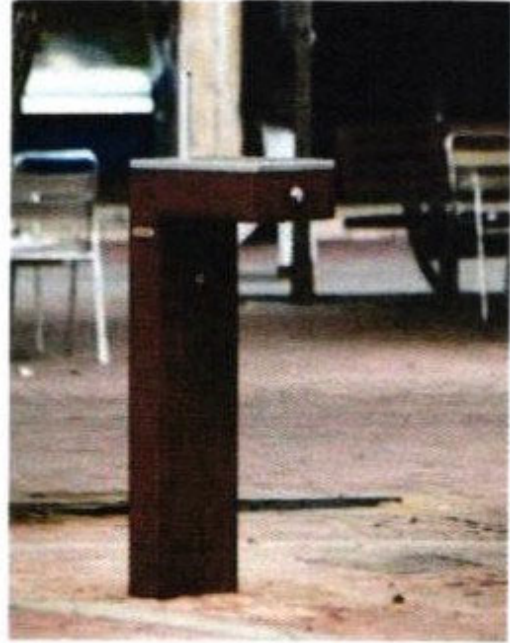
5.6. Trash Receptacles

Garbage containers will be coordinated in design and detailing, should blend with the natural background colors and be constructed of wood and COR-TEN steel and substantially similar to design shown below. Dumpsters shall be screened from public view. Within Commercial Centers, trash receptacles are required to be provided. Trash receptacles shall be provided in easy to see/ access areas but out of the way of pedestrian foot/ bicycle traffic. At least one receptacle shall be available for every 100 feet of storefront and in logical areas such as entrances and near bicycle parking and patios.



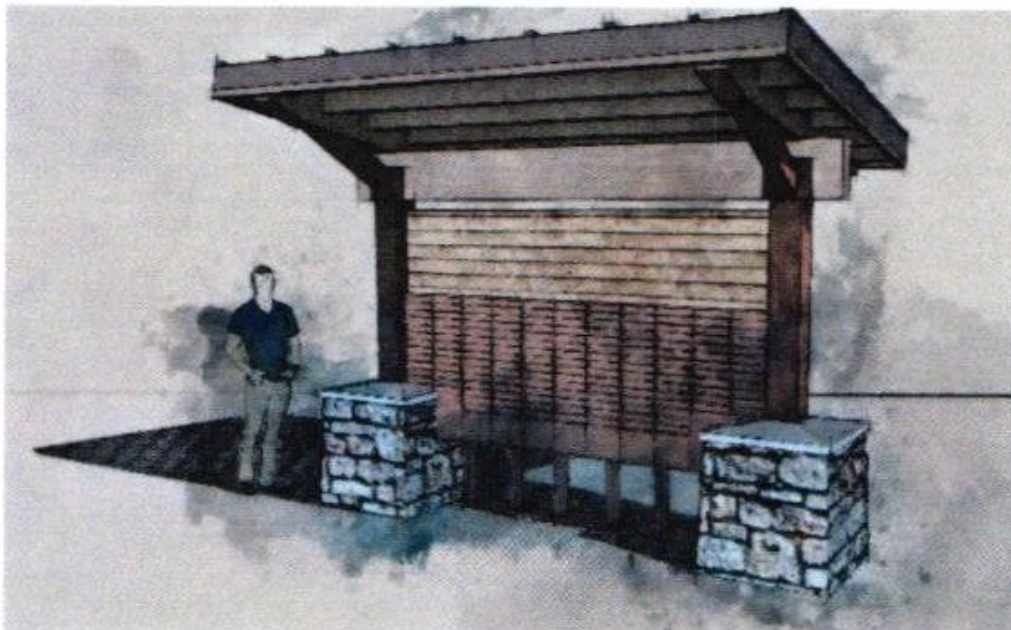
5.7. Drinking Fountains

Drinking fountains will be coordinated in design and detailing with water bottle fillers. Drinking fountains should blend with the natural background colors and shall be constructed of wood and COR-TEN steel as shown here.



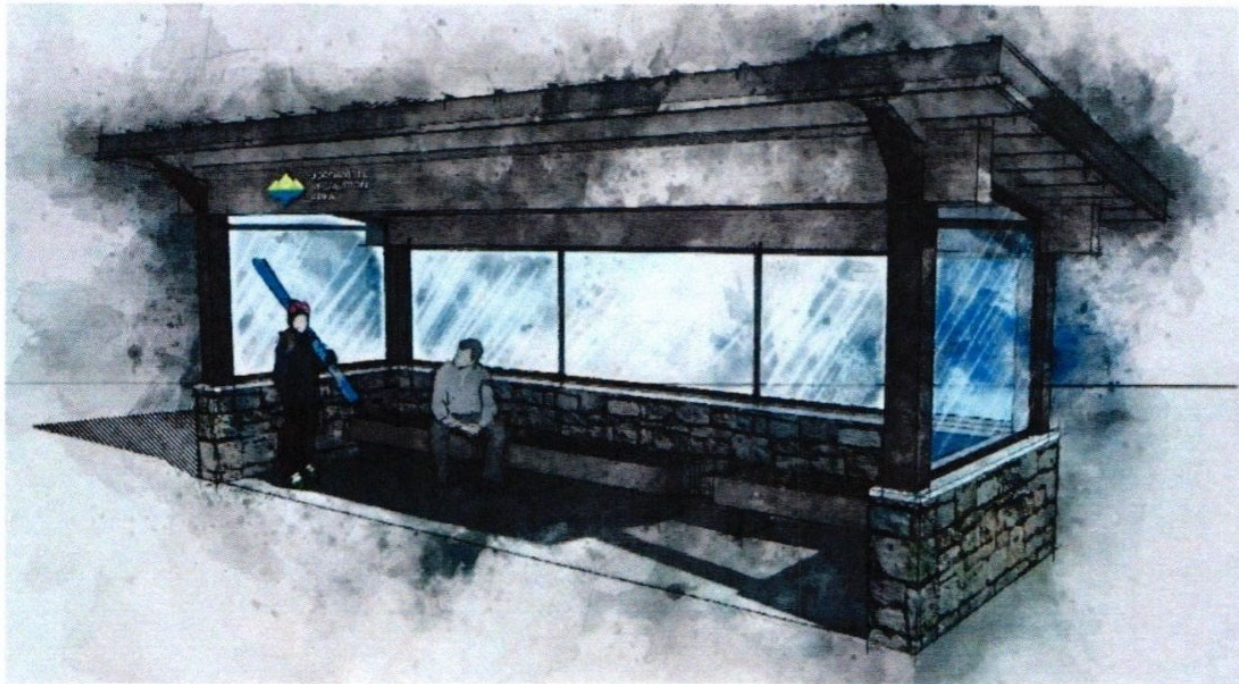
5.8. Mail Boxes

Mail boxes will be coordinated in design and detailing with boxes in a darker color. Mail boxes should blend with the natural background colors and be constructed with a shed roof using natural stone, wood and COR-TEN steel and shall be built similar to the design shown below. Smaller numbers of gang boxes shall comply with the same requirements.



5.9. Bus Shelters

Bus shelters will be coordinated in design and detailing, should blend with the natural background colors and be constructed with natural stone bases and shed roof using wood, natural stone, and COR-TEN steel and shall be built as shown below.



5.10. Picnic Shelters

Picnic shelters will be coordinated in design and detailing, should blend with the natural background colors and shall be constructed with natural stone bases and shed roofs using wood, natural stone, COR-TEN or blackened steel, and painted metal.

5.11. Banners, Clocks and Flags

Banners, clocks, flags and other elements are encouraged around buildings in village areas to advertise community events. They should not have commercial messages. The image, approved JSPA logo, and elements of the JSPA East Side will be uniformly manifest in these items and should clearly communicate the unity of the area.

5.12. Paving Materials

Paving materials and patterns are important elements within the JSPA East Side. Paving character should be inspired by natural elements within the Utah landscape. It is important that a hierarchy of

paving within each landscape character area be established to delineate spaces, direct pedestrians and create interest at the ground plane level. Acceptable paving materials must be durable, frost proof, easily plowed and should have a high coefficient of friction.

Acceptable materials are concrete, colored and stamped concrete, pavers made of concrete or rock, and asphalt when edged with pavers or concrete. When pavers are used, they shall be set with adequate strength to prevent slumping and cracking and to allow for use of standard snow removal equipment. Aggregate concrete is not permitted. Examples are shown below. Within Commercial Centers, pedestrian walkways shall be distinguished from driving surfaces through the use of durable landscape treatments, curbing, and/or surface materials such as pavers, bricks, scored concrete, or similar materials. Materials of a different color and texture than the drive aisle are required where pedestrian walkways cross.



5.13. Streets

The streetscape is a strong component of the JSPA East Side design. Streetscapes, especially in villages, are the primary interface between the pedestrian and automobile and become vibrant activity areas that invite people to come and shop or discover the amenities. Streetscapes should provide interesting signs, banners, paving materials and other JSPA East Side design elements. The streetscape should address the needs of both the pedestrian and automobile. Legibility for these two key users should be at the forefront of every signage design decision. Vehicle accessibility should not be at the expense of the pedestrian. Signs within streetscapes should not be overpowering from sign to sign but should work in harmony.

5.14. Walkways & Pedestrian Circulation

Walkways should be designed to act as their own way-finding features by using textures, colors and materials to reinforce the travel direction and provide an exciting pedestrian experience. Wayfinding and educational kiosks or signs should be used at points of interest and intersections of walkways.

In order to provide a safe and pleasant experience, pedestrian access to and from Commercial Centers, Resort Features, Resort Villages and Residential Neighborhoods should be given careful consideration. Access to the site from adjacent sidewalks, public trails, through parking lots and bus stops should be continuous, well established, and clearly visible. At the same time, the design should minimize the need for a guest or residence to use an automobile to drive anywhere within the JSPA to participate in the Resort Features.

A hard surface pedestrian and bicycle trail extends along the Jordanelle Parkway as the primary backbone to the local and regional trail network. Developments located near or adjacent to this trail System should pay particular attention to providing obvious and easy access to/ from this hard surface trail- thus establishing an enjoyable link between residential areas and commercial hubs. In addition, Developers should work with the County to identify nearby locations for potential bus or shuttle stops and thereby incorporate safe and convenient access via public transportation.

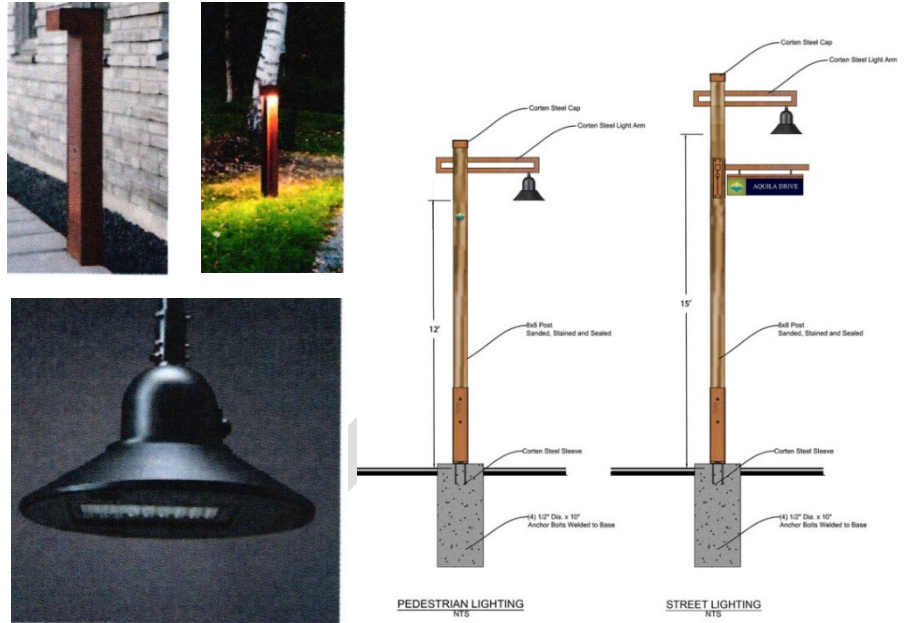
Pedestrian circulation within the site is another critical component to unify a Commercial Center with the resort. Sidewalks and pathways through commercial uses should be coordinated and coherent to provide circulation out of the way of vehicle hazards. The drive aisle shall not be used as a pedestrian walkway. Vehicle movement should not be prioritized over pedestrian safety and enjoyment. Sidewalks should be generously sized especially adjacent to ground floor retail to prioritize the pedestrian experience and ensure movement between storefronts and buildings is enjoyable. This is essential to the resort shopping and dining experience.

5.15. Community Lighting

Lighting is a very important aspect of the JSPA East Side. Due to the nature of lights and how they attract attention it is imperative that great care be taken in the selection of light stanchions to enhance the theme of the JSPA East Side. Lamps should use a minimal number of lumens and still provide a safe environment for pedestrian and vehicular traffic. All lighting shall be constructed of wood and COR-TEN steel, be Dark Sky compliant, approved by the power provider and shall be substantially similar to the designs shown below. For the public areas, a series of JSPA East Side Standard Lights, Poles and Bollards shall be similar to designs shown below. These Standard Lights, Poles and Bollards are a part of the Standard Design Elements of the JSPA East Side and include the approved JSPA logo.

Street lighting illumination levels must be of sufficient intensity to provide security but not overpower the nightscape. Street lights shall not be more than 14 feet in overall height. Bollards and other low-level lighting will be provided for pedestrian pathways. Bollards shall not exceed 42 inches in height and shall have a light cut-off of no more than 90 degrees.

