



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
February 16, 2022**

PUBLIC NOTICE IS HEREBY GIVEN that the Planning Commission of Park City, Utah will hold its Regular Meeting electronically on Zoom, through www.parkcity.org/public-meetings for the purposes and at the times as described below on Wednesday, February 16, 2022.

MEETING CALLED TO ORDER AT 5:30 PM.

Notice of Electronic Meeting and How to Comment Virtually The Chair issued a written determination that because of the public health emergency, conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may attend in person. This determination is based on the ongoing risks and infection rates statewide and in Summit County. For these reasons, this meeting will be an electronic meeting without an anchor location. Planning Commission members will connect electronically. Public comments will be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

1. ROLL CALL

2. MINUTES APPROVAL

- 2.A. Consideration to Approve the Planning Commission Meeting Minutes from January 26, 2022
[01.26.2022 Minutes - Pending Approval](#)

3. PUBLIC COMMUNICATIONS

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5. WORK SESSION

- 5.A. Park City Mountain Resort Base Parking Lots - MPD Modification Work Session- Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Commission Will Discuss the Applicant's Off-Site Parking and Transportation Mitigation Proposal. PL-20-04475. *Public Input will be taken via e-comments and Zoom* (A) Work Session, No Action Will Be Taken
[Planning Commission Staff Report](#)
[Exhibit A: MPD Process Summary](#)
[Exhibit B: Project Background Information](#)
[Exhibit C Vail Letter to Planning Commission with Attachment](#)

Exhibit D: Applicant's Compiled Transportation Analyses
Exhibit E: AECOM Transit Costs Memorandum
Exhibit F: Compiled Public Comments

6. ADJOURN

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

***Parking is available at no charge for Council meeting attendees who park in the China Bridge parking structure.**



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
January 26, 2022**

COMMISSIONERS IN ATTENDANCE: Chair Laura Suesser, John Kenworthy, Sarah Hall, Doug Thimm, Bill Johnson, Christin Van Dine

EX OFFICIO: Gretchen Milliken, Director; Jaron Ehlers, Planning Department; Browne Sebright, Planner II; Makena Hawley, Planner II; Spencer Cawley, Planner I; Mark Harrington, City Attorney

1. ROLL CALL

In the absence of Chair John Phillips, Commissioner Laura Suesser assumed the Chair and called the meeting to order at approximately 5:30 p.m.

The following written determination was read:

The Chair issued a written determination that because of the public health emergency, conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may attend in person. This determination is based on the ongoing risks and infection rates statewide and in Summit County. For these reasons, this meeting will be an electronic meeting without an anchor location. Planning Commission members will connect electronically.

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2. PUBLIC COMMUNICATIONS

There were no Public Communications.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Commissioner Christin Van Dine reported that she would recuse herself from Agenda Item 4.C. (2089 Equestrian Court) based on the fact that the applicants are her neighbors and good friends.

Director, Gretchen Milliken, reminded the Commissioners that the four-hour meeting limit would be applied to this meeting, as would a time limit on public comment. She noted that Mr. Ehlers would run a clock and remind those speaking as they approach their time limit. Commissioner Van Dine asked if the time schedule for the meetings would be published so that the public could

plan their attendance at meetings. Director Milliken stated that the Planning Department internally set time estimates for the agenda items and these time estimates would be included in the agenda for the next meeting.

Chair Suesser commented that this would be particularly helpful for Work Sessions, particularly for the public that would be looking to join the meeting on a particular issue.

A. Pickleball Court Land Management Code Amendments.

Director Milliken explained that the applications for Conditional Use Permits ("CUP") for this meeting were coming in as Recreational Sports Facilities. She provided some background on pickleball and its popularity and noted that it was invented in 1965 in Washington State when some fathers were looking to entertain bored kids.

There are different theories behind the name "pickleball." Director Milliken stated that one theory is that it was named after a term used in crew; the other is that it was named for the family dog that would retrieve the balls.

Director Milliken noted that there were over 4.2 million pickleball players in the United States in 2020, a 21% increase from the previous year. Park City is trying to accommodate for that popularity and excitement, and the Park City Recreation Department and Recreation Advisory Board are currently evaluating temporary and permanent public indoor and outdoor courts to meet the increased demand. She reported that this would come before the City Council at its' next meeting.

She presented a map that illustrated the locations of the public and accessible courts within the City and noted that there are seven locations and 37 courts.

Director Milliken next addressed the impacts related to pickleball. On the positive side, it is a sport that is easy to learn and low impact, which allows for people of all ages to play. She noted that pickleball has become very popular with the older generation and has many physical and mental health benefits. Pickleball is also a social sport, with four participants on the court in addition to spectators.

She next addressed the negative impacts, with noise being the primary negative. The paddles, balls, and courts are hard, which causes sharp pinging sounds as the games are played. The fast pace of the game amplifies the sounds.

The courts are approximately 20' x 40' so they take up a decent amount of space.

Director Milliken added that the popularity of pickleball might edge out other sports such as tennis. She noted that many tennis courts were being adapted and used as pickleball courts.

She added that as pickleball courts are entering the residential neighborhoods, some issues have arisen. The popularity of the sport could be seen as both a positive and a negative.

Planning Staff has looked at mitigation and how they could support this sport while also mitigating the negative impacts. They have made recommendations for changes to the Land Management Code ("LMC") that would specifically spell out the mitigations for pickleball courts.

She presented some of Planning Staff's recommendations that they would bring before the Planning Commission. The first recommendation was the requirement for an Administrative Permit that would trigger public notice to adjacent properties as well as a public hearing.

Staff also would also recommend modification of the LMC's definition of Private Recreational Facilities to identify pickleball courts as a type of facility that would require additional mitigation due to the noise associated with the sport.

Director highlighted some of the more specific mitigation strategies being considered. These include the following:

- A minimum lot size of ½ acre or more
- Having a minimum 100-foot setback for the pickleball courts if there was no mitigation, but as low as 50 feet if there were substantial mitigations in place
- Limited pickleball court use. They would recommend not allowing use in the evenings or early morning hours or with bright lights
- Potential Homeowner Association approval for properties within an Association
- Requiring further mitigation strategies if there are numerous complaints regarding the use of a court within one year of being permitted

Chair Suesser asked why Staff limited the window of complaints to one year after permit issuance and suggested something along the lines of three noise complaints in any given year. Director Milliken explained that Staff was in the process of reviewing potential changes to the LMC, and appreciated this comment and others, as they will assist Staff in shaping the recommendations for the LMC amendments. She stressed that these are simply recommendations based on research conducted to date on the best practices of other cities.

Director Milliken explained that during the Regular Agenda, the Planning Commission would be looking at two Conditional Use Permits for Private Recreational Facilities within the Park Meadows neighborhood. She reported that Building Permits were issued for the structures that include a solid concrete pad, which is permissible. The applications would address the painting and use of these pads as pickleball courts. She explained that it was the clarification of proposed pickleball use on these sports courts that triggered the CUP for a Private Recreational Facility, which requires Planning Commission review. She reiterated that Staff's focus was on mitigation since the pads are already constructed.

Director Milliken noted that the LMC Amendments would be brought before the Commission on February 23, 2022. Staff legally noticed a pending notice, so no new CUP's for pickleball courts would come before the Commission prior to that hearing. She stated that there would be engagement prior to drafting the final recommendations for the amendments to the LMC. There is a current survey on the Engage Park City webpage, and she encouraged the Commissioners and anyone else in attendance to take the survey. Two virtual open houses would also be held on February 7, 2022, from 5:00 to 6:00 p.m. and February 8, 2022, from 12:30 p.m. and 1:00 p.m.

Director Milliken also encouraged those with questions to contact the Planning Department at www.planning@parkcity.org or by telephone. In response to an inquiry, Director Milliken stated that the link to join the virtual open houses would be on the website. Staff also planned to promote the open houses in social media approximately one week prior.

Chair Suesser asked if public comment should be opened on this presentation. City Attorney, Mark Harrington recommended allowing public comment as part of the public hearings on the pending applications.

Director Milliken explained that the Commissioners would have the opportunity to comment on the proposed amendments after the CUP's are presented to the Commission. She intended this presentation to be largely informative, but Staff would welcome any comments. She stated that any comments or questions sent to the Planning Department should be labeled "Pickleball," and would be seen by all Planners and compiled for review. City Planner, Browne Sebright, would be drafting the LMC Amendments.

Commissioner Van Dine asked if the Planning Department planned on addressing sports courts in general. Director Milliken acknowledged that many sports courts could be used as pickleball courts, and they hoped to address them in the LMC amendments.

4. REGULAR AGENDA

A. 1660 & 1700 Three Kings Drive - Payday Condominiums - Plat Amendment - The Applicant is Requesting to Amend the Existing Plat to Rectify Inconsistencies and Clarify Developable Private Residential Space for Condominium Owners.

City Planner, Makena Hawley, stated that the Payday Condominiums are within a Residential Development ("RD") zone, and located at 1660 and 1700 Three Kings Drive. The condominiums are surrounded by the back nine holes of the Park City Golf Course, as well as other condominium projects and single-family homes. She reported that the property was platted and built-in 1972 and approved with a Conditional Use Permit in the then-named Forest Estate ("F-E") zone. The project has 21 buildings with a total of 51 units. There are currently 72 parking spaces on 5.26 acres. Planner Hawley reported that in 1972, the Forest Estate zone and the Planned Unit Development portions of the LMC allowed the Payday Condominiums to fully comply with the LMC at the time of construction. Currently, since the development is located in the Residential Development Zone it is subject to different zoning regulations. However, because it was lawfully constructed in 1972, the buildings are considered Existing Non-Complying Structures.

In 2018, the Building Permit for a proposed addition to a unit was flagged because it was outside the private area as stated on the plat. After further review, the Planning Department realized that several remodels and additions to other units had been completed over the years that fell outside of the private area. As a result of these remodels, the applicant was advised to amend the plat, address the existing conflicts and clarify the building envelope. Planner Hawley explained that the application seeks to update the plat to reflect the existing private ownership. The previous areas of common or limited common ownership that were enclosed would be updated and recorded properly.

In addition, she noted that the application seeks to specify the entire building envelope, including height, footprint, and building pad to limit and create predictable future conversions. She commented that this would be good for the City because it would bring the condominiums into substantial compliance and the plat would match what exists. In addition, the Plat Amendment would benefit the Homeowners' Association ("HOA") because it would allow equity amongst all of the Payday neighbors and create a harmonious and homogenous design across the property.

Planner Hawley reported that since the Building Permit application in 2018, the Planning Department had been supportive of a proposed Plat Amendment as long as the areas of expansion are located within the existing building pad. The Plat Amendment would rectify existing discrepancies and clearly define what could be added to the units while eliminating the need to otherwise amend each unit incrementally. It also would allow for a predictable, transparent process for remodels and additions. For the HOA, it would equitably allocate developable space to those who had not expanded their units. Planner Hawley added that the Plat Amendment would acknowledge and rectify the existing error on the original plat in which the property line extends over the existing Three Kings Road.

She explained that this proposal was extensively reviewed by the Planning Department. The Director determined that the changes would not constitute an expansion of the degree of Non-Conformity. Planner Hawley stated that due to the change in the zone and the 50 years of change that this development has seen, there are several areas of non-conformity. These areas of non-conformity include density, setbacks, height, and parking. With respect to density, Planner Hawley stated that there are 51 units on 5.6 acres. With the maximum density in the RD Zone set at five units per acre, this project exceeds that density. However, because the applicant did not propose to increase the total number of units, Staff found no increase in the non-conformity.

Planner Hawley next presented a graphic illustrating the decks and structures that encroach into the RD setback zone. She noted that much of the encroachment exists along the front because the owners included their 50-foot setback buffer, which does not necessarily exist. The Plat Amendment would not change anything, because it would only record the property line at its proper location. She presented another graphic showing that because the property lines and structures would not move as a result of the Plat Amendment, there would be no additional impacts. The structures were constructed legally, and the buildings and roads would not be expanded into any setbacks. No negative impacts had required mitigation in the past 50 years.

Planner Hawley reported that the Planning Department favored bringing this project into compliance so long as the additions are within the existing building footprint. There was no proposal to expand any units further within the setbacks, and any deck expansions would need to comply with current setback regulations. As a result, Staff found no increase in the non-conformity.

Planner Hawley next addressed height and noted that there were 15 triplex units on the property. Six stand-alone units are all within the RD Zone height. The units in each triplex building are similar in layout and size; however, the middle units have an extra level above the 28-foot threshold to allow for additional light. She presented a graphic showing the triplex cross-section. She explained that the configuration of the triplex building creates a significant barrier to allow for an equitable dispersion of assets to the owners of the 15 center units; she noted that the HOA was able to gain a majority vote to apply for this Plat Amendment by addressing this inequity.

She presented architectural renderings that compared what currently exists and what the structure will look like at full build-out. The areas in the center units to be turned into private area as a result of the Plat Amendment were highlighted in yellow. Planner Hawley added that the areas highlighted in blue would be utilized on the Plat as square footage; however, owners would not be able to change the slanted gable roof.

Commissioner Thimm confirmed that the yellow highlighted areas on the graphic were potential areas of expansion should the Plat Amendment be approved. He asked if there were permitted

applications for additions similar to this over the last 50 years. Planner Hawley stated that no units above the height had been approved. She explained that the existing plat specified that only one of the two 12' x 12' areas in the center unit were allowed. The blue areas could be utilized without changing the roofline. Planner Hawley stated that because the heights would not be increased and the changes would improve the design, Staff found that there was Substantial Compliance with the height requirements.

Planner Hawley next addressed the parking requirements. She explained that the original plat required 51 parking spaces for 51 units. Over time, the development added spaces for a total of 72 parking spaces. She commented that this area was dense with amenities such as bus stops, hiking and biking trails, a restaurant, and a ski lift. She explained that pursuant to the LMC, the RD Zone includes intentions for "growth capabilities," "clustering of residential units", and "minimizing impacts of the automobile on architectural design." The applicant also stated that parking has historically not been an issue and no more need would be anticipated as the use and density would not increase. With no unit equivalents being proposed, the parking history, and in keeping with the RD zone purpose statements, Staff found no reason to increase the amount of parking over what exists today.

Planner Hawley stated that the Planning Department worked with the applicant to arrive at a suitable solution to correct the changes that developed over the past 50 years. This proposal would be an improvement on the design and create equity among the Payday community while increasing livability and preventing undue hardship. It would also bring the development into Substantial Compliance with City regulations.

Without an increase in unit equivalents, the Director determined that the proposed Plat Amendment would be in substantial compliance. Staff recommended that the Planning Commission hold a public hearing and consider forwarding a positive recommendation for the City Council's consideration on March 3, 2022, subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance.

Planner Hawley announced that the applicant was present, and all would be happy to answer questions or clarify any aspect of this application.

Chair Suesser asked about nightly rentals in the units and the HOA's commitment to confirming that nightly rentals were properly licensed. Planner Hawley reported that the HOA had not yet held a meeting to address nightly rentals; however, based on discussions the HOA would highly encourage licensing. She reported that legally, the HOA had no ability to enforce licensure on individual units. Planner Hawley added that Condition of Approval #7 for the Plat Amendment addressed HOA notice with respect to nightly rentals.

Commissioner Bill Johnson commented that he would like more teeth written into Condition of Approval #7 regarding nightly rental licenses.

Robert Rosing, counsel for Payday Condominium HOA, addressed the nightly rentals and noted that the HOA was comfortable informing the owners that nightly rental licenses are required and if they do not have a license, they are breaking the law. However, the HOA is not as comfortable enforcing the licensing requirement since (1) the HOA does not track who is offering nightly rentals; and (2) if they learn that an owner is renting without a license, the owner would be breaking City Code, not an HOA rule. He reiterated that the HOA would advise owners of the need to have a license, but the HOA's ability to require owners to obtain that license is limited.

He noted that there are statutes that govern Community Associations and condominiums and limit the HOA's ability to restrict nightly rentals.

Commissioner John Kenworthy asked about enforcement of the HOA's Architectural Review process. Mr. Rosing stated that there has not been significant recent construction since the building was constructed 50 years ago. He acknowledged that there are architectural control guidelines in the CC&Rs that were adopted; however, the Plat Amendment is how they are trying to address the issue of enforcement. He explained that if someone built into the common area 25 years ago, and it was permitted, it would be difficult for the HOA to address it now. Mr. Rosing offered that going forward, the HOA would have control over what owners build on the exterior since it is ultimately the HOA that maintains the exterior of the buildings. This control would have to be strengthened with this Plat Amendment.

Commissioner Kenworthy commented that his concern is what would occur going forward. He noted that the City has spent a lot of time and money on this issue, and they would like to have the HOA as a partner going forward. Mr. Rosing stated that if an owner builds something that does not conform to the Plat or is not built to Code, which becomes the HOA's problem; therefore, financially, the HOA has every interest in enforcing the Plat and the architectural guidelines. He added that the HOA also has every desire to ensure that any future owner who builds, does so in accordance with the rules.

Susan Philipp, a member of the Payday HOA, stated that the HOA Board has discussed this topic extensively, and they realize that this phase of the proposed Plat Amendment is a big step for Payday. Following approval of this application, Payday's next step would likely be looking at hiring an architect to consider what the architecture should look like so that it is harmonious. She stated that they have an Architectural Review Committee that reviews every remodel as it proceeds through the Building Department. They have had the Architectural Review Committee in place for at least seven years, and it has made a tremendous improvement and impact on the remodels at Payday. Ms. Philipp stressed her commitment to making sure that they remain strict in terms of architectural standards. She has a background in architecture and is proud of Payday and thinks it could be a signature property moving forward.

Adam Walker, a member of the Payday HOA, added that as part of the Architectural Review Committee, they developed standards for each homeowner. He provided an example of a recently implemented "sound standard" that details the considerations and criteria for the sound impact of remodels to the other neighbors. He added that the Committee was in the process of developing a standard relating to air conditioners. He felt that the Architectural Committee has the teeth to enforce its standards and they continue to strengthen it.

Chair Suesser opened the public hearing.

Susan [last name not stated] identified herself as a resident of Payday and purchased her property in June. She reported that she is installing three replacement windows and attested to the formal and organized process required by the HOA. She paid a \$750.00 deposit and provided the HOA with detailed plans showing that she was replacing the windows with like windows updated with better energy standards. Additionally, she stated that she would not receive her deposit until after completion of the work and inspection by the Building Department and the HOA. She stressed that this is an organized process and something that the owners adhere to when making improvements. She added a comment regarding the planned development at the base of the Park City Mountain Resort and stated that this year Silver Star Lift has not been opened by Vail

Resorts, which squeezes the small businesses as well as the Thanes Canyon neighborhood. With PEG asking for reduced parking at the base, it would be helpful for the Silver Star Lift to be operational because it is a community lift. She felt that it was not in the resort's best financial interest to operate the lift, and she wanted to include a requirement that Vail would operate that lift on a regular basis as part of any approval of that project. She reiterated that the HOA worked hard on this Plat Amendment and the HOA is strict when it comes to architectural guidelines and would enforce them. She was encouraged to submit her written comments on the PEG Development project.

Commissioner Sarah Hall requested a map showing which units could build these additions so that they could see the scope of the expansions to the area. Planner Hawley explained that all of the units would have the ability to expand if the Plat Amendment were approved. Ms. Philipp clarified that each unit would have specific expansion opportunities. Planner Hawley explained the rendering attached as Exhibit C to the Staff Report compared what was originally platted units versus the units with the proposed Plat Amendment. Commissioner Hall felt that this would create a lot of mass and invited discussion on the issue of building height.

Planner Hawley reported that the zone height is 28 feet and the only portion that is currently over the zone height is the middle unit pop-up. The middle unit pop-up is 36 feet in height in some areas and 37 feet in others. She clarified that under the proposed Plat Amendment, the pop-ups in the middle units would not be allowed to exceed their existing heights.

Chair Suesser asked if the Planning Staff discussed prohibiting fixtures like swamp coolers on top of these units, which would add additional heights. Planner Hawley stated that Staff did not discuss that issue and stated that this height limit would be strictly enforced. Mr. Rosing commented that the HOA would not allow a swamp cooler on top of the building under the HOA's Architectural Standards. Ms. Philipp confirmed that the HOA would not allow air conditioning units on the upper-level roofs and reiterated that they were reviewing air conditioning unit standards. She commented that it is a difficult subject due to aesthetics but stressed that the HOA was not supportive of adding air conditioning units to the roofs.

Commissioner Thimm asked if the applicant would be amenable to an added Condition of Approval that would prohibit equipment on the highest portion of the roof. Ms. Philipp expressed her consent to that addition. In response to a request for clarification from Chair Suesser, Commissioner Thimm stated that he would suggest a prohibition of equipment on the top portion of the 36 to 37-foot levels of the roof. Chair Suesser agreed, as did Commissioner Johnson.

Commissioner Kenworthy expressed his feeling that they should prohibit equipment on the top of all roofs. He noted that historically, the middle units had not illegally added to their units and this compromise involves the 12-foot pop out on top. He queried why they would allow the other units rooftop access when the Unit C's do not even have that access available to them. Ms. Philipp clarified that Payday was proposing that each middle unit in each triplex building only had one opportunity for any considerable remodel expansion, and that opportunity is on the top floor. The HOA proposed to allow the owners of these units to add an eight-foot bump out with a deck and that is the only expansion contemplated by this proposal.

Commissioner Kenworthy understood that it was this compromise that satisfied the owners of the middle units. Chair Suesser noted that owners of A and B units would also have the opportunity to bump out; they just would not have the height exception. Commissioner Kenworthy stated that he would not give the owners of A and B units the right to install air conditioning units on their

roofs if they were restricting the owners of the middle units. He would suggest prohibiting air conditioners on all roofs and leave it to the Architectural Committee to determine an equitable place to install them if they were approved in the future.

Ms. Philipp stated that they would make that a consideration and noted that the concern would be the proximity of the buildings and the placement of air-conditioning units in common areas. She stated that they were taking significant measures to ensure that noise mitigation was being met; installing air conditioning units on roofs could help with that issue, but ice and snow present another issue. If they would allow it, they would look for some architectural shielding so residents would not be looking at equipment. Ms. Philipp reminded that they have not reached any conclusions as of yet.

Chair Suesser remarked that the Commission was concerned that if they approve this application, they would be accepting the Non-Conforming Use and expanding the height exemption for these units, which is not something they typically like to approve. Given these particular circumstances, the Commission could see that it might be appropriate. She stressed that they would not want a further violation of that height exception by the addition of any further equipment on the roofs.

Commissioner Hall referenced the Exhibit C drawings showing the expansion areas and noted that she felt that this application would expand the footprint. She reiterated her position that any lower additions, such as enclosing a walkway, would be acceptable; however, the renderings seem to give the owners a lot of latitude to expand on the higher level, which would be visible and would collectively seem like a lot. She felt that the buildings as depicted in the renderings looked significantly larger, would constitute an exception to the LMC, and would be available to a lot of units.

Commissioner Kenworthy had similar concerns but returned to the notion that this Plat Amendment would clean up the additions on this property. He was encouraged by the fact that the HOA representatives were working with City Staff. He agreed that the owners of the middle units have no upside when everyone else can expand. He reiterated his suggestion of keeping air conditioning units off of all of the roofs. He expressed that he was trying to be equitable with not just the bigger units, but also the smaller middle units. Commissioner Christin Van Dine agreed with these comments.

Commissioner Hall reiterated her concern that they would be adding a lot of density above the height level for this zone; she does not like to reward bad behavior and felt that this is what was being done here.

Commissioner Thimm offered that the additional mass did not seem out of character with the rest of the buildings and in terms of building bulk. He did not feel like it would be a significant change. He liked the idea of establishing some kind of equity while also establishing true constraints and limitations. He would like to see the sketches representing the limits of what could be allowed in the future.

Commissioner Suesser was comfortable with the application because of the finding that there would be no increase in the degree of non-conformity.

Staff Report Exhibit C, page 7 was discussed. Planner Hawley explained that this rendering depicted one of the single units, which would be fully compliant with the height requirement of 28 feet. Only the triplexes exceed the 28 feet height.

Commissioner Hall reiterated that she felt this would add a lot of extra mass along with the height violation and was not excited about these changes.

Chair Suesser acknowledged the applicant's description that the pop-up units were not very usable, and the expansion would make these small rooms a more livable space. Mr. Rosing stated that when these were originally built, a ladder accessed these pop-up spaces. Ms. Philipp added that with all the Payday units, the master bedroom on the second level was a lofted space accessed by a ladder. Over time, owners closed these off and tried to make it a third-level bedroom. The spaces are small and awkward with several non-compliant stairways that lead to those rooms. She offered that allowing for the addition in the middle units would ensure a code-compliant stairway to that area and some usable space.

Commissioner Johnson sought clarification as to whether the applicant was agreeable to a Condition of Approval prohibiting rooftop equipment. Commissioner Kenworthy requested a Condition of Approval that the HOA would provide notice on a yearly basis that a license is required to offer nightly rentals. It was suggested that this language be added to Condition of Approval #7 in the Draft Ordinance.

Planner Hawley confirmed the addition of Condition of Approval #8 that rooftop equipment shall be prohibited. It was clarified by Commissioner Thimm that a plumbing vent would not be construed to be equipment. Planner Hawley suggested referencing the LMC language regarding equipment that is exempt from the height limitations.

Mr. Harrington sought clarification on whether the prohibition would be applicable to any new roof area over the zone height of 28 feet. Commissioner Thimm stated that it would apply to any new equipment on any roof area.

Planner Hawley stated that she would list the equipment from the LMC height exceptions. It was clarified that the Condition would state that the language be approved by the City Attorney.

MOTION: Commissioner Kenworthy moved to forward a positive recommendation for the City Council's consideration on 1660 and 1700 Three Kings Drive Payday Condominiums amended Plat subject to the following:

Findings of Fact:

1. The property is located at 1660 and 1700 Three Kings Drive.
2. On June 8, 1972, the Planning Commission approved a Conditional Use Permit for the Payday Condominiums.
3. The Payday Condominium plat was recorded with Summit County on May 30, 1972.
4. In 1972 the Payday Condominiums were located in the Forest Estate (F-E) zone.
5. Planned Unit Developments were considered a Conditional Use in the F-E zone and the Payday Condos met all zone requirements at the time of approval.

6. The Payday Condominiums subdivision contains 21 buildings and 51 units.
7. In 2018 Planning Department staff informed representatives of the Payday Condominiums Association that a plat amendment would be required in order to rectify existing inconsistencies and clarify locations for future expansion in units that had not expanded.
8. The Payday Condos are now located in the Residential Development (RD) zone.
9. The proposed amendment is consistent with the purpose statements of the RD zoning district.
10. All additions to units are proposed within the existing building footprint.
11. The discussion and findings in the Staff Reports dated 1/26/22, 10/13/21, and 5/12/21 are incorporated herein.

Conclusions of Law:

1. There is good cause for this amendment to the plat.
2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the plat amendment, subject to the conditions of approval, will not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. No building permit application may be submitted until after this plat amendment has been recorded.

4. Proposed additions are required to fit within the existing building pad and are not allowed to be expanded further into the setbacks.
5. All deck extensions must comply with Residential Development Zone setbacks. If the unit's deck is currently non-complying with the setback requirement, the unit owner shall not enlarge their deck. The plat amendment shall include a note outlining the following:

"The units identified below may only extend if the deck fully complies with Residential Development Zone setbacks.

 - a. Building 2 – Units 160, 161, 162
 - b. Building 3 – Units 163, 164, 165
 - c. Building 4 – Unit 174
 - d. Building 10 – Unit 174
 - e. Building 12 – Unit 180
 - f. Building 13 – Unit 181, 182, 183
 - g. Building 16 – Unit 190, 191, 192
 - h. Building 19 – Unit 201
 - i. Building 20 – Unit 202, 203, 204
 - j. Building 21 – Unit 205, 206, 207"
6. Deck extensions, less than 30" above final grade, which are LMC compliant and receive Payday board approval, may be approved without a plat amendment. The deck will be in the common area perpetually which keeps in the ownership of the Payday HOA.
7. The Payday HOA shall provide all Unit owners affirmative notice of City nightly rental regulations and use reasonable business efforts to ensure compliance with the requirement for City Nightly rental licenses.
8. Rooftop equipment shall be prohibited.

Commissioner Johnson seconded the motion.

VOTE: Commissioner Hall-Nay; Commissioner Van Dine-Aye; Commissioner Thimm-Aye; Chair Suesser-Aye; Commissioner Kenworthy-Aye; Commissioner Johnson-Aye. The motion passed 5 -to-1.

- B. 1961 Venus Court - Conditional Use Permit - The Applicant Proposes To Make an Improved Concrete Pad Into a Pickleball and Sport Court, a Private Recreation Facility, in the Single Family (SF) Zoning District. PL-21-05072.**

Planner Sebright presented the staff report and stated that the applicant was requesting a Conditional Use Permit to use a concrete pad as a pickleball court, which under the LMC is considered a Private Recreational Facility that requires a Conditional Use Permit. He reported that 1961 Venus Court is in the Park Meadows neighborhood and accessed off of Evening Star Drive and Little Kate Road and immediately abutted by five other properties. The subject property is located within the Single-Family ("SF") zoning district.

Planner Sebright explained that in July 2021 the applicant applied for a Building Permit for a concrete pad in their backyard. He noted that a concrete pad is an allowed use in a rear yard and was approved by the Building and Planning Departments. In mid-August, Planning Staff received information that the intended use of that concrete pad was for a pickleball court. Thereafter, Staff requested that the applicant submit a Conditional Use Permit for the Private Recreational Facility as required under the LMC. He added that in mid-November, the applicant submitted the Conditional Use Permit application for the Private Recreational Facility.

Planner Sebright reported that Staff looked at the requirements of the SF zoning district and found that the Conditional Use Permit complied, as conditioned, with the zoning district requirements. He noted that they looked at density, setbacks, and heights, and this proposal complied with density, front and rear setbacks. With respect to the side setbacks, Planner Sebright stated that the zone requires a side setback of 12 feet; as the concrete pad exists today, it is 5 feet from the east lot line. He noted that the pad is larger than a regulation pickleball court and they confirmed with the applicant that they could accommodate the entire court on the eastern portion of the concrete pad.

He noted that there would be approximately seven feet of existing concrete flatwork that would remain in the side yard setback, which is an allowed exception under the LMC. He noted that the only distinction between the Recreation Facility and the flatwork would be the painted stripes delineating the pickleball court. With respect to structure height, Planner Sebright reported that the court was proposed to be three feet tall, which includes the netting and poles; Staff has recommended a series of mitigation requirements, one of which would be to install a 12-foot noise reducing fence around the court. Planner Sebright presented an aerial graphic showing the residence and the location of the proposed pickleball court located entirely outside of the setbacks.

Planner Sebright explained that Staff's second analysis addressed the Conditional Use Permit criteria. Staff recommended that the Planning Commission evaluate conditions specifically to mitigate noise and nuisances in accordance with the LMC. He presented the LMC's 16 criteria that must be reviewed in all Conditional Use Permit applications. He noted that for many of these criteria, there were either no unmitigated impacts or the criteria were not applicable. He explained that for off-street parking, a Private Recreation Facility generates its own parking requirement. The LMC requires one space per four persons maximum-rated capacity. He explained that pickleball is played with four people, and the applicant agreed that more than four players would not use the court at a time. Planner Sebright stated when added to the two parking spaces required for a Single-Family Dwelling, a total of three parking spaces were required.

Planner Sebright presented a graphic that showed the applicant could accommodate three parking spaces on the property, with two in the garage and one on the driveway. He stated that there were additional criteria related to fencing, screening and landscaping, open space, signs and lighting, physical design, and noise and nuisances. With respect to fencing, screening, and noise, Planner Sebright stated that those would be discussed in detail in conjunction with Staff's third area of analysis.

Planner Sebright commented that the signs and lighting criteria required an additional Condition of Approval, and the applicant agreed that no outdoor lighting would be proposed or approved under the CUP. The applicant further agreed to limit the use of the court to daylight hours. The final criteria related to ownership, environmental sensitