

Military Recreation Facility

Project Area Plan - Part 8

August 2024

Introduction

The Military Installation Development Authority (“MIDA”) was created by the Utah Legislature in 2007 to facilitate the development of military land in Utah. MIDA’s enabling legislation is found in Chapter 1, Title 63H of the Utah Code annotated 1953, as amended (“MIDA Act”). MIDA is working closely with the United States Air Force and Hill Air Force Base (collectively “HAFB”) to develop a hotel (“Grand Hyatt Deer Valley”) that will include 100 discounted rooms for active duty, reserve or national guard, retired military, and actively serving Department of Defense civilians, as well as access roads, and related amenities in Wasatch County, Utah. To facilitate this development, MIDA created the Military Recreation Facility Project Area (“Project Area”). This document is the Military Recreation Facility Project Area Plan – Part 8 (“Part 8 Project Area Plan or Part 8 Project Area”) and is an amendment to the Project Area. Parts 1 through 7 became part of the Project Area on the dates shown in Exhibit A.

This amendment to the Project Area formally acknowledges that on June 28, 2024 MIDA and the Air Force completed the exchange of the 26-acre Red Maple parcel (located in Park City off SR 248) for a parcel in the new Deer Valley East Village in Wasatch County. This exchange was the result of a Congressional enactment that transferred the Red Maple parcel to the Air Force. This parcel could be used or exchanged for a property of equal or higher value that would support a military Morale, Welfare, and Recreation hotel intended to replace the military-owned ski chalet that was demolished at Snowbasin for the 2002 Olympic Winter Games.

MIDA then sold the Red Maple parcel to Park City Municipal Corporation (PCMC), after which they set aside the land for recreation and green space. As a result of this sale, the Project Area is being formally amended to exclude the Red Maple Parcel. Additionally, MIDA is adding two parcels owned by BLX LLC and BLX Land, LLC located on the west side of Highway 40.

Pursuant to the MIDA Act, for non-military land to be included in the Project Area, both the consent of Wasatch County (“County”), through the adoption of a resolution (“County Consent Area”) and the consent of non-military landowners (“Landowner Consent”) is required. BLX LLC and BLX Land, LLC own parcels in Wasatch County for which they will provide irrevocable landowner consent. These Parcels are already within the County Consent Area.

As part of the MIDA Act, a necessary step in the process of creating a project area is the preparation of a draft project area plan which is given to each taxing entity that levies a property tax

within the proposed project area and municipalities within ½ mile of the proposed project area at least 10 days prior to the public meeting for review and comment. Pursuant to the MIDA Act, the process for amending a Project Area Plan follows the same procedure as applies to adopting a Project Area Plan. The draft is then the subject to at least one public meeting held by the MIDA Board. The public meeting is a hybrid meeting (a combination of in-person and teleconferencing attendees) and is scheduled for August 22, at 9:00 a.m. at the Utah State Capitol Building in Room 450 which is located in the Northeast Corner of the 4th floor. The public may attend in person or virtually by this [link: https://us06web.zoom.us/webinar/register/WN_EGs2Q7hRTu6I_hWvaPvf0A](https://us06web.zoom.us/webinar/register/WN_EGs2Q7hRTu6I_hWvaPvf0A)

A recording of the meeting will be available on <https://www.utah.gov/pmn/>.

Legal Description of Part 8 Project Area

The Part 8 Project Area consists of the deletion of the parcel shown in Exhibit A which equals approximately 26 acres.

Exhibit B Parcel No.	Owners	Name	Acres	Parcel ID Tax Nos.
B-1	Park City Municipal Corp	Red Maple Parcel	26.5	SS-98-F-X
TOTAL			26.5	

The Part 8 Project Area consists of the addition of the parcels shown in Exhibit A which equals approximately 33.896 acres.

Exhibit C Parcel No.	Owners	Name	Acres	Parcel ID Tax Nos.
C-1	BLX LLC	Pioche Parcel	16.950	00-0021-4982
C-2	BLX Land, LLC	Thumb Piece Parcel	16.946	00-0022-0450
TOTAL			33.896	

Purposes and Intent / Findings and Determinations

Neither the deletion of the Red Maple Parcel from, nor the addition of the two parcels owned by BLX LLC and BLX Land, LLC to the Project Area change the Purpose and Intent section and/or the Findings and Determinations sections of Part 7 of the Project Area. Therefore, this Part 8 Project Area Plan hereby incorporates by reference all those sections into this document.

This action is reflective of an earlier, agreed-upon contract: PCMC paid MIDA \$2 million for the Red Maple parcel; \$1.9 million of the sale proceeds were applied to MIDA's 2024 purchase of 42 attainable workforce housing units in the Project Area, with priority for military members, municipal

government employees, teachers, emergency service workers, and resort employees. The remaining \$100,000 was donated to the Wasatch County School District to be divided equally amongst boys and girls high school athletics programs. The deletion of this parcel from the project area recognizes the intended action of the project area's mission to provide sustainable public infrastructure in a world class, all-seasons, resort destination designed to benefit military personnel.

Effect on Part 1, Part 2, Part 3, Part 4, Part 5, Part 6 and Part 7 Project Area Plan

This Part 8 Project Area Plan updates and amends the Part 7 Project Area Plan (which updated and amended the Part 1, Part 2, Part 3, Part 4, Part 5 and Part 6 Project Area Plans). To the extent that there are inconsistencies between the Part 1 Project Area Plan, the Part 2 Project Area Plan, the Part 3 Project Area Plan, the Part 4 Project Area Plan, the Part 5 Project Area Plan, the Part 6 Project Area Plan or the Part 7 Project Area Plan, the Part 8 Project Area Plan shall prevail. However, adding Parts to the overall Project Area does not change the base year for each of the Parts. The base year for the Part 1 Project Area continues to be 2011, for the Part 2 Project Area the base year is 2017, for both the Part 3 Project Area and the Part 4 Project Area the base year is 2018, for the Part 5 Project Area the base year is 2019, for the Part 6 Project Area the base year is 2021, for the Part 7 Project Area the base year is 2022.

EXHIBIT A-1
MAP OF PROJECT AREA INCLUDING PARTS 1-8

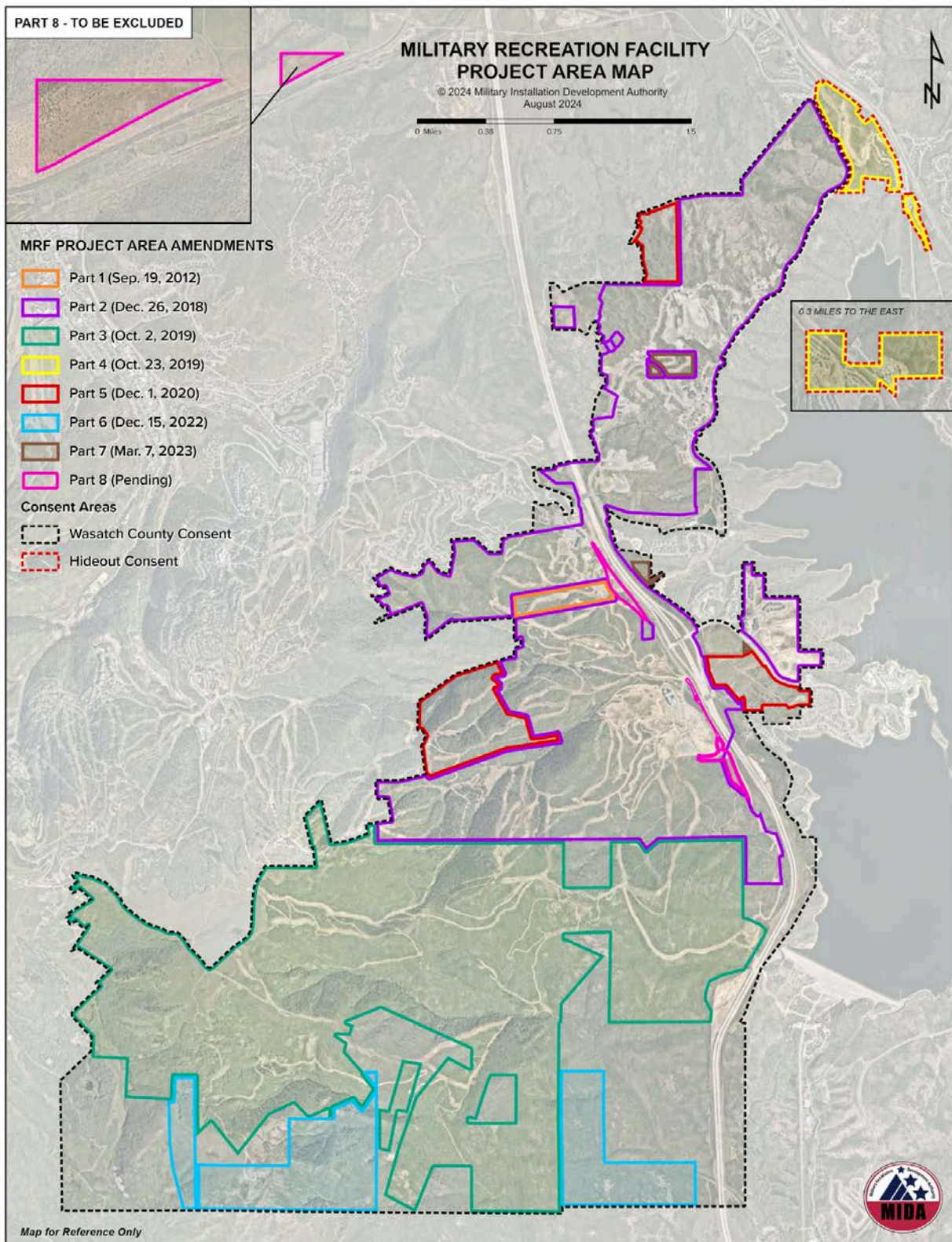


EXHIBIT A-2
MAP OF PART 8 NORTH PARCEL

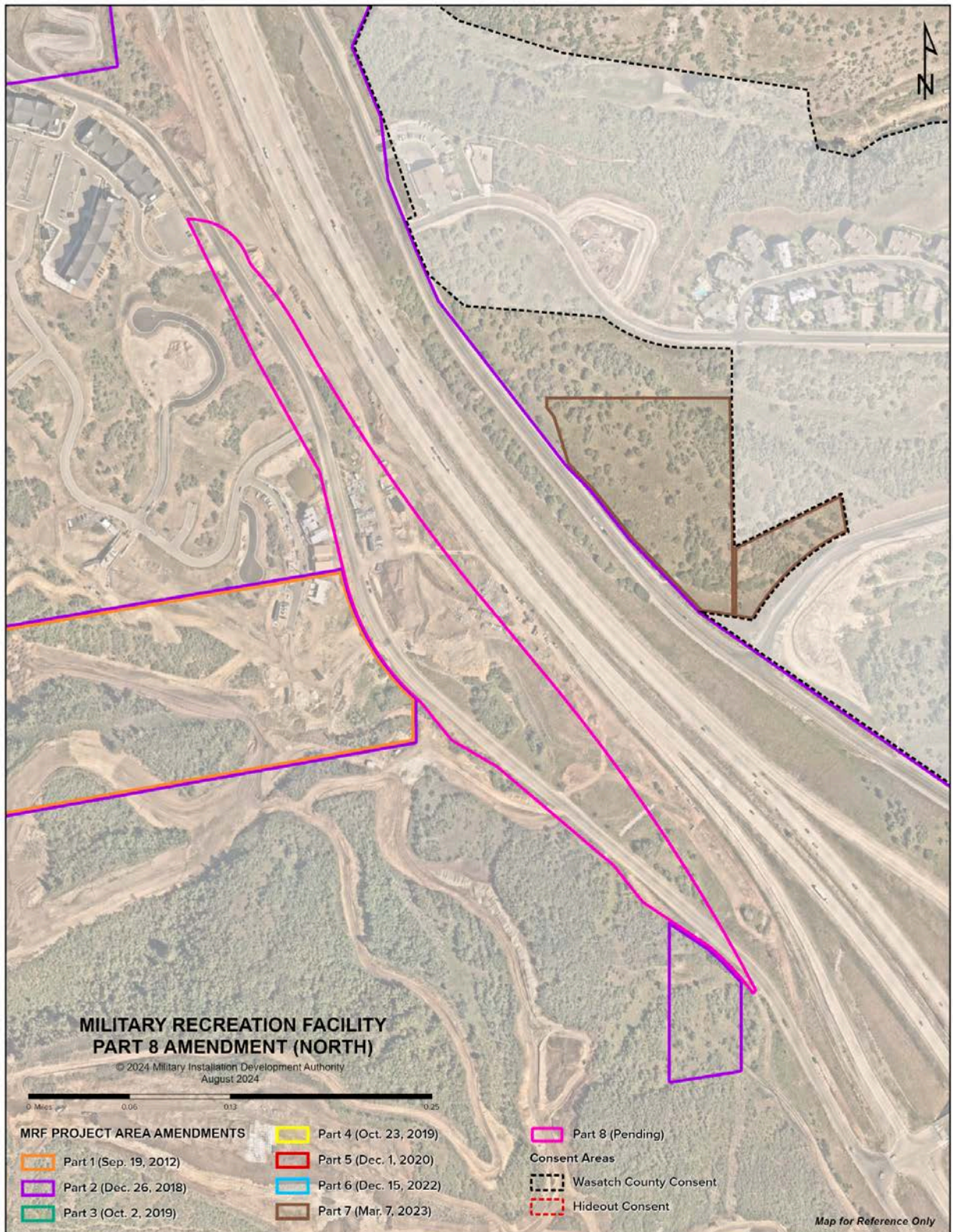


EXHIBIT A-3 MAP OF PART 8 SOUTH PARCEL

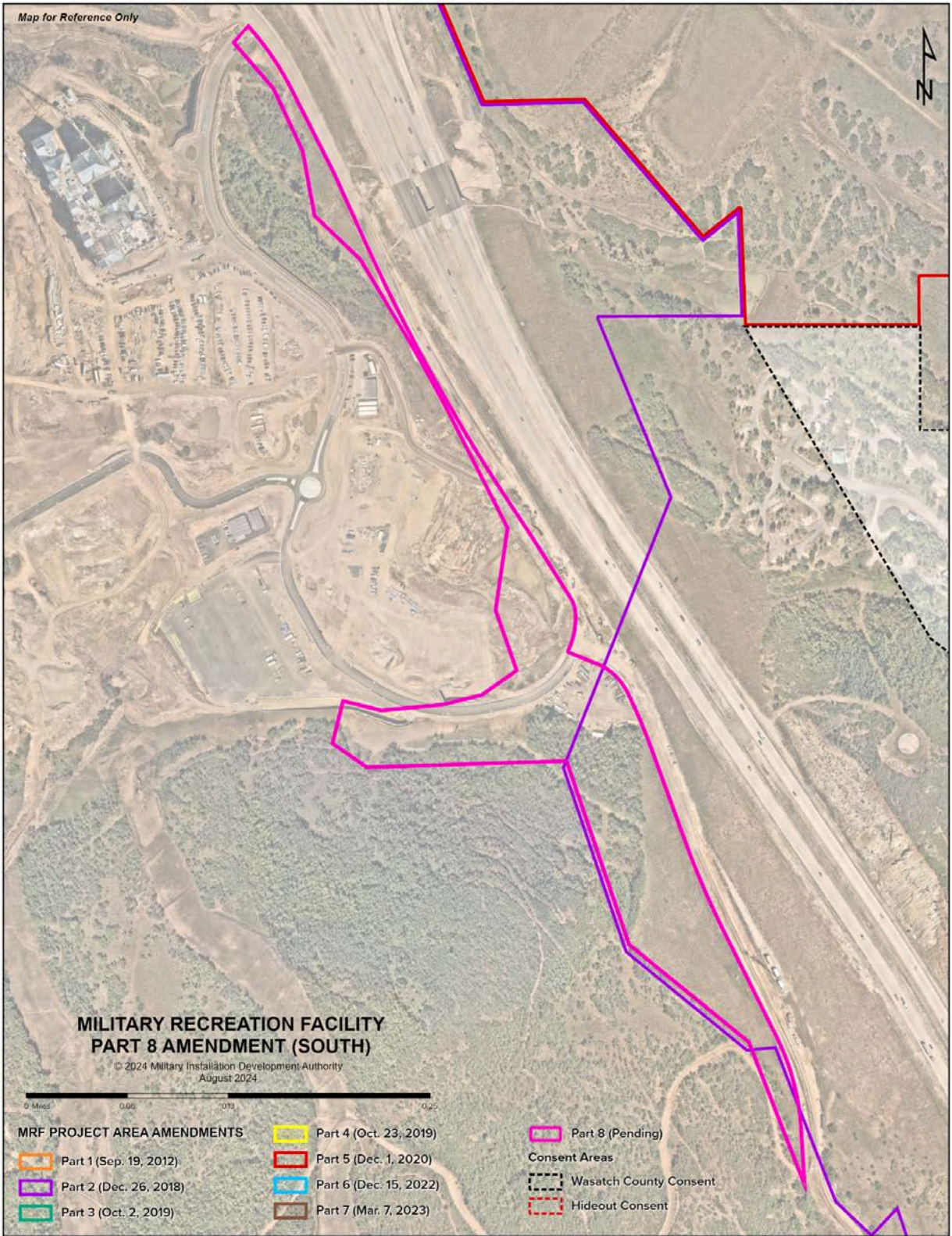


EXHIBIT B
LEGAL DESCRIPTION OF EXCLUDED LAND FOR PART 8 PROJECT AREA

Legal Description of Red Maple Parcel

Ent 508414 Bk 1 3 7 8Pg 1 3 1 5

The '**Red Maple Parcel**' is located in Summit County, Utah and is more particularly described as follows:

The entire portion of the south half of the southeast quarter of Section 3, Township 2 South, Range 4 East, Salt Lake Base and Meridian, lying north of Highway 248. Also described as: Lot 8 and Lot 10 as found on the supplemental plat of Section 3 & 10, Township 2 South, Range 4 East, Salt Lake Base and Meridian, one hundred seventh Congress of the United States of America, by Act of January 3, 2001, under Section 2862. Contains: 26.5 acres, more or less.
4840-5 673-5465. v.9

EXHIBIT C
LEGAL DESCRIPTION OF ADDITIONAL LAND FOR PART 8 PROJECT AREA

PARCEL NUMBER C-1 LEGAL DESCRIPTION
(Wasatch County, State of Utah)

Legal Description of 'Northern Parcel'

Ent 546458 Bk 1478 Pg 981 - 985

A tract of land situate in the SW1/4 NW1/4, SE1/4 NW1/4, NW1/4 SW1/4, NE1/4 SW1/4, SE1/4 SW1/4, and SW1/4 SE1/4 of Section 24, T. 2S., R. 4E., S.L.B.&M., said tract of land being part of parcel 21:A, 22:A, 23:A, 23B and 24:A of project NF-19(12), in Wasatch County, State of Utah. The boundaries of said tract of land are described as follows:

Beginning at a point in the existing westerly US-40 frontage road right of way line which is 727.56 feet N.00°00'57"W. along the section line and 43.49 feet N.89°59'03"E. from the South Quarter Corner of said Section 24; and running along said westerly frontage road right of way line the following eleven (11) courses; (1) thence northwesterly 216.06 feet along the arc of a 904.93-foot radius non-tangent curve to the left (Note: center bears S.53°55'38"W.) through a central angle of 13°40'47" (Note: chord to said curve bears N.42°54'46"W. for a distance of 215.55 feet); (2) thence N.56°19'39"W. 262.00 feet; (3) thence N.38°26'34"W. 152.97 feet; (4) thence N.49°45'09"W. 500.00 feet; (5) thence N.59°45'38"W. 172.63 feet; (6) thence N.39°05'24"W. 162.14 feet; to a point in a 766.20-foot radius non-tangent curve to the right (Note: center bears N.40°14'50"E.); (7) thence northerly 484.76 feet along the arc of said curve through a central angle of 36°15'00" (Note: chord to said curve bears N.31°37'39"W. for a distance of 476.72 feet); (8) thence N.13°30'09"W. 363.30 feet; (9) thence N.29°12'43"W. 440.33 feet; (10) thence N.26°13'55"W. 493.02 feet; (11) thence N.32°03'09"W. 13.61 feet to a point 115.24 feet perpendicularly distant southerly from the Mayflower Mine Road North control line opposite engineer station 80+45.63; thence S.84°24'52"E. 52.19 feet to the beginning of a 197.55-foot radius curve to the right said point being 87.60 feet perpendicularly distant southerly from said control line

opposite engineer station 80+01.35; thence southeasterly 208.22 feet along the arc of said curve through a central angle of $60^{\circ}23'28''$ (Note: chord to said curve bears $S.54^{\circ}13'08''E.$ for a distance of 198.72 feet), said point being 53.51 feet perpendicularly distant southerly from said control line opposite engineer station 77+66.33; thence $S.24^{\circ}01'24''E.$ 32.45 feet to the beginning of a 50.00-foot radius curve to the left said point being 53.47 feet perpendicularly distant westerly from said control line opposite engineer station 77+36.80; thence southerly 16.14 feet along the arc of said curve through a central angle of $18^{\circ}29'31''$ (Note: chord to said curve bears $S.33^{\circ}16'09''E.$ for a distance of 16.07 feet) to the beginning of a 1,112.50-foot radius reverse curve to the right, said point being 51.51 feet perpendicularly distant westerly from said control line opposite engineer station 77+22.27; thence southeasterly 257.12 feet along the arc of said curve through a central angle of $13^{\circ}14'31''$ (Note: chord to said curve bears $S.35^{\circ}53'39''E.$ for a distance of 256.55 feet) to the beginning of a 5,987.50-foot radius reverse curve to the left, which is concentric with and 37.50 feet radially distant westerly from said control line opposite engineer station 74+68.68; thence southeasterly 1,085.87 feet along the arc of said curve through a central angle of $10^{\circ}23'27''$ (Note: chord to said curve bears $S.34^{\circ}28'07''E.$ for a distance of 1,084.38 feet) to a line parallel with said control line opposite engineer station 63+89.61; thence $S.39^{\circ}39'51''E.$ 320.36 feet along said parallel line to a point opposite engineer station 60+69.25, and to the beginning of a 5,912.50-foot radius curve to the right, which is concentric with said control line; thence southeasterly 1,237.55 feet along the arc of said curve through a central angle of $11^{\circ}59'33''$ (Note: chord to said curve bears $S.33^{\circ}40'04''E.$ for a distance of 1,235.29 feet) to a point opposite engineer station 48+23.85; thence $S.53^{\circ}55'38''W.$ 25.78 feet to the point of beginning as shown on the official map of said project on file in the office of the Utah Department of Transportation. The above described parcel of land contains 738,325 square feet or 16.950 acres in area, more or less.

PARCEL NUMBER C-2 LEGAL DESCRIPTION

(Wasatch County, State of Utah)

Legal Description of "Thumb Piece"

Ent 546457 Bk 1478 Pg 977-980

A tract of land situate in the NW1/4 NE1/4, NE1/4 NE1/4, SW1/4 NE1/4, SE1/4 NE1/4, NW1/4 SE1/4, NE1/4 SE1/4, and SE1/4 SE1/4 of Section 25, T. 2S., R. 4E., S.L.B.&M., and Lot 3 and Lot 4 of Section 30 T. 2S., R. 5E., S.L.B.&M., said tract of land being part of parcel 26:A, 27:A, 28:A, 28:3A and 29:A of project NF-19(12), in Wasatch County, State of Utah. The boundaries of said tract of land are described as follows:

Beginning at a point in the existing westerly US-40 frontage road right of way line which is 960.41 feet S.89°58'43"E. along the section line and 737.61 feet S.00°01'17"W. from the North Quarter Corner of said Section 25; and running thence N.39°29'54"E. 56.15 feet to a point 61.05 feet perpendicularly distant westerly from the Mayflower Mine Road North control line opposite engineer station 31+11.77; thence N.47°47'54"E. 23.55 feet to a point in a 962.50-foot radius non-tangent curve to the right, concentric with and 37.50 feet westerly of said control line opposite engineer station 31+11.77 (Note: center bears S.47°47'54"W.); thence southeasterly 258.17 feet along the arc of said curve through a central angle of 15°22'05" (Note: chord to said curve bears S.34°31'04"E. for a distance of 257.39 feet) to a line parallel with said control line opposite engineer station 28+43.55; thence S.26°50'01"E. 304.99 feet along said parallel line to a line parallel with said control line opposite engineer station 25+36.94; thence S.24°21'02"E. 258.14 feet along said parallel line to the beginning of a 6,037.50-foot radius curve to the left, concentric with said control line opposite engineer station 22+78.80; thence southeasterly 589.09 feet along the arc of said curve through a central angle of 05°35'26" (Note: chord to said curve bears S.27°08'45"E. for a distance of 588.86 feet) to a line parallel with said control line opposite engineer station 16+93.37; thence S.29°56'28"E. 67.85 feet along said parallel line to the beginning of a 5,037.50-foot radius curve to the left, concentric with said control line opposite engineer station 16+25.52; thence southeasterly 306.22 feet along the arc of said curve through a central angle of

03°28'58" (Note: chord to said curve bears S.31°40'57"E. for a distance of 306.17 feet) to a line parallel with said control line opposite engineer station 13+21.58; thence S.33°25'26"E. 159.90 feet along said parallel line to a line parallel with said control line opposite engineer station 11+61.68; thence S.32°46'42"E. 67.19 feet along said parallel line to a line parallel with said control line opposite engineer station 10+94.06; thence S.32°07'57"E. 179.03 feet to the beginning of a 100.00-foot radius curve to the right; thence southerly 48.55 feet along the arc of said curve through a central angle of 27°49'00" (Note: chord to said curve bears S.18°13'27"E. for a distance of 48.07 feet) to the beginning of a 257.58-foot radius compound curve to the right; thence southerly 133.45 feet along the arc of said curve through a central angle of 29°41'04" (Note: chord to said curve bears S.10°31'35"W. for a distance of 131.96 feet) to a point 144.76 feet perpendicularly distant westerly from said control line opposite engineer station 7+69.26; thence S.67°51'16"E. 117.40 feet to the beginning of a 209.07-foot radius curve to the right, concentric with and 41.00 feet westerly of the Mayflower Mine Road South control line opposite engineer station 101+03.68; thence southeasterly 128.34 feet along the arc of said curve through a central angle of 35°10'19" (Note: chord to said curve bears S.43°39'43"E. for a distance of 126.34 feet) to the beginning of a 1,868.86-foot radius compound curve to the right, concentric with said control line opposite engineer station 102+57.19; thence southeasterly 198.31 feet along the arc of said curve through a central angle of 06°04'47" (Note: chord to said curve bears S.23°02'10"E. for a distance of 198.22 feet) to a line parallel with said control line opposite engineer station 104+59.85; thence S.19°59'46"E. 316.97 feet along said parallel line to the beginning of a 2,905.79-foot radius curve to the left, concentric with said control line opposite engineer station 107+76.82; thence southerly 331.41 feet along the arc of said curve through a central angle of 06°32'05" (Note: chord to said curve bears S.23°15'47"E. for a distance of 331.23 feet) to a line parallel with said control line opposite engineer station 111+03.56; thence S.26°31'50"E. 382.76 feet along said parallel line to the beginning of a 777.50-foot radius curve to the right, concentric with said control line opposite engineer station 114+86.31; thence southerly 312.57 feet along the arc of said curve through a central angle of 23°02'03" (Note: chord to said curve bears S.15°00'48"E. for a distance of 310.47 feet) to a line parallel with said control line

opposite engineer station 118+15.37; thence S.03°29'46"E. 210.47 feet along said parallel line and extending to a point in the existing westerly frontage road right of way line of US-40, which point is 55.53 feet perpendicularly distant westerly from said control line opposite engineer station 120+08.57; thence along said westerly frontage road right of way line the following twenty(20) courses: (1) thence N.21°22'20"W. 524.20 feet; (2) thence N.50°49'55"W. 505.02 feet; (3) thence N.18°49'10"W. 632.92 feet; (4) thence S.88°09'07"W. 651.65 feet; (5) thence N.55°15'50"W. 141.20 feet; (6) thence N.13°59'51"E. 150.00 feet; (7) thence S.76°00'09"E. 132.05 feet; (8) thence N.84°30'33"E. 202.92 feet; (9) thence N.75°59'51"E. 128.96 feet; (10) thence N.54°58'12"E. 135.40 feet; (11) thence N.19°18'03"W. 206.82 feet; (12) thence N.08°16'03"E. 271.52 feet; (13) thence N.27°00'09"W. 373.68 feet to the beginning of a 5,629.58-foot radius curve to the left; (14) thence northwesterly 393.02 feet along the arc of said curve through a central angle of 04°00'00" (Note: chord to said curve bears N.29°00'09"W. for a distance of 392.94 feet); (15) thence N.31°00'09"W. 232.73 feet; (16) thence N.46°13'57"W. 208.95 feet; (17) thence N.10°25'24"W. 215.31 feet; (18) thence N.25°00'14"W. 224.73 feet; (19) thence N.38°35'11"W. 237.50 feet to the point of beginning as shown on the official map of said project on file in the office of the Utah Department of Transportation. The above described parcel of land contains 738,175 square feet or 16.946 acres in area, more or less.