Parking lot lights are permitted to be a maximum of 20 feet tall and street lights outside of the villages shall conform to the height and other regulations shown below and listed in Exhibit A. Street lights shall be located primarily at street intersections. Signs within a public right-of-way may only display the JSPA logo.



5.16. Community Gathering Spaces

Gathering spaces are for the purpose of providing vibrant and activated four-season pedestrian spaces. Community gathering spaces must be provided in commercial and village centers at key locations. Plazas are typically surrounded by buildings or compatible uses that will support or enhance a vibrant resort village.

5.17. Public Art

Public art is important to create unique community places, improve harmony between a private development and its public context, facilitate way-finding, add value to the project and the neighborhood by enriching its aesthetic and the experience of living in or visiting the JSPA. Land and business owners may choose to commission artists to provide public art displays or to incorporate art into the development. Art opportunities within the JSPA should highlight the cultural and historical connections within our community through local history, environmental systems, diverse cultural traditions and visual symbols. Art displayed outdoors within the JSPA should be located:

- a. In a way that does not block windows or entranceways, nor obstruct normal pedestrian circulation in and out of a building (unless such alteration is specifically a part of the experience or design of the artwork);
- b. In a way that does not create a safety hazard;

- c. Where landscaping and maintenance requirements are possible;
- d. So as to be either immediately visible or in a location where it will be visible by the most people;
- e. Where it is not overwhelmed by nor competing with the scale of the site or adjacent architecture;
- f. Where it will enhance its surroundings or at least not detract from it (creating a "blind" spot where illegal activity can take place);
- g. Where it will create a place of congregation or in a location that experiences high levels of pedestrian traffic and activity; and
- h. Where it will effectively enhance and activate the pedestrian and streetscape experience.

5.18. Public Restrooms

Stand-alone public restrooms are required where access to facilities is determined to be important by the Planning Commission for the operation of a specific use, such as a public trailhead, park, plaza or other recreation facility, or as otherwise required by code. Resort Villages are required to provide public restrooms. Where public restrooms are provided, maintenance and cleaning are the responsibility of the owner or owner's association (in the case of public parks, etc) and will comply with all existing health and safety guidelines. If restrooms are located in a separate building from other buildings in a development, the architecture, materials and color shall be in the same style as the rest of the development. If restrooms are open at night, outside lighting, consistent with the rest of the development, will be provided. Otherwise, the facility will be required to be locked after sunset.

In the case of larger retail centers over 20,000sf, if no separate public restroom is provided, the tenants within the center will be required to provide facilities for their customers and visitors of the site.

5.19. Loading and drop-off areas for micro-transit/ carpooling) in Commercial Centers

Commercial Centers shall have designated rideshare loading and drop off areas incorporated into the overall site circulation. These areas should be easily and safely accessible by pedestrians, out of the flow of regular traffic, and will not require pedestrian street crossing in undesignated areas. If locations are not directly adjacent to a main structure for the site, shelters shall be provided. All shelters shall comply with the same guidelines as Bus Shelters.

Loading areas shall include paving materials and shall be consistent with the design guidelines and should be used to delineate pedestrian and vehicular areas where possible. Signage and lighting shall provide for simple and easy access.

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6 - BRANDING AND SIGNAGE

One of the single most effective unifying elements within the JSPA East Side will be signage and the related design elements. It is the design of the common signage, the nature of the design of the other signage and how they relate together that will provide the most immediate and apparent visual stimulus to the visitor and those who reside locally. The signage must be consistently used throughout the JSPA East Side in order to be effective in the unifying process. All signage shall be consistent with the materials, character, scale and finish that define the JSPA East Side Area.

It is the intent of this sign standard that signage contributes to the character of the development in an unobtrusive manner. Signage within the JSPA East Side will add to the character of the area. Signs shall be straightforward, professional in appearance and clear as to ability to convey its information. Signs should be limited throughout the JSPA East Side and will be integrated as decoration or awnings and covers. Signs are to be scaled in a manner as to encourage pedestrian circulation and appropriate scale to the public realm. Distracting, bright or visually intrusive signage shall not be allowed.

6.1. Adopted Logo

The JSPA East Side area has an adopted logo(See Exhibit C). This logo is intended to be used throughout the JSPA East Side with the intent to unify the JSPA East Side area and provide familiarity, a sense of place and a cohesive development.

6.2. Use of Logo

The JSPA logo shall be used in accordance with the use and branding guidelines (See Exhibit D).

6.3. Signs

The signs within JSPA East Side will have a common theme but also provide variety and interest to the area. Elements of the "brand identity" should be present in each sign in the JSPA East Side. Colors shall be consistent with the approved color palette and image of the resort. Loud and overbearing colors are not allowed. Using natural materials that relate to the mountain environment shall be used.

Sign locations size and scale should be carefully considered and in accordance with County regulations. Signs come in many categories, each with their own specific purpose. Signs in the JSPA East Side should be purposeful and reflect their intent clearly.

6.4. Allowed Signs

In compliance with ordinances, the following signs may be allowed including projecting signs, freestanding signs, fascia signs, awning signs, hanging signs, window signs, building directories, display boxes, traffic control signs (private), election signs, real estate signs, contractor's signs and rezoning and development permit signs. Exceptions to these sign types shall be where they do not perpetuate a legitimate directional or business purposes.

In Commercial Centers, signage shall be incorporated into the design of each tenant space/ building. Although brand identifiers for each tenant are allowed, colored lettering related to the Tenant's logo, sign scale, materials, and background shall be consistent throughout and shall maintain the natural color scheme/ materials as outlined. Signage contained within display windows will be professionally created (no hand written signs).

6.5. Entry Signs and Monumentation

Entry signs should be larger in scale and often create the first impression for the resort itself. These entry signs shall be monumental in scale, look like they belong to the native landscape, and be a maximum of six feet in height. They should act as if they are a part of the natural experience and blend with the natural background colors. Natural stone bases shall be provided if other materials are used for the sign. Signs must be constructed of natural stone, COR -TEN or blackened steel, with lettering made from wood or metal, and if lit have Dark Sky compliant down- or back-lighting as shown below. Where possible, monument signs will look as if they are an extension of the native setting and local culture.



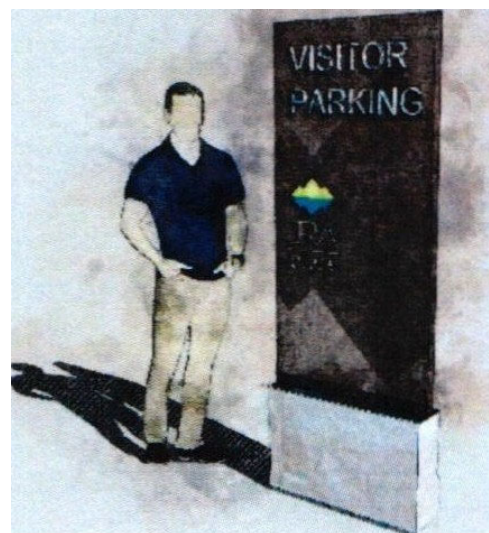
While entry/ monument signs are not required for Commercial Centers, they are encouraged. When utilized, they should be located in obvious entrance areas, visible from the street to act as an invitation for both pedestrian and vehicle users to come explore.

Commercial Center Monument signs may list the tenant businesses found inside the Center, but must maintain the natural color scheme and materials as outlined above. Bright colors, as found in many company logos and lettering, will not be allowed- although lettering style and symbols that are part of the tenants' brand may be shown.

6.6. Directional Signs

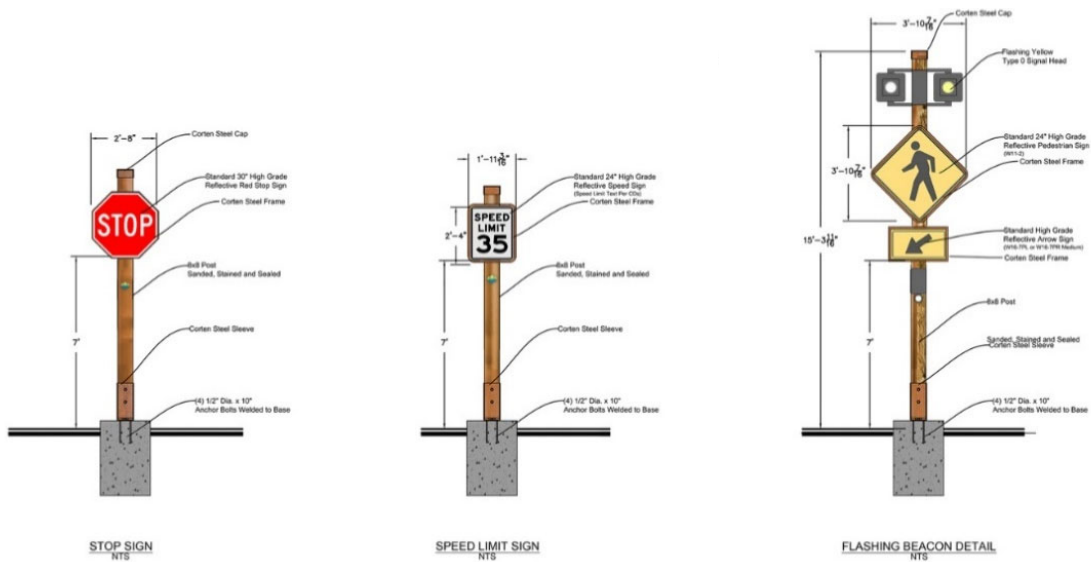
Directional signs must be easily identified for the first-time visitor to the JSPA East Side. Directional signs are oriented toward vehicles and higher speeds. Directional signs should capture the natural theme, not be overstated, and a maximum of six feet in height. These signs should be simple to read and make getting around the resort simple. Directional signs shall be consistent in their look and graphic vocabulary, blend with the natural background colors, be constructed with natural stone bases using COR-TEN steel with metal lettering, and if lit have Dark Sky compliant down- or back-lighting as shown below.

Elements of the overall JSPA brand and logo shall be consistently used on the directional signs to reinforce the JSPA brand. Signs within a public right-of-way may only display the JSPA logo.



6.7. Street Signs

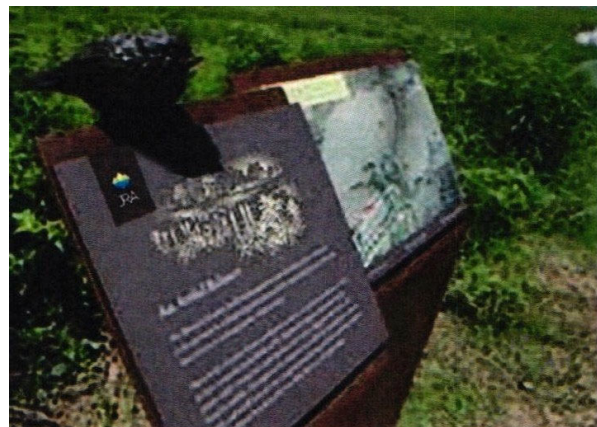
These signs, which will identify various streets in subdivisions within the JSPA East Side, will be standard signs that comply with Health and Safety standards and reflect the image of the JSPA. Street signs shall be consistent in their look, display the approved JSPA logo, and be constructed of wood and COR-TEN steel as shown below and in Exhibit B. Signs within a public right-of-way may only display the JSPA logo.



6.8. Standard Map and Interpretive Signs

Maps of the Resort will be provided at key nodal points, providing visitors with orientation and information.

Interpretive signs are part of the educational experience for the JSPA East Side. These interpretive signs may define a view, provide history or heritage of the area or understanding about native flora and fauna. The use of technology on interpretive signs is encouraged. Things such as QR Codes can provide a link to more information for the interested JSPA East Side visitor.



Interpretive signs shall be consistent with the JSPA brand, display the approved JSPA logo, and be constructed of phenolic resin and COR-TEN steel.

6.9. Business Signs

Business signs have a long and colorful history in western culture. Not only do they define the type of business, but they also often set the character of a street, acting like banners that reinforce the brand. Business signs often are meant to provide an edge over competition making it very important to regulate the size, scale, color and material to ensure their consistency with the overall JSPA experience and the character of the room or pathway where they are located. Business signs come in many types. These types include: Building signs, entry & monument signs, blade signs, building plaques, awning & window signs, and interior signs. Each of these signs has a specific role to play in the overall character of JSPA East Side. Business signs should blend with the natural background colors, be constructed of natural stone, wood, and COR-TEN or blackened steel as shown below.



6.10. Building Signs

Building Signs are often important elements of other private users and will reflect the users specific brand elements. These signs must also be carefully integrated into the overall theme for the JSPA East Side. The ownership group will work closely with other private groups to keep these building signs within the overall brand context for the JSPA East Side. Building signs either identify an entire building or a specific business located within the building. Building signs are mounted flush to the building and should blend with the natural background colors, be constructed of natural stone, wood, and COR-TEN or blackened steel as shown below.



6.11. Blade Signs

Blade signs are signs that are perpendicular to the pedestrian movement and are attached to posts, buildings or hang down from awnings. Blade signs are typically part of a pathway and should not be so competitive in color or scale to detract from the overall JSPA experience. At the same time they should reflect the type of business to allow easy identification for resort visitors. Blade signs should blend with the natural background colors, be constructed of natural stone, wood, and COR-TEN or blackened steel as shown below.



6.12. Banner and Special Event Signs

Banner and special event signs in natural colors are allowed with special approval of County and HOA and must be removed after the event.



6.13. Sign Lighting

All lighting of signage shall be in accordance with Chapter 16.21.16 and 16.26 of the Wasatch County Code. Lighted signs must be carefully considered. Sign lighting should integrate into the overall theme of the setting and buildings on which they are located. Sign lighting should have Dark Sky compliant down- or back-lighting as shown below and should not cause glare to pedestrians or adjacent properties.



6.14. Prohibited Signs

The following signs and sign types are prohibited: billboards, balloons, roof signs, changeable copy signs, pole signs, painted windows or building walls, internally illuminated plastic/Plexiglas or neon signs, animated, audible, dynamic or moving signs, or signs that emit light, air, noise, smoke, vapor, particles or odor or any sign not authorized by the code. Painted wall signs and signs made of material not in keeping with the natural materials found in the JSPA East Side area are also prohibited.

6.15. Safety Hazards

Signs that create a safety hazard by obstructing building ingress/egress or clear view of pedestrian or vehicular traffic are prohibited.

6.16. Snipe Signs

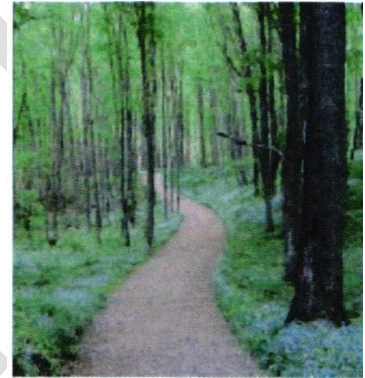
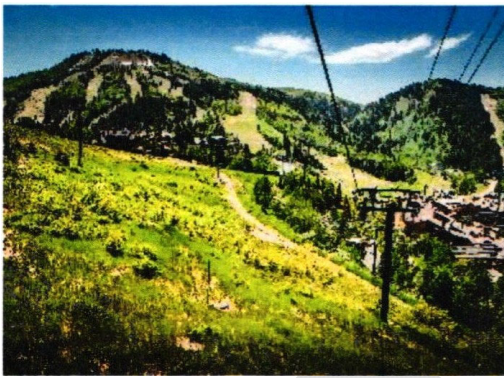
All Snipe signs are prohibited, including:

- a. Signs affixed to or leaning on any living plant, tree, bush or shrub;
- b. Signs nailed, stapled, screwed, taped, or glued to any building, boulder, retaining wall, bench, sign, bridge, post, lamp, banner, or other permanent fixture; or
- c. Signs left lying on the ground that would act to damage or deface that surface.

7 - PATHS AND TRAILS

The master trail system within the JSPA is also part of a comprehensive trail system in Wasatch County and the Regional Trail System. The JSPA is intended to have an extensive trail network to provide multiple types of trail users with different experiences. Trails within the master planned area shall provide connections to adjacent neighborhoods and to the Resort Villages.

The design objective for the paths and trails is to provide a safe, pleasant and "experiential" pedestrian system to link residential areas, community facilities, and public amenities as part of trail system within the JSPA, as well as to areas outside of the JSPA.



7.1. Comprehensive Trail System

The year-round success of the JSPA is largely based on a comprehensive, well designed trail system with connections to all adjacent trail systems. The JSPA system is designed as part of a much broader trail system that extends to communities within the County and also connects to Summit County, the Snyderville Basin and Park City/Deer Valley trail systems.

The trail system is designed to accommodate multiple non-motorized user groups and to provide a series of recreational experiences for biking, equestrian, hiking, cross-country skiing, walking and running. Motorized use of trails is prohibited except for authorized emergency vehicles. As final trail alignments are set, careful coordination should take place with Wasatch County to ensure standards are met.

7.2. JSPA Trails Master Plan

The JSPA is intended to have an extensive trail network to provide multiple types of trail users with different experiences. Trails within the master planned area shall provide connections to adjacent neighborhoods, commercial areas, the perimeter trail system at Jordanelle State Park, Mayflower Resort Villages and the trails in Deer Valley, Park City and Summit County. Final trail alignments should be established to take full advantage of the spectacular views available and to minimize any adverse impacts on neighborhood residents and property owners.

In key locations, small pocket parks should be provided with picnic facilities, restrooms and drinking water. Developers shall use a licensed trail builder to design and build trails.

7.3. Phasing and Costs

Developers will be required to build and maintain public trails on their property. At some time in the future a basin-wide maintenance plan may need to be considered.

7.4. Trail and Paths Standard Design Elements

Suggested standard design elements for trails and paths are as follows:

- a. Common Lighting standard design elements;
- b. Common bollards;
- c. Paved with native materials or asphalt with a weed barrier;
- d. Railings (consistent styles and sizes);
- e. Materials and design for rest areas and viewpoints (including restrooms where appropriate) ;
- f. Landscape planting and re-vegetation;
- g. Trail signs with the JSPA logo (the same for the entire JSPA);
- h. Walls and wall treatments;
- i. Common kiosks (as approved in this document) and wayfinding signs with the approved JSPA logo; and
- j. All trails shall be built in accordance with the Wasatch County trail standards that contains additional detail to this document.

7.5. Equestrian Trails

A proposed equestrian trail will link both sides of Highway 40, and it is important that the horseback riders have access to the trail system in SkyRidge and to the trails in the regional system in Northern Wasatch County, the State Parks and Southern Summit County. The trails may be multi-use and shared with bikers and hikers. Equestrian Trails may be shared or separate and shall be made of native material and be four feet wide.

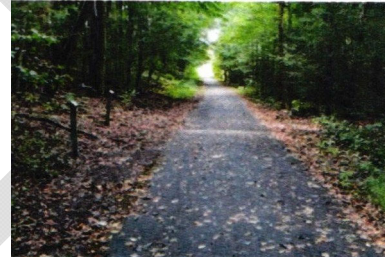
Equestrian parking areas should be provided for these users and should consider the requirements of horse trailers for parking. This trailer parking area may be separate from the equestrian center. Horse tie-ups should also be provided in these locations.



7.6. Hard Surface Pedestrian/Bicycle Trails

A hard surface pedestrian and bicycle trail extends to the North along the Jordanelle Parkway. This hard surface trail will connect to the trail system in the Mayflower North Neighborhood, the regional system in Northern Wasatch County, and the Jordanelle State Park and Summit County system and creates a loop around the Deer Crest Village Center. The hard surface trail connects to the Mayflower South Neighborhood.

Hard surface pedestrian trails shall be paved in asphalt with a weed barrier and be ten feet wide along the Jordanelle Parkway and at least five feet wide in development areas. These trails should provide a soft shoulder on each side for pull outs. Shoulders on the uphill side of the trail should slope back to capture sediment from the hill and keep it from running over the trail system. Drainage swells should be provided on up hillsides of the trail with culverts in key locations to allow water to pass under the trail. Pocket park rest areas with restrooms should also be provided with water and picnic tables in key locations. Bike racks should be provided to allow bicycle riders to leave their bicycles and travel on foot if desired. View areas should also be considered in key locations.



7.7. Golf Cart Paths

Golf cart paths are required between holes and will cross through different properties. Golf Course paths shall be eight feet wide and paved with asphalt or concrete with minimal shoulders. Alignments for the golf paths will be finalized when the final golf course design is completed.



7.8. Compacted Soft Surface Pedestrian Trails

Compacted surface trails should be extensive throughout the JSPA. These trails link critical areas to more trafficked hard surface trails. The soft surface trails may run adjacent to the golf course. Compacted soft surface trails will require regular maintenance to keep the trail from overgrowing. The trail will also require compaction twice a year to maintain the trail surface. Where necessary, shoulders on the uphill side of the trail should slope back to capture sediment from the hill and keep it from running over the trail system. Drainage swells should be provided on uphill sides of the trail with culverts in key locations to keep water off the trail.

7.9. Mountain Trails

Mountain trails are located in sensitive areas that require a minimal disturbance to land. These types of trails should be the most extensive in the JSPA and built in accordance with County and IMBA standards. These trails are primarily for hikers, mountain bikers and equestrian users.

7.10. Trail Maintenance

Trails will be maintained as detailed in each Development Agreement.

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8 - PARKING

Parking must be adequate, simple, convenient and very easy to find. Structured parking is anticipated in commercial areas.

8.1. Parking Plan

The number of parking spaces required shall be governed by the Wasatch County Planning, Zoning and Development Code regulations. In a resort setting parking lots and parking structures may be critical to the success of the resort. However, because of aesthetic concerns, it is also just as important that these types of facilities be implemented in such a way as to not detract from the overall theme of JSPA East Side.

8.2. Shared Parking in Commercial Centers

Although necessary, parking areas are inherently not aesthetically pleasing and detract from the natural mountain beauty of the JSPA. Reducing the amount of paved service for parking preserves more land for green space and pedestrian walkways/ outdoor areas. One way to provide ample parking for a given land use, without encouraging excess parking availability is by employing the concept of “Shared Parking”.

The concept of shared parking is widely accepted and adopted by the Urban Land Institute (ULI), the Institute of Transportation Engineers (ITE), and Municipalities across the country. Shared parking is when two or more land uses share the same parking spaces. By taking into account different “peak hour” parking demands, shared parking areas reduce the total number of parking spaces required compared with simply adding together the parking requirements of each individual land use. When appropriate, given the land use of a particular Commercial Center, Developers should consider and submit a shared parking study for approval by the County. In cases of multi-tenant, mixed-use centers, it is required. The approach should be focused on providing for additional greenspace or public gathering areas and not as a method for increased density on an otherwise constrained site.

A Shared Parking Study should take into consideration peak hours by tenant type, the amount of net usable square footage per tenant, the number of FTE’s required by tenant type, and the number of spaces required per square foot for particular uses per Wasatch County Planning, Zoning, and Development Code Regulations. A Shared Parking Study may also consider the use of micro transit if services are available.

Parking shall comply with WCC Chapter 16.33.

8.3. Parking Area Design

Parking areas should be designed so that they are located to the rear or side of buildings whenever possible and in a manner such that any vehicle on the property is able to maneuver to exit from the property traveling in a forward direction. Parking areas should be designed so that a car within a parking area will not have to enter a street to move from one location to another within the same parking area, and the number of entrances and exits should be limited to reduce conflict and lessen possible congestion at street intersections. Parking areas should also allow seamless links to pedestrian patterns. This can be implemented through the use of design elements such as painted or enhanced paving, architectural features, or landscape treatments.

Developers must provide for a landscaped area, referred to as the landscape buffer, to help provide the visual screening of the parking area. The width of the landscape buffer can vary but optimally should be approximately 15 feet in width. Use these landscape buffers and walk ways to reduce the visual impact of surface parking areas.

8.4. Parking Structure Guidelines

Parking structures will be found throughout the JSPA, and their design and appearance are a major consideration for the visual quality of the JSPA East Side. The design guidelines in this section are intended to assure that parking structures incorporated design features, which make them more attractive. The JSPA East Side guidelines for parking structures are as follows:

- a. Partially conceal views of cars parked in parking structures through a combination of visual barriers, retail fronts, architectural design and plantings. Open sided facilities, which allow complete views of parked vehicles, are not permitted.
- b. In the landscape buffers, utilize earth berms on walls of the parking structure at ground level to minimize visual impact and provide landscape areas.
- c. To implement screening in the Landscape Buffers, plant large trees adjacent to the structure to screen views from buildings, roads and pedestrian areas.

8.5. Visual Screening of Surface Parking and Structures

Surface parking areas and parking structures shall be screened visually from streets. They shall also be screened from Highway 40 or other major view corridors by the use of plants and berms. This visual screening is contemplated to be partial, not a complete cover. Screen walls are not required. This

will apply to the view from Highway 40 as well. In cases where screen walls are used, wall faces must be treated with natural stone or a living wall in a manner that is consistent with the retaining and free-standing wall standards in the JSPA East Side. Parking should be designed to fit in the natural landscape and minimize disturbances to the native vegetation.

8.6. Service Areas & Dock Delivery within Commercial Centers

Service areas/ loading dock delivery areas should provide for optimal circulation, planning, parking, appearance, and orientation. They should be as inconspicuous as is practical and located out of the view from public areas as practical. When included, loading and servicing areas shall adhere to the same architectural standards of the JSPA. Any separate buildings for services must be constructed in materials and form compatible with the main buildings and surroundings. Service bays are to be located within the building or parking structure and not visible from the pedestrian realm.

All maneuvering of service vehicles for a specific building must be within property boundaries wherever possible and shall not create a traffic issue on public roads and sidewalks. If exterior service bays are necessary, locations visible to hotel entries or commercial businesses or streets should be avoided. Permanent visual screening for exterior service bays and garbage refuse containers must be provided and not visible from the pedestrian realm.

Service bay design must be durable and should be designed to prevent ice and snow build-up to provide ease of access for winter garbage pickup. Enclosed garbage storage and recycling rooms or bays shall be provided in each building. All garbage containers shall be stored on-grade, within the building, or in underground parking lots away from public view. Adequate ventilation must be provided (exhaust to roof). Containers must be easily accessible to garbage trucks.

Techniques to be implemented for service areas as possible and practical:

- a. Buildings within a development should share service areas in order to consolidate these areas (when practicable).
- b. Service areas and equipment should be screened from Highway 40 or other major view corridors including local streets and sidewalks by the use of plants and berms. This visual screening is contemplated to be partial, not a complete cover. Screen walls may be used and may be required if other alternatives are not acceptable.
- c. In cases where screen walls are used, wall faces must be consistent with the same materials as the principal buildings to the greatest degree possible and/or treated with natural stone or a

living wall in a manner that complies with retaining and free-standing wall standards in the JSPA East Side.

- d. Walls should be designed as much as possible to fit in with the natural landscape.

8.7. Ride Sharing & Car Pool

Commercial Centers will encourage the use of Alternative Transportation by providing convenient bicycle parking throughout, shuttle stop access, and trails as outlined above. Additionally, Commercial Centers in the JSPA will provide signage indicating preferential parking for carpool and low emission vehicles. Centers will also implement a designated drop off area for Rideshares (Uber, Lyft, and similar lawful providers) that facilitates the overall vehicle and pedestrian circulation plan. This may include drop-off aprons to ensure safe circulation.

9 - GOLF TRAINING FACILITY

An integral part of developing the golf course component of the JSPA East Side is related directly to land form and ownership. Golf holes are envisioned to follow the existing landforms, and where distinct features such as ravines cross fairways they will be preserved and will become natural hazards. Grading at the golf course should take place in a manner to preserve the natural landform wherever possible. Abrupt grade breaks should be avoided unless they are part of the natural landform; such as a rock outcropping. Slopes should be no more than 3:1 on fill slopes. Cut slopes should also strive to achieve 3:1 slopes unless soils may be reclaimed steeper. Grading easements may be required outside of the golf course. Land owners will provide these easements to the toe of the maximum achievable stable slope from or to the golf course as part of the approval process. Golf design should preserve significant vegetation, drainage ways, and landform wherever possible. In cases where these features need to be changed or removed, the design will strive to reintegrate the golf course so it looks as if it belongs as part of the land. Golf design will strive to be as water efficient as possible and where possible use secondary water or untreated water for the design.

The use of native plants is encouraged wherever possible to integrate the golf design into the local environment. Native plants that are endemic to the area will require less water once established and help integrate the golf into the native landscape. Housing development, roads and recreation facilities have been set back from golf fairways at a distance recommended by the National Golf Foundation to avoid damage from errant golf balls. Buffer easements may be required on some abutting properties in order to maintain desired buffer zones along fairways. The golf course shall take place in community space.



10 - EQUESTRIAN FACILITIES AND BARNES

A valuable amenity of the JSPA East Side is Equestrian Recreation. All Equestrian Facilities and Barns will embrace the spirit of the JRA Design Handbook to blend with JSPA Single-Family Residences and communities.

Equestrian Facilities must incorporate the materials and colors found in the JRA Design Handbook but may, upon approval by the JSPA Planning Commission, expand the finishes to include a decorative woodgrain finished metal siding to blend with the native mountainous setting if the look and spirit of the JRA Design Handbook can be maintained. If approved, the metal siding shall have a look and feel as high or higher quality than cement fiber board siding and give the appearance of traditional barn wood.

Equestrian facilities, as regulated in this section, may contain indoor exercise arenas, barns and any additional buildings to house horses and ancillary materials. Indoor exercise arenas will, at a minimum, have two exterior finishes, one of which must be a natural stone wainscot a minimum of five feet high that is consistent with the JSPA color palette.



Barns, at a minimum, shall incorporate woodgrain finished metal siding similar to that used on the indoor exercise arenas exterior, however, barns, including all other ancillary buildings, are not required to have a stone wainscot. Barns may have individual fenced runouts for each horse housed and large sliding barn doors.



The roof system of indoor exercise arenas and barns must feature cupolas and dormers to break up the length and mass of the roofs with numbers and separation approved by the JSPA Planning Commission. Roof eaves shall be a minimum of four feet around all structures with a minimum of a 17” thick fascia. Windows in facilities will be recessed and non-reflective to “enhance the visual interest of the building” and comply with the design handbook.

EXHIBIT A - COMMUNITY LIGHTING

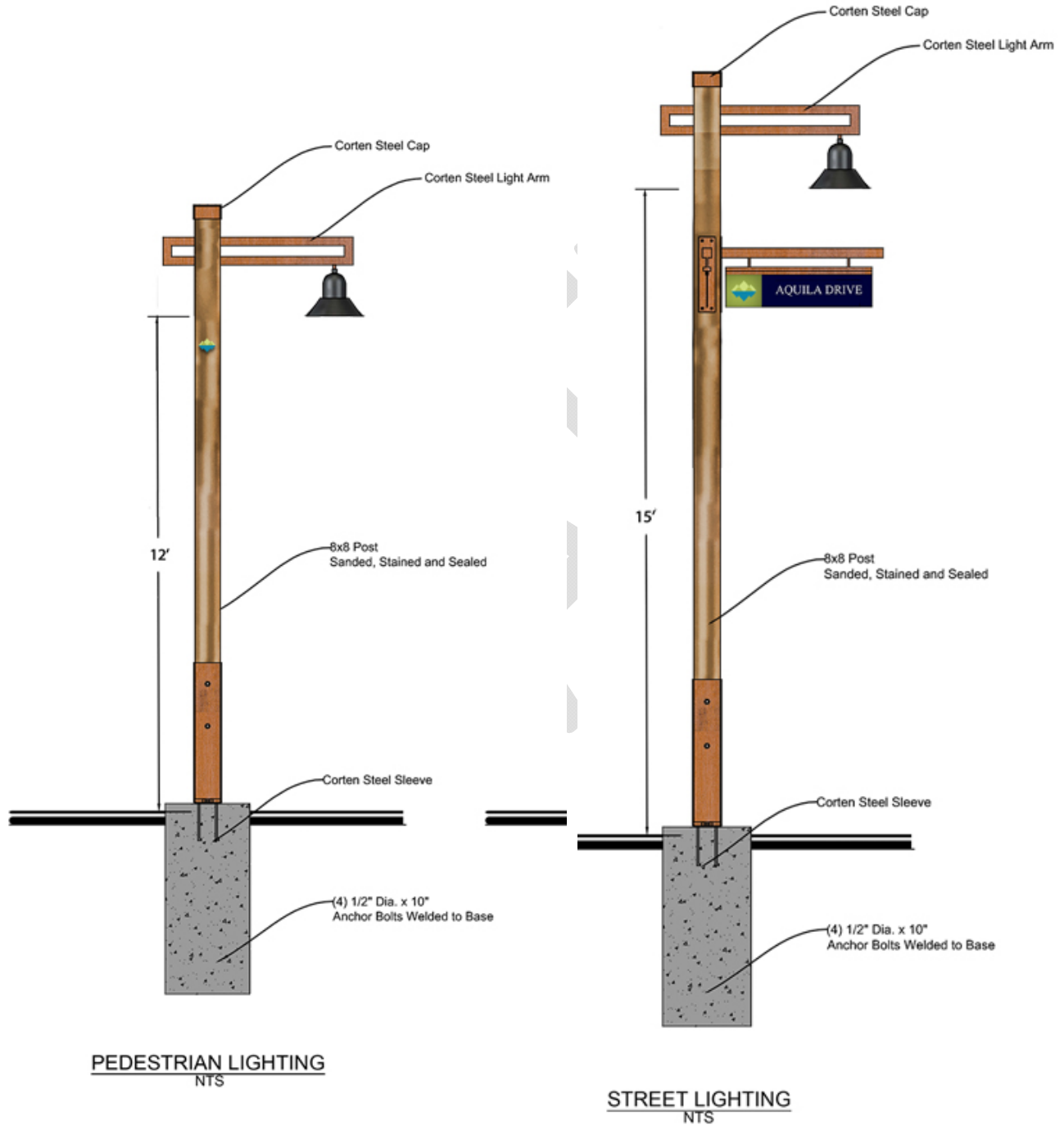
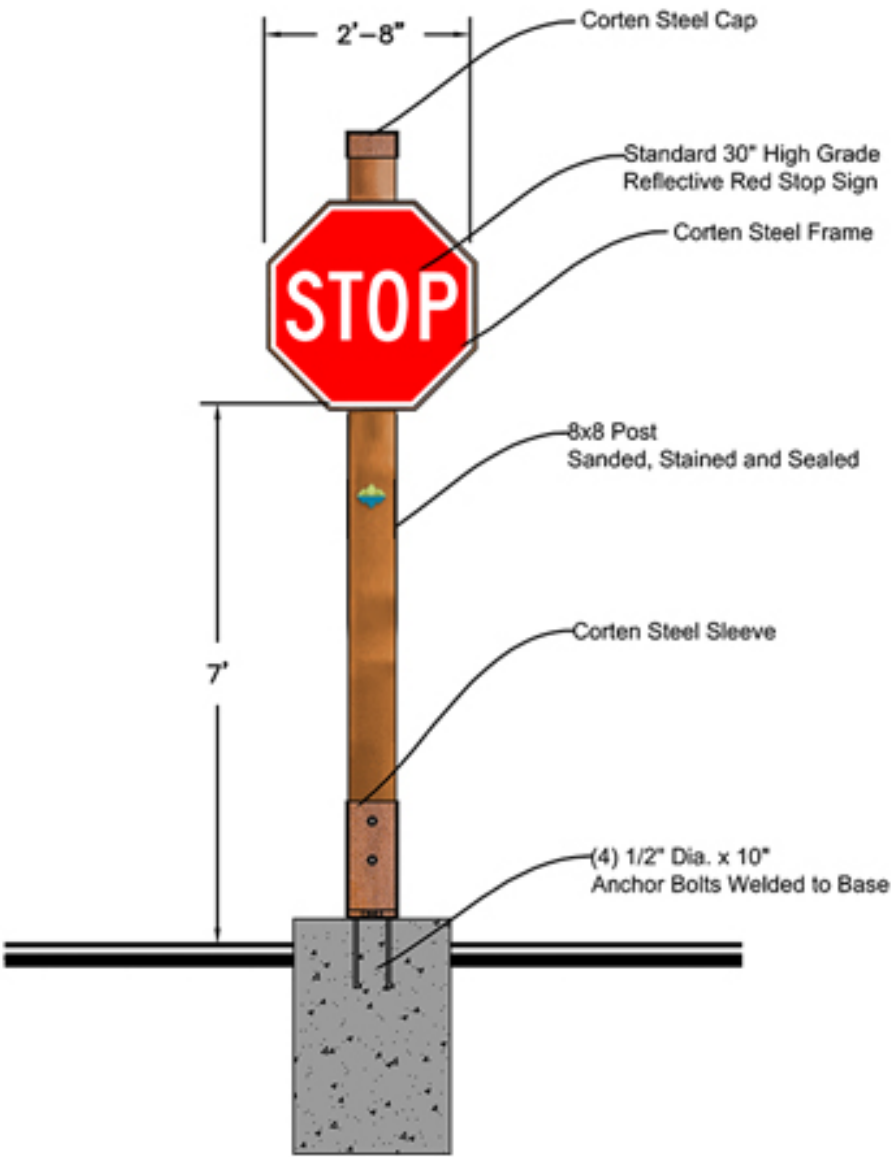
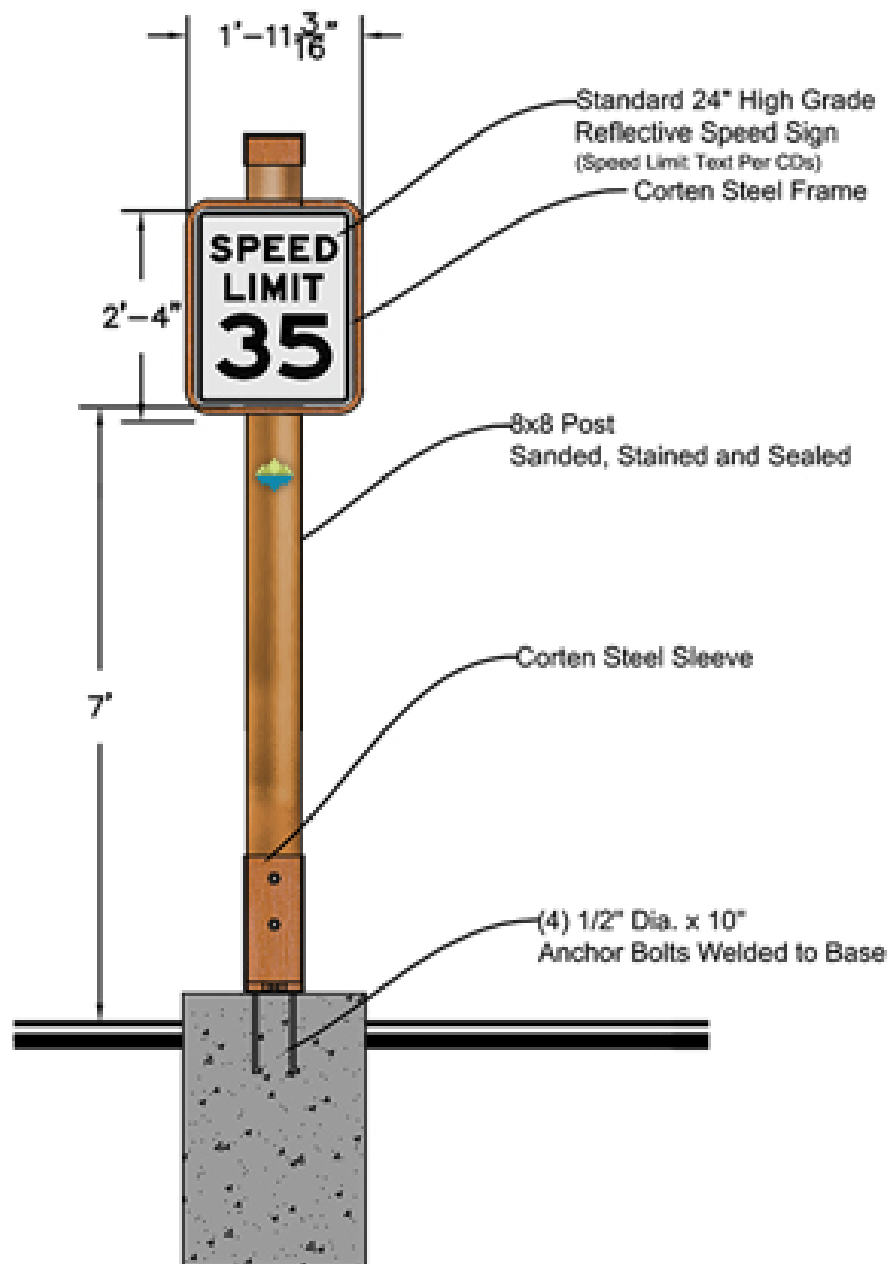


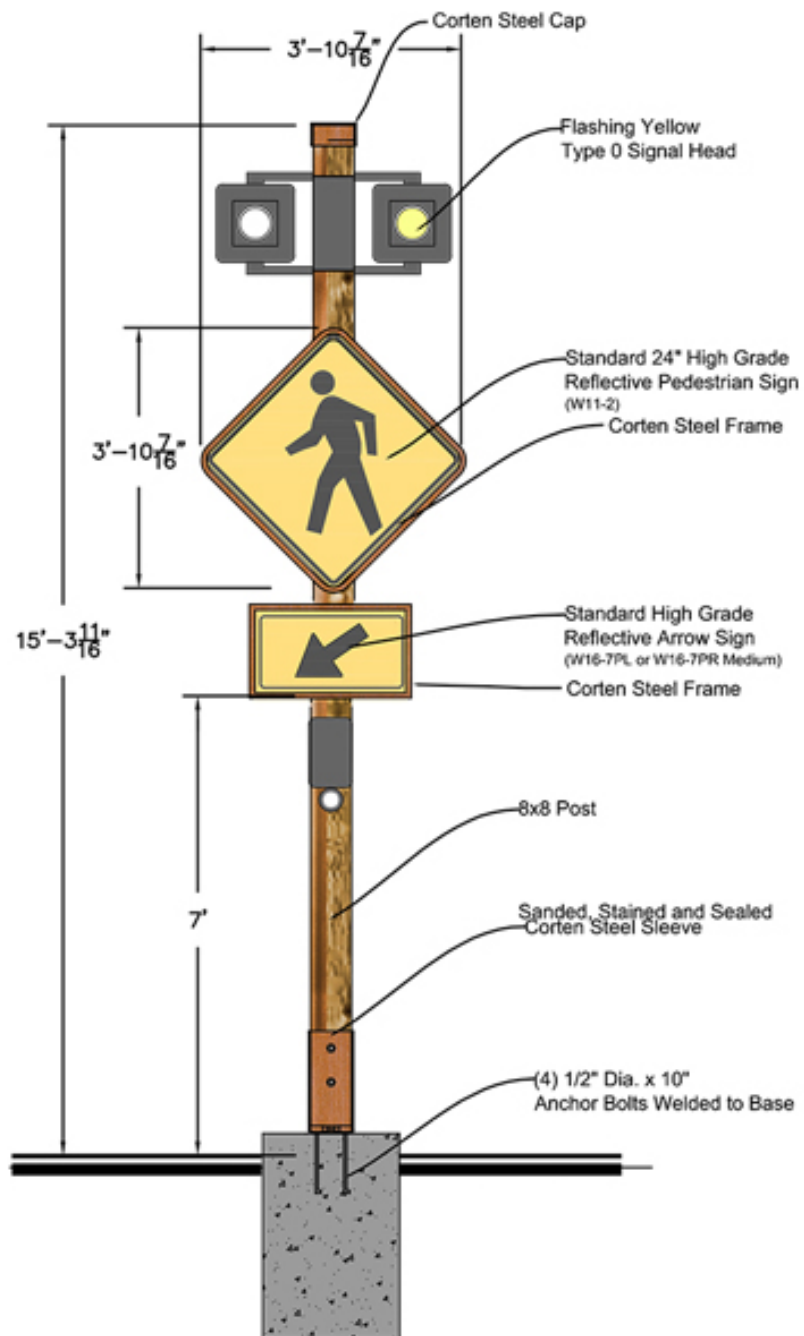
EXHIBIT B - STREET SIGNS



STOP SIGN
NTS



SPEED LIMIT SIGN
NTS



FLASHING BEACON DETAIL
NTS

EXHIBIT C - JSPA EAST SIDE LOGO





brandmark logo



acronym logo
center aligned



name logo
triple line left



full logo
triple line



full logo
double line



acronym logo
left aligned

EXHIBIT D - JSPA EAST SIDE BRANDING GUIDE

DRAFT

Brand Guidelines

version 1.0

NEW VERSIONS OF THIS DOCUMENT WILL BE ISSUED AS THE JRA BRAND
EVOLVES. PLEASE MAKE SURE YOU ARE USING THE MOST RECENT BRAND
GUIDELINES DOCUMENT

date of issue: 03.17.19



JRA
JORDANELLE
RECREATION
AREA



JRA - Jordanelle Recreation Area
Brand Guide



Overview

the purpose of this guide

A brand earns loyalty and respect when it effectively differentiates itself from its competition and the purpose of this brand guide is to identify and enforce the JRA logo standards as a vehicle for impact and success.

The objectives of our brand identity system are to:

Consistently express the JRA brand – our promise, history and values.

Manage the value of the JRA brand and strategic brands to instill familiarity, reinforce brand experience and protect our equity.

Provide tools to facilitate consistent delivery of the brand promise with every point of contact.

As there will be continuous touch points where the JRA brand will be seen, it's integral that each impression be consistent with the other JRA assets. JRA has one logo but can be delivered in one of 6 formats to integrate seamlessly and

efficiently into each placement. Non-adherence to these standards for internal departments, Web sites, trademarks, etc. dilutes the power of the JRA brand, confuses customers and audiences, increases legal risk, and wastes JRA resources.

All internal and external applications should help protect and grow the JRA brand, as well as approved strategic brands, and should be developed with adherence to the standards provided throughout this guide. Therefore, development of internal logos is not permitted. Follow the enhanced identity system when separating the JRA logo from all graphics.

What constitutes an internal or business logo? As a rule of thumb, any kind of graphic element (photographs or illustrations) consistently linked with your business, brand, product or service name is considered a logo.





JRA LOGO

logo standards

Our logo is the anchor of our brand identity. It has become a recognized and respected symbol of our area. This section provides guidelines for correctly distributing the JRA logo to ensure consistency of our brand.

A strong brand identity system requires correct and consistent application of the basic design elements to all applications / usages. This section will teach you the basics of logo usage, and provide standards for using the JRA logo for all applications and usages.



General Use

The JRA logo is a key element of our brand identity. It is one of our most valuable assets, and consistent usage enhances marketplace recognition. Because it is so key to the area's recognition, it is imperative that it be distributed correctly. Please see the examples below to avoid some of the most common misuses..

20% horizontal and vertical space buffer

neutral or white space

Our logo should have a minimum of 20% vertical and horizontal space around outside edges to allow the logo to breathe and display properly.

accurate perspective

A common production mishap is the odd skewing or misshaping of the logo. Please ensure that the JRA brand is accurate in perspective and aspect ratio.

official formats

With much invested in the development of the brand and to retain consistency /recognizability, the JRA logo is never to be reformatted for any specific application.



Sizing & Logo Variations

JRA is one brand, but because there is often need for it to be used in many applications, an official logo set has been developed which should be followed to maintain maximum consistency and legibility.



Official Logos

These are the primary JRA brands that should be used and distributed as much as possible.

Horizontal & Vertical Logos

These are secondary JRA logos that should be used when the application merits either a vertical or horizontal format

Brand Mark

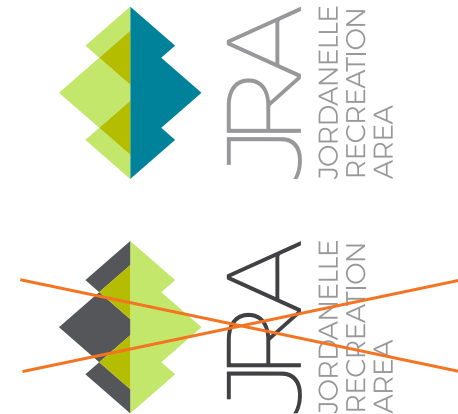
Where needed the logo can be displayed as a singular brand mark.



Color & Variations

When using the JRA logo it is imperative that the official brand colors are used. Below are the official Pantone (PMS) colors and a standardized set of secondary colors as well as the official JRA color palette and a guide to help our logo be consistent in color and application.

PRIMARY PALETTE			SECONDARY PALETTE		
	PANTONE 374 PC			PANTONE 7712 C	
	PANTONE 390 PC			PANTONE COOL GRAY 7C	
	PANTONE GRAY 7C			OFF WHITE 30% BLACK	



color combinations

Do not use any unauthorized or odd color combinations. If the logo needs to be used or printed as a two color, the logos should use one authorized PMS color and the text should be another authorized PMS color.



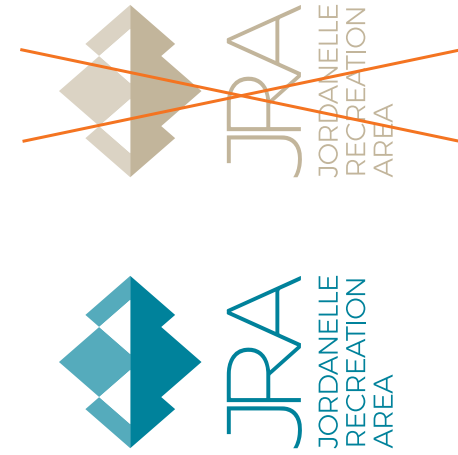
reverse

If the logo is to be printed on a dark background use either all one color that contrasts well against the background or the regular logo with white text.



one color

If the logo is required to be used as one color, use a authorized PMS color that contrasts well with the background.



STYLE / APPLICATION GUIDE

Overall, any JRA logo application should support the overall JRA standards. To set ourselves apart and always retain a professional appeal we have designed a bright, dynamic, colorful, brand that when applied to various environmental structures will catch the eye and read clearly. Please see the samples below as examples and **please note the 20% buffer around the logo giving it the space it needs to breath for maximum impact and legibility.**



SIGN / LIGHTING POSTS
logo format: brandmark
buffer: 20% (left, top, right)
alignment: top
color: full color logo



WAYFINDING
logo format: brandmark
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color: full color logo

SIGN TITLE



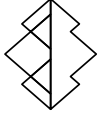
DIRECTIONAL SIGNS
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color: full color logo



BUS SHELTER / TRAILHEAD KIOSK
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alignment: left
color: full color logo



INTERPRETIVE CENTERS
logo format: brandmark
buffer: min 20% (left, top)
alignment: left
color: full color logo



ENTRY SIGNS & MONUMENTS
logo format: name logo triple line left (with wasatch county)
buffer: min 20% (left, right, top, bottom)
alignment: center
color: full color logo



STREET SIGNS
logo format: brandmark
buffer: 20% (left, top, bottom)
alignment: left
color: full color logo



style / application guide (continued...)

Overall, any JRA logo application should support the overall JRA standards. To set ourselves apart and always retain a professional appeal we have designed a bright, dynamic, colorful, brand that when applied to various environmental structures will catch the eye and read clearly. Please see the samples below as examples and **please note the 20% buffer around the logo giving it the space it needs to breath for maximum impact and legibility.**

The JRA logo is required to be displayed and will be the only logo on the following JSPA East Side common elements:

- Street address signs (on the street sign itself)
- All wayfinding signs
- All trail maps including maps at trailhead kiosks - All signs within a public right of way

Each neighborhood or development may have other identification signs which can display their logo and the JRA logo if desired.



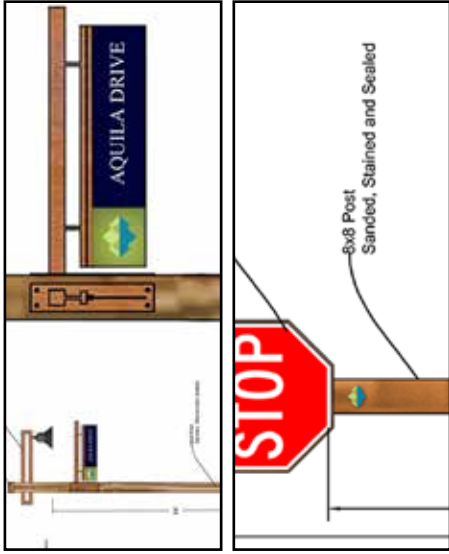
signage

entrance gate, environmental signs, etc



shelters / kiosks

bus, trail heads, etc.



signage

street, development, etc.



JRA - Jordanelle Recreation Area
Brand Guide

fonts and spacing

In general, appropriate leading (horizontal spaces between letters) and line spacing (vertical spacing between sentences) should be used in the production of a JRA asset. Failure to do so can result in type being un-legible and can contribute to a less than professional look and feel. Please see the text blocks below to follow general letter and paragraph spacing.



Montserrat Light

Montserrat Light is the primary typeset used for all printed text: headlines and peripheral copy. The typeface standard does not use any specific leading or line spacing.

+ download font



Muller Thin

Muller Thin is the primary typeset used for the JRA logo lettering. Muller thin is NOT to be used for anything but the logo font; but may be used for paragraph headers or bold print.

+ download font



Arial

Arial is a widely used standard font that is used for body copy in print, web, etc, primarily for places where small print is required. No additional leading or specific line spacing should be used.

+ download font



downloads

The following links have been prepared to supply authorized users with the current and best format of the JRA official logos and typesets. Please review this guide to understand the proper use of the JRA brand and typesets.

To download, go to www.jra.org/logos to download the following logos and fonts:

logos

							
full logo triple line	JRA JORDANELLE RECREATION AREA	full logo double line	JRA JORDANELLE RECREATION AREA	acronym logo left aligned	brandmark logo	acronym logo center aligned	name logo triple line left

fonts

- + muller light
- + montserrat light
- + arial



Wasatch County JSPA Planning Commission August 22, 2023



Item #3

Keetley Square -S-LO Jordanelle FGMCD, LLC-

Revision to Shared Parking Study

PLANNING COMMISSION RECOMMENDATION – TO COUNTY COUNCIL FOR APPROVAL



WASATCH COUNTY

Planning Commission Staff Report

Shared Parking Plan

ITEM 3

S-LO Jordanelle FGMCD, LLC requests a revision to the shared parking study approved for Keetley Square, a proposed commercial development consisting of retail, office, and restaurant space on 3.8 acres at the intersection of Jordanelle Parkway and Alpine Avenue. The proposal modifies the square footages of the uses initially assumed by the applicant and adds a request for utilizing bicycle spaces to cover parking needs for an addition of outdoor dining at the restaurant area. (DEV-4403; Austin Corry)

PROJECT SUMMARY

Applicant: S-LO Jordanelle FGMCD, LLC

Hearing Date: 22 August 2023

Related Applications: Jordanelle Commerce Park Master Plan 2021; Keetley Ridge Preliminary (DEV-4403)

Existing Zone: JSPA Neighborhood Commercial

Existing Land Use: vacant

Proposed Land Use: Retail, Grocery, Office

Acreage: 3.8

Request: Shared Parking Plan

Council Action Required: Yes

BACKGROUND

The Keetley Ridge Preliminary Subdivision and Site Plan was approved on May 04, 2022. The approval included Council acceptance of a shared parking plan that reduced the parking requirements for the commercial portion of the project (Keetley Square). While the study provided by the applicant had information suggesting that the County Code parking requirements were too high, that was **not accepted/used** in determining the shared parking plan. Instead, the Council approved the shared parking plan based entirely on the employee counts, uses, and hours of operation proposed by the developer. The uses included grocery, restaurant, and office. The parking study provided by the developer made assumptions on the square footage of these uses and the hours of operation of those uses. By comparing the peak hours of all uses on site, it was determined that a percentage of the project stalls could be "doubled up" so to speak. For example, the peak for office is mid-day, but those stalls are primarily vacant after 5:00pm when a restaurant begins to start the higher peak demands. The second adjustment was to exclude "back of house" areas from the general parking calculations and instead base those areas on the number of full-time employees. This resulted in a parking reduction.

Based on this premise, the Council approved the following shared parking plan:

Grocery = 9,000 sf (6,030 usable) with a 11:00 am peak – 7:00 pm peak

Restaurant = 10,325 sf (8,325 usable) with a 11:30 am – 1:00 pm and a 5:30 pm – 9:00 pm peak

General Retail = 11,375 sf (7,621 usable) with 11:00 am – 1:00 pm and 5:30 pm – 7:00 pm peak

Office/Professional Services = 6,500 sf (4,355 usable) with 9:00 am – 5:00 pm peak

Total peak requirement was 145 stalls (3.95 stalls per thousand)

As the developer has been working on Final Site Plan approval and seeking potential tenants to lease the spaces to, the developer desires to modify the square footage assumptions previously presented in their shared parking study to reduce the peak requirement from 145 stalls to 140 stalls and to allow the addition of an outdoor dining area without adding any vehicle parking requirements in consideration of the developer providing 14 bicycle stalls instead. A revised study has been prepared by the developer for your consideration as Exhibit A.

KEY ISSUES TO CONSIDER

- A shared parking plan requiring 145 stalls was approved with the Preliminary Approval in 2021.
- As proposed, total square footage of parking demand areas increases from 35,752 sf to 40,200 sf.
- Full time employee counts adjusted based on same principle assumptions from previous parking plan.
- The applicant has added 3,000 sf of outdoor dining and requests that no additional parking requirements be applied to the increased area due to a higher probability of bicycle/pedestrian traffic.
- The County Council has discretion on accepting the applicant presented parking study.
- An agreement will need to be executed to ensure the assumptions presented are followed as the project building and tenant lease-up occurs.

STAFF ANALYSIS

– LAND USE AND DENSITY –

The below table represents the gross square footage comparison between the proposed uses. The total ERUs for the project limit the square footage to 37,200. Outdoor dining does not contribute to ERUs but is considered for parking requirements since it increases the customer dining area.

Preliminary Approved Study	Request	Difference
Grocery = 9,000 sf	Grocery = 12,500 sf	+ 3,500 sf
Restaurant = 10,325 sf	Restaurant = 10,348 sf (5,348 rest. + 3,000 dining* + 2,000 coffee shop)	+ 23 sf
General Retail = 11,375 sf	General Retail = 12,300 sf	+ 925 sf
Office = 5,052 sf	Office = 5,052 sf	No change
Total = 35,752 sf	Total = 40,200 sf	+ 4,448 sf increase

*The submitted parking study contests that outdoor dining is not required to provide parking spaces.

The result of the changes as proposed is 4,448 square feet of increased area used in the parking calculation. While the increased square footage does affect parking, the outdoor dining area of 3,000 sf was not calculated in the ERU density allowance for the project. Removing the 3,000 square feet results in the new parking study being increased to the 37,200 sf density approved. The applicant contests that there is no parking requirement for outdoor dining because the use table for restaurants refers to floor space. However, WCC 16.33.06 requires each use to provide parking as an individual unit. A parking matrix in WCC 16.33.13 is used in determining the base parking requirement. If a use is not specifically listed, staff is required to find the use that is listed that most directly relates to the use being proposed. Under this provision, the outdoor dining area, which increases the usable area for dining activities of the restaurant, is included in staff's calculations of required parking.

– ALTERNATIVE PARKING ANALYSIS –

The below table represents the Full Time Employee (FTE) count presented by the developer and the resulting area committed to “back-of-house” areas where customers aren’t allowed.

Preliminary Approved Study	Request	Difference
Grocery = 6 FTE (-2,970 sf)	Grocery = 8 FTE (-4,125 sf)	+ 2 FTE + 1,155 sf
Restaurant = 13 FTE (-3,407 sf)	Restaurant = 11 FTE (-2,424 sf)	- 2 FTE - 983 sf
General Retail = 13 FTE (-3,754 sf)	General Retail = 14 FTE (-4,059 sf)	+ 1 FTE + 305 sf
Office = n/a (-2,145 sf hallways, etc.)	Office = n/a (-1,667 sf hallways, etc.)	- 478 sf

Wasatch County Code does not specify different ratios for many of the land uses based on what the square footage allocation of the use is for different aspects such as dining areas vs. kitchen. The separation between the areas of the commercial uses are not unique to this project, and have been included in consideration of the parking requirements in the Wasatch County Code in other similar proposals. Through the parking analysis reviewed by the County Council, the County Code does accommodate an ability for a developer to present an alternative option for the Council to consider. This was done in the initial approval of the shared parking plan where “back-of-house” areas were removed from the calculation required under the standard matrix found in Wasatch County Code 16.33, and instead those areas were given a parking ratio based on the number of full time employees for the peak shift. Part of this approval, if the Council chooses to approve, is accepting the alternative calculation and the FTE numbers assumed by the developer.

– OUTDOOR DINING –

The majority of the alterations made in the proposed update to the shared parking plan are consistent with the process previously approved, but simply modified based on a reallocation of the uses by the developer. The one item of significant difference is the addition of outdoor dining and assumptions being presented for consideration. As noted previously, the applicant contest that there is no parking requirement for outdoor dining, but staff interpretation of Wasatch County Code suggests otherwise. As such, staff analysis will continue to present the base parking requirement as interpreted in WCC 16.33 so the County Council can have accurate information prior to making a decision.

The JSPA area is a unique area in the County specifically planned and focused on becoming a four-season resort community with mixes of uses and vibrant activities year round. Outdoor dining is a welcome element to the area and supports many of the principles inherent in the zone. It is recommended that considerations be given to where supporting this type of use can be encouraged.

The applicant’s full request specifically for outdoor dining parking calculations is included in the parking analysis beginning on page 6 of their document. In summary, it requests the following consideration:

- Outdoor dining is only feasible during 4 months of the year (July – September).
- Summer months are lower revenue months for restaurants and outdoor dining wouldn’t increase patron counts higher than winter months.
- The location along the Jordanelle Parkway with a 10 foot multi-use trail encourages pedestrian and bicycle access that won’t require cars. In addition, dedicated bicycle parking stalls and e-bike charging stations are being provided.
- The development has committed an area for a public transit stop should transit become available in the future.

Of the four points noted above, staff believes that the latter two should be the primary focus. The first two items suggest that outdoor dining being limited to July-September is a narrower window than other local establishments in the county are currently implementing. Coupled with the intent of the JSPA to be a four-season resort, the potential for accommodating the expanded dining area is considerable. However, the developer has implemented a number of trip reduction measures into their development proposal that should be considered by the county and encouraged not only for this development, but as a county-wide policy. By including enhanced facilities for bicycles such as dedicated, covered parking and e-bike charging stations, the developer stands a higher probability of attracting the alternative transportation options encouraged by the JSPA and the most recent updates to the County transportation element of the General Plan.

– PARKING COMPARISON –

The below table provides a comparison of the base parking requirement for the uses if strictly following Wasatch County Code 16.33.13 with the proposed parking allocation presented by the developer. The provided parking stall includes measures of both shared parking concept and a parking space reduction request.

	WCC 16.33.13 Required Parking	Proposed Parking	Difference
Grocery	$(12,500 / 200 + 8 \text{ FTE}) = \mathbf{70.5}$	$(8,375 / 200 * 60\% \text{ mid-day peak} + 8 \text{ FTE}) = \mathbf{33.13}$	- 37.37 stalls
Restaurant	$(8,348 / 100) = \mathbf{83.48}$	$(3,583 / 100 + 8 \text{ FTE}) - 9 \text{ for captive market} = \mathbf{34.83}$	- 48.65 stalls
Restaurant (Outdoor Dining)	$(3,000 / 100) = \mathbf{30}$	14 Bicycle Parking	- 30 stalls +14 Bike stalls
Coffee Shop	$(2,000 / 100) = \mathbf{20}$	$(1,340 / 100 * 30\% \text{ mid-day peak} + 3 \text{ FTE}) = \mathbf{7.02}$	- 12.98 stalls
General Retail	$(12,300 / 200 + 14 \text{ FTE}) = \mathbf{75.5}$	$(8,241 / 200 + 14 \text{ FTE}) = \mathbf{55.21}$	- 20.29 stalls
Office	$(5,052 / 200) = \mathbf{25.26}$	$(3,385 / 200 * 50\% \text{ mid-day reduction}) = \mathbf{8.46}$	- 16.8 stalls
	Total Required = 305	Total Proposed = 139 Total Provided = 140 Provided Bike Parking = 14	- 166 stalls - 165 stalls + 14 Bike stalls

*sf shown indicates the reduced square footage after removing “back-of-house” areas such as freezers, kitchens, hallways, etc.

POTENTIAL MOTION (IF APPROVAL)

Move to forward a Recommendation for Approval with Conditions to the County Council consistent with the findings and subject to the conditions outlined in the staff report.

Findings:

1. WCC 16.33 states the County may consider a reduction in parking spaces “after consideration of [a] shared parking plan, the nature of the buildings or premises, and specific conditions...” that the “plan would lessen the need for the parking spaces as specified in this chapter.”
2. WCC 16.33 also states the County may consider a combination of parking spaces “when two (2) dissimilar uses are located adjacent to each other and the demand times for parking would not conflict...”

3. WCC 16.33 requires that “any request to consider a shared parking plan shall require submission of a formal study for consideration by the planning commission and legislative body.”
4. The applicant submitted a parking study with the preliminary approval previously granted and was given a reduction based on that analysis.
5. The applicant has submitted a revised parking study for consideration.
6. The submitted parking study makes certain assumptions of the final square footages of tenant spaces which follow the same methodology but with updated/modified use allocations.
7. The submitted parking study also indicates a desire to add 3,000 sf of outdoor dining and requests that no additional parking be required.
8. The County believes that the developer proffered improvements to alternative transportation options supports a reduced parking requirement beyond the shared parking concept and initial reductions previously granted.
9. The County, in acting on the submitted study, accepts and relies on the assumptions presented by the applicant.
10. The applicant has suggested outdoor dining is only feasible from July to September as part of their request.

Conditions:

1. The updated parking analysis and any necessary enforcement mechanisms necessary be included as in an amendment to the development agreement.
2. An amendment to the development agreement shall include a restriction on outdoor dining areas being used outside of the applicant proposed outdoor dining period of July to September.

POTENTIAL MOTION (IF DENIAL)

Move to forward a Recommendation for Denial to the County Council consistent with the findings and subject to the conditions outlined in the staff report.

Findings:

1. WCC 16.33 states the County may consider a reduction in parking spaces “after consideration of [a] shared parking plan, the nature of the buildings or premises, and specific conditions...” that the “plan would lessen the need for the parking spaces as specified in this chapter.”
2. WCC 16.33 also states the County may consider a combination of parking spaces “when two (2) dissimilar uses are located adjacent to each other and the demand times for parking would not conflict...”
3. WCC 16.33 requires that “any request to consider a shared parking plan shall require submission of a formal study for consideration by the planning commission and legislative body.”
4. The applicant submitted a parking study with the preliminary approval previously granted and was given a reduction based on that analysis.
5. The applicant has submitted a revised parking study for consideration.
6. The submitted parking study makes certain assumptions of the final square footages of tenant spaces which follow the same methodology but with updated/modified use allocations.
7. The submitted parking study also indicates a desire to add 3,000 sf of outdoor dining and requests that no additional parking be required.
8. The County does not concur with the conclusions drawn by the applicant that the parking demand for the project is lessened from the previously approved study. The proposed study shows reasons to lower the requirements from what the Wasatch County Code requirements would be without a study, but does not provide a basis to show the amount of parking proposed is actually going to be sufficient.
9. The study makes recommendations at odds with common practice, such as proposing that 3,000 square feet of additional outdoor dining should have no effect on parking requirements because they interpret the Wasatch County Code to not require it.
10. The parking study does not adequately demonstrate that the proposed parking would be adequate for the project.

POTENTIAL ACTIONS

The following is a list of possible motions the Planning Commission can take. If the action taken is inconsistent with the potential findings listed in this staff report, the Planning Commission should state new findings.

1. Recommendation for Approval. This action may be taken if the Planning Commission finds that the Parking Plan includes sufficient evidence to support Wasatch County Code and all other applicable ordinances.
2. Recommendation for Approval with Conditions. This action can be taken if the Planning Commission feels comfortable that remaining issues can be resolved prior to final approval.
3. Continue. This action can be taken if the Planning Commission needs additional information before making a recommendation, if there are issues that have not been resolved, or if the application is not complete.
4. Recommendation for Denial. This action can be taken if the Planning Commission finds that the proposal does not meet the intent of the ordinance.

EXHIBITS

- A. Pending Site Plan (Not Yet Approved, For Context Only)
- B. Applicant Shared Parking Study

EXHIBIT A – Pending Site Plan (Not Yet Approved, For Context Only)

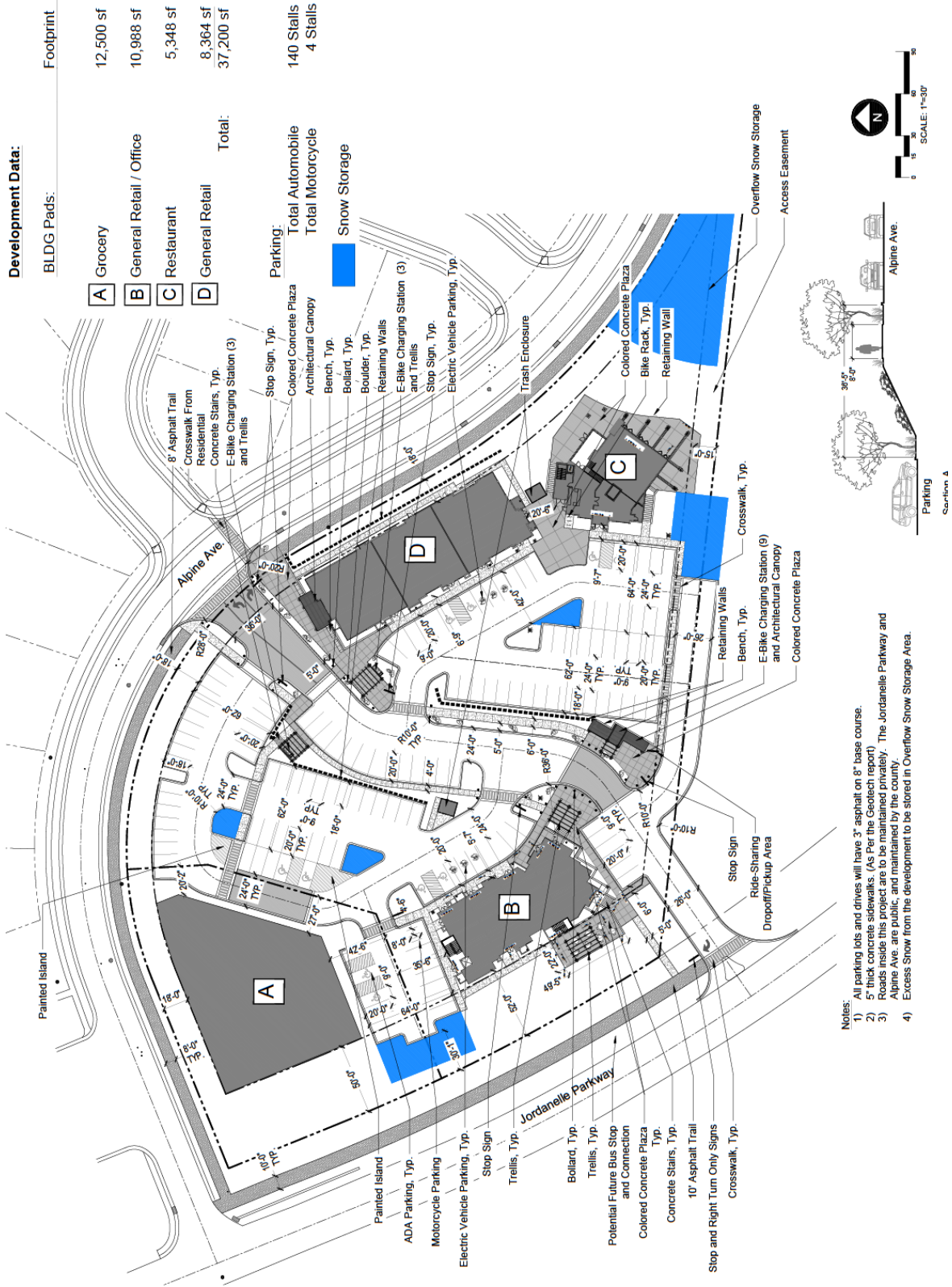


EXHIBIT B – Applicant Shared Parking Study

This report was submitted by the Developer, and was written by Stefanie Wilson, developer representative.

Research Report on Parking for Keetley Square (FKA Jordanelle Commerce Center)

Highest and Best Use:

The highest and best use for Keetley Square (FKA Jordanelle Commerce Center) is to service an expanding community of residents and resort users. Currently, there are no retail or other services available, and Keetley Square is intended as a grocery anchored center for “close range” shopping and services. In addition to reducing traffic going into Park City and Heber, it will develop a new sales tax base in the JSPA for Wasatch County. It will also enhance the resort feel of this resort district.

S-LO JORDANELLE FGMCD, LLC proposes to develop the retail site with a single story mix of retail, restaurant, and office uses totaling 37,200 square feet with 153 parking stalls and additional bicycle parking. Keetley Square intends to provide an approximately 12,500-sf grocery, with another 24,700 sf of complimentary retailers and service providers. The vision is for a tenant mix including a restaurant, coffee shop, and service providers such as a ski & bike rental, nail salon, spa and/or hair salon, cellular phone provider, shipping, etc. Office users may include professional service providers such as insurance and tax accounting.

The proposed estimated usage scenario is as follows (but may vary based on market conditions and ease of lease up with end-users):

- 12,500 SF Grocery
- 5,348 SF Restaurant + 2,000 sf coffee shop
- 12,300 General Retail
- 5,052 SF Office/ Professional Services space
- 37,200 TOTAL SF**

Shared Parking Concept:

The concept of shared parking is widely accepted and adopted by the Urban Land Institute (ULI), the Institute of Transportation Engineers (ITE), and Municipalities across the country. Shared parking is when two or more land uses share the same parking spaces. By taking into account different “peak hours” parking demands, shared parking areas reduce the total number of parking spaces required compared with simply adding together the parking requirements of each individual land use.

The major benefit of shared parking is a reduction in the land devoted to parking, especially in

the amount of paved surface, which preserves more land for green space and pedestrian walkways/ outdoor areas. Shared parking should provide ample parking for a given land use, without encouraging excess parking availability. Many local jurisdictions already have begun revising their parking ordinances to include minimum and *maximum* parking ratios in response to state initiatives calling for reductions in vehicle miles traveled.

Peak Hours by Tenant Type

Grocery:

The grocery hours are expected to be between 7:00 AM and 9:00 PM with peak hours from 11:00 AM to 7:00 PM and highest peak around 5 PM. A 12,500 sf grocer would result in approximately 8,375 usable square footage (net storage, freezer space, loading etc). According to energystar.gov, a government backed website providing information on efficiency for consumers and business, a small grocer would require .92 employees/ 1,000 usable feet¹, or 8 full time employees with two shifts during the day. The average “stay time” for a shopper is 46 minutes² depending on the amount of shopping or basket size.

Restaurant/ Coffee Shop:

The Restaurant hours are expected to be from 11:00 AM to 9:00 PM with peak hours between 11:30 AM and 1:00 PM and 5:30 PM and 9:00 PM. Per information provided by a local restaurant owner, there should be approximately 8 full time employees. The restaurant size is 5,348 sf with kitchen and storage area size of approximately 1,765 sf, plus other non usable square footage.

Conversely, the coffee shop would generally have peak hours of 7:00 AM to 10:00 AM with another smaller peak from 2:00 PM- 4:00 PM. Since the peak hours of the restaurant and coffee shops are complimentary (and not competitive), this lends itself to more parking availability for the peak operating times of these businesses. Per the same restaurateur, a 2,000 sf (1,340 usable sf) coffee shop would require 3 employees at any given time.

¹ “Space Use Information- Supermarket/ Grocery Store.” *energystar.gov*, https://www.energystar.gov/ia/business/tools_resources/target_finder/help/Space_Use_Information_-_Supermarket_Grocery.htm

² Zebios, Eliana. “More Americans Spend More Time in Food-Related Activities Than a Decade Ago.” *ers.usda.gov*, 6 of April. 2020, [https://www.ers.usda.gov/amber-waves/2020/april/more-americans-spend-more-time-in-food-related-activities-t](https://www.ers.usda.gov/amber-waves/2020/april/more-americans-spend-more-time-in-food-related-activities-than-a-decade-ago/)

General Retail:

Hours are expected to be between 10 AM- 9 PM with peak hours from 11:00 AM- 1:00 PM and 5:30 PM- 7PM. Total square footage is estimated at 12,300sf or 8,241 usable (net storage, employee rooms, cash register areas). In reviewing research from a number of US municipalities, it was concluded that general neighborhood retail requires 1 employee/ 588 sf which equates to 14 employees.

Office/ Professional Services:

The Office hours are expected to be from 9:00 AM to 5:00 PM. It is also expected that the office users will be prime and daily customers of the grocery and the restaurant (captive market customers). The “usable” office space will be approximately 3,385 sf. No use is expected during the weekend, which lends itself to more stalls available during peak use weekend days.

Captive Market Concept

In addition to the multiple use nature of the proposed development, with users having different peak hourly, monthly, and weekday/ weekend parking demands; certain land use relationships produce additional reductions in parking demand. According to the Urban Land Institute, “market synergy” or internal capture is typical in mixed-use developments, as nearby residential users would support community-office, retail, and restaurant uses without requiring parking. In addition, already on-site retail users/ employees or office users would patronize restaurant uses, etc.

One aspect of this concept is the idea that the same user who comes during peak hours to eat dinner, may also pick up groceries or run other retail errands before or afterward; an office worker may pick up breakfast at the coffee shop or lunch at a restaurant within the center (or leave the site entirely freeing up parking for another user); and employees of any of the retailers may pick up groceries or get a haircut after work. In this way, one space is used for multiple businesses.

Another aspect of this concept is that the site will be surrounded by thousands of residential and resort units, directly adjacent to the site and fanning out within a two mile radius- the distance of a walk, bicycle ride, or quick shuttle ride. These “close range” users are likely to make up the majority of the clientele with some users coming from the neighborhoods on the East or South side of the Reservoir or off of the Highway.

Although the proposed development is not considered a “Resort Village” per Wasatch County

code, it is worth considering the "2,400 Foot Rule" concept as defined in the Code. The subject property will be located within 1300 feet of the center of a Resort Village (Deer Cove with future parking for the Deer Valley Gondola, plus countless residential and resort accommodations) and within a mile or so of the Mayflower Resort Village and the Jordanelle State Park Marina.

Wasatch County Code:

3.1 The "2,400 Foot Rule." The Resort Villages in the JSPA are designed based on what is referred to herein as the "2,400 Foot Rule." This design benchmark is based on distances that leisure visitors (people on vacation) and local day visitors (shoppers and dining patrons) will comfortably walk from their lodging to the village center in a pedestrian environment. This 2,400 Foot Rule places a functional limitation on the size of a Village, requiring a concentration of density within a circle with a maximum diameter that approximates twenty four hundred (2,400) feet or less [radius of twelve hundred (1,200) feet]. If the Village becomes too spread out, it simply loses its ability to become a place that attracts large volumes of people and it will not be effective as a Resort Village.

3.2 Justification for the 2,400 foot rule. This information is based on extensive studies of Mountain Resort Villages and other tourism based "Village" destinations. It is also based on a study of urban destinations containing retail, dining and entertainment uses. The 2,400 Foot Rule is especially important in dictating successful Resort Village design and the placement of parking and lodging areas in relationship to the retail, dining and entertainment locations within the Resort Village. The Resort Villages in the JSPA are pedestrian oriented. The pedestrian areas are lined with the retail, dining and entertainment uses. The placement of the parking and lodging is key to the design, and in no case should the distance from parking to the village center be more than twenty four hundred (2,400) feet long. The 2,400 Foot Rule is a major reason for the concentrated density within the Resort Village Classifications in the JSPA.

Since the subject property is located within 1300 feet of a Resort Village, the concept of easy pedestrian access from the Village is applicable. Of note, is that the development will be served by a resort shuttle/ bus system which will circulate through the new tunnels under Highway 40 to the Mayflower Development, Deer Valley Gondola, Sky Ridge Neighborhood, and Jordanelle State Park and deliver retail center users to a bus stop located at the Northwest corner of the subject property.

The US Census Bureau 2014-2019 American Community Survey indicates that approximately 18% of the nearby labor force (over the age of 16, working outside of the home) currently use a mode of transit other than driving alone.³ Due to the project's vicinity to the Resort Villages and adjacent residential development, the project is anticipated to have a transit mode split that is geared more toward shuttle and pedestrian transit than the greater area's current 18%.

³ "Selected Economic Characteristics." *data.census.gov*, 2019, https://data.census.gov/cedsci/table?g=0400000US49_0500000US49043&tid=ACSDP5Y2019.DP03

Ease of pedestrian traffic is encouraged by a miles long bike path that is mostly complete (running 4 miles along Jordanelle Parkway from Highway 248 to the project) that will be extended further along the West side of the proposed development by the Keetley Square developers. This pathway will eventually connect between all 3 resort areas, all of which are within a mile of the project. With the increasing popularity of e-bikes and growing community concern regarding climate and CO2 emissions, this path will be a primary source of non-car traffic to the development. Convenient bicycle and e-bicycle parking will be provided.

Outdoor Dining Considerations

Outdoor gathering spaces and dining areas are heavily encouraged in the JSPA per the JRA Design Guidelines⁴. Consequently, it is an important feature of the Keetley Square development with approximately 3,000sf of deck and patio space provided to create a vibrant and enjoyable environment. Given that this space is only usable for about 4 months of the year (in the warmer months) and is not considered leasable square footage for the landlord, the Wasatch County Land Management Code does not require additional parking for outdoor dining spaces.

Per Wasatch County Code 16.33.13, "Cafes, cafeterias, and restaurants" require "1 space for each 100 square feet of floor space".⁵ Per the Wasatch County Code 16.04.02 "Definitions of Terms and Words", Floor Area is defined as "The sum of the gross horizontal area of the several floors of the building or buildings, measured from the exterior faces of the exterior walls"⁶. Therefore parking requirements do not include outdoor patio/ dining space. However, for practical purposes, we will address the effect of outdoor dining areas on parking needs.

The JSPA has a humid continental climate in which outdoor dining spaces are used primarily in the months of June through September (average highs 72.4- 80.4, dropping to 51.0 in April and 56.0 in October)⁷. Within the Park City area, the service sector (which includes dining) is the most seasonal industry with 58% of service related sales happening in January- March. In the months of July- September (when outdoor dining is available), restaurant revenue is

⁴ "Jordanelle Recreation Area Design Handbook", *Wasatch.utah.gov*, 2022, https://www.wasatch.utah.gov/Portals/0/Planning/Pdfs/PlanningCommJSPA/JRA%20Design%20Handbook_update%207-6-2022.pdf?ver=VD2J2t2xEAFoyGvtX7hefw%3d%3d

⁵ "Wasatch County Code 16.33.13", *wasatch.municipalcodeonline.com*, 2023, https://wasatch.municipalcodeonline.com/book?type=ordinances#name=Chapter_16.33:_GENERAL_PARKING_STANDARDS

⁶ "Wasatch County Code 16.04.02, ", *wasatch.municipalcodeonline.com*, 2023, https://wasatch.municipalcodeonline.com/book?type=ordinances#name=Chapter_16.04:_DEFINITIONS

⁷ "U.S. Climate Normals Quick Access – Station: Park City, UT". National Oceanic and Atmospheric Administration. Retrieved May 18, 2023.

approximately half of what it is in the high season.⁸ Therefore, the data suggests that although outdoor dining may provide a draw, it is not likely to bring in as many patrons as a busy day in the winter. It is actually more likely to displace indoor diners than add significantly to the total numbers.

As previously touched on, Keetley Square and the Wasatch County JRA Design Guidelines have made it a priority to provide safe, enjoyable, and easily accessible pedestrian/ bicycle access to the site. The Development is connected to the 10 foot wide multi use path that runs the length of the Jordanelle Parkway, adjoining it to much of the residential development underway along the Northwest side of the Reservoir (upward of 4,500 ERU's within a 3.5 mile radius⁹), as well as connecting to the Deer Valley Mountain Resort and Jordanelle State Marina (through low traffic neighborhoods with bike paths and sidewalks). There is also a dedicated "pedestrian only" entrance into the center from the sidewalk on Alpine Avenue, connecting to a crosswalk to the nearby 20 unit Keetley Ridge community and a planned shuttle stop near the Jordanelle Parkway entrance.

Examples exist all over the world to prove that the prioritization of cycling and pedestrian infrastructure, as done near and into the Keetley Ridge Development, results in people choosing to walk or cycle over driving a car, especially within a 3.5 mile radius¹⁰. For example, in the 1970's, cars were the primary mode of transportation in the Netherlands when the Dutch government began prioritizing bicycle lanes and bicycle parking over car infrastructure. Today, over 1/3 of all trips under 3.4 miles are made by bicycle¹¹. Other examples of this concept exist in cities like Paris, which is removing 72% of its on street parking spaces in favor of bike/ pedestrian infrastructure¹², and has seen a 250% increase in cycling from 2004-2019 and another 60% increase by 2021¹³. Similar results have been achieved in Seville, Barcelona,

⁸ "Breakdown Tax Revenues and Taxable Sales Kem C. Gardner Policy Institute, University of Utah", Utah Travel & Tourism Profile State and Counties 2015-2016, Profile July 2017 Summit County, Travel and Tourism at a Glance Table, p.1 Retrieved from <http://gardner.utah.edu/wp-content/uploads/County-Tourism-Profiles-2016.pdf>, 47

⁹ "With 20,000 Units Planned Around the Jordanelle Reservoir, Officials say Regionalization is the Key to Dealing with Impacts", www.parkrecord.com, 2020, <https://www.parkrecord.com/news/with-20000-units-planned-around-the-jordanelle-reservoir-officials-say-regionalization-is-the-key-to-dealing-with-impacts/>

¹⁰ "KiM Cycling Facts- New Insights", www.kimnet.nl <https://s23705.pcdn.co/wp-content/uploads/2021/03/Netherlands-Cycling-Facts-2020.pdf>

¹¹ "The World's Cycling Nation: How the Netherlands Redesigned Itself as a Country Fit for Bikes", *euronews.next*, 2022, <https://www.euronews.com/next/2022/09/17/the-worlds-cycling-nation-how-the-netherlands-redesigned-itself-as-a-country-fit-for-bikes>

¹² "Why Paris is Removing 72% of its On-street Parking Spaces", www.park4sump.eu, 2020 <https://park4sump.eu/news-events/news/why-paris-eliminating-72-its-street-parking-spaces>

¹³ "Cycling through Covid19: Paris", www.usa.streetsblog.org, 2022, <https://usa.streetsblog.org/2022/10/13/cycling-through-covid-19-paris-france>

Milan, Brussels, and Ireland, all of which have also made significant investment in this area.¹⁴ The data is clear: if safe, enjoyable, convenient, pedestrian access is available, people will use it.

Keetley Square not only provides convenient access by foot or bike, but it also provides well thought out pedestrian circulation throughout the site and boasts at least 14 bicycle parking stalls, including covered bicycle parking and electric bike charging stations. The Center also has a dedicated rideshare pickup/ dropoff area. Since walking and cycling are most possible during the same months of the year as outdoor dining , users who walk or park a bicycle can absorb the possible increase in patronage resulting from the desirability of outdoor dining.

It is also worth considering that electric bicycles are the fastest growing transportation sector in America and the fastest growing sector of the electric vehicle economy. E-bikes sold over 500,000 units in America in 2021 and were expected to gain 13% by the end of 2022¹⁵. By providing e-bike parking and charging stations (some of which are covered), Keetley square effectively added 14 additional parking stalls for this fast growing mode of transportation (particularly in the warm months when outdoor dining is an option).

Conclusion:

With the expected uses being mixed and compatible, we see the parking requirements to be satisfied by the Shared Use Concept via short turnovers by many retail users, relatively short peak uses by the restaurant and coffee shop (which are non-competing), and peak uses during evening and weekend hours having more parking available due to the lack of office space users. Also, if the office users are not eating in the restaurant at lunch time peak hours, they will be going off site for their needs.

Additionally, the Captive Market concept allows for many users walking, biking or taking a shuttle bus from the 3 nearby resort areas, including Deer Cove Resort Village located within 1300 feet of the subject property, along with the thousands of proposed residential and nightly rental units within a 2 mile radius- all served by a multi use/ bicycle path (separated from the road) and a bus stop located at the proposed shopping center. The Captive Market concept also considers the fact that many users and employees will do business at multiple complementary establishments during their shift/ trip- therefore using only one stall for

¹⁴ “The World’s Cycling Nation: How the Netherlands Redesigned Itself as a Country Fit for Bikes”, *euronews.next*, 2022,
<https://www.euronews.com/next/2022/09/17/the-worlds-cycling-nation-how-the-netherlands-redesigned-itself-as-a-country-fit-for-bikes>

¹⁵ “E-bikes are Gaining Popularity in America: Here’s why”, *abc10.com*, 2022,
<https://www.abc10.com/article/news/local/e-bikes-are-gaining-popularity/103-b261a3af-091e-4fe8-912a-4dedd0f44788>

patronage of multiple businesses.

The Captive Market concept ties in with the seasonal nature of outdoor dining and the ability to walk or cycle in those same months. The fact that outdoor dining also occurs in months when restaurants bring in ½ the revenue they do in the winter is indicative that those dining spaces more likely displace indoor diners than increase the total number of patrons. These factors, along with providing the pedestrian infrastructure and parking for cyclists (effectively adding 14 additional parking stalls to the site), mitigate the need for additional car parking for outdoor diners.

Expected Peak Parking Requirements:

Parking Calculations:

Grocery: Wasatch Code-

Retail	1 space for each daytime employee, plus 1 space for each 200 square feet of floor area
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12,500 sf

Less 4,125 sf Freezer, loading, storage, etc (not public)

8,375 sf X 1 stall/200 sf = 42 stalls + 8 FTE' = **50 Stalls**

Assume: 60% of business occurs at evening peak, then 40% of business is at mid-day peak.

Assume all 40 stalls are used in the evening and adjust by fraction for the mid-day peak: $.4/.6 \times 40 + 8 = \mathbf{32 \text{ stalls at mid-day.}}$

Restaurant: Wasatch Code-

Cafes, cafeterias, restaurants	1 space for each 100 square feet of floor space*
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***(FTE count is not required per code but has been added below for practical purposes).**

5,348 sf

Less 1,764 sf kitchen/ not public

3,583 sf X 1 stall/100 sf = 36 stalls + 8 FTE's = **44 Stalls**

Assume: 100% occupancy at both midday and evening peaks. At midday, the Captive Market Concept applies because a number of office users will walk next door to eat at the restaurant, therefore not requiring additional parking. Assume 50% of office workers (9) fill seats at the restaurant, equates to stalls or = **35 stalls at mid- day peak (44 stalls evening).**

Coffee Shop: Wasatch Code-

Cafes, cafeterias, restaurants	1 space for each 100 square feet of floor space*
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*(FTE count is not required per code but has been added below for practical purposes).

2,000 sf

Less 660 sf kitchen/ not public

$1,340 \text{ sf} \times 1 \text{ stall} / 100 \text{ sf} = 13 \text{ stalls} + 3 \text{ FTE's} = \mathbf{16 \text{ stalls morning}}$

Assume 70% of business in morning peak and then 30% business midday/ afternoon peak.

$.30 / .70 \times 10 = 6 \text{ stalls} + 3 \text{ FTE} = \mathbf{9 \text{ stalls afternoon peak.}}$

Retail: Wasatch Code-

Retail	1 space for each daytime employee, plus 1 space for each 200 square feet of floor area
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12300 sf

Less 4,059 sf storage/ stock areas, cash register areas, employee areas

$8,241 \text{ sf} \times 1 \text{ stall} / 200 \text{ sf per code} = 41 \text{ stalls} + 14 \text{ FTE} = \mathbf{55 \text{ stalls per code 16.33.13 at midday peak}}$

Assume: 60% of business occurs at mid day peak and 40% at evening peak and adjust by fraction for evening peak: $.4 / .6 \times 41 + 14 = \mathbf{37 \text{ stalls at evening peak.}}$

Office: Wasatch Code-

Offices	1 space per 200 square feet of office floor space, including reception areas.
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5052 sf

Less 1,667 for break rooms, hallways, restrooms, etc.

$3,385 \text{ sf} \times 1 \text{ stall} / 200 \text{ sf per code} = \mathbf{17 \text{ stalls per code 16.33.11}}$

Assume: 50 % reduction in parking during mid-day for employees leaving during the

lunch hour. $22 \times .50 = 9$ during mid-day peak

Assume 20% of employees stay after work to shop or eat (which would reduce parking demands for other tenants, but are included here for the sake of discussion)= **3 stalls during evening peak**

Total Parking Requirements by Peak Times (mid-day and evening):

Peak Parking Calculations	Total SF	Usable sf	Mid-Day Peak	Evening Peak
Grocery	12,500	8,375	32	50
Restaurant	5,348	3,583	35	44
Coffee Shop	2,000	1,340	9	0
Retail	12,300	8,241	55	37
Office	5,052	3,385	9	3
TOTALS	37,200	24,924	140	134
Stalls/ thousand sf	3.95	5.90		

Conclusion:

The table above demonstrates the “Shared Use Concept” concluding that stalls are required for the highest anticipated use, during peak mid-day hours. The Developer is proposing 144 total parking stalls to ensure adequate parking for possible unanticipated higher than average peak use times (holidays, etc). The table does not contemplate the pedestrian, bicycle and shuttle users that will also factor into reduced parking needs per the “Captive Market Concept”. The table above assumes all users will drive a car to the site.

When represented as spaces per 1,000 sf, the proposed parking equates to 5.9 spaces per usable/ net sf and 3.95 spaces/ total sf. The developer maintains that this is ample parking for the given land use, without encouraging excess parking availability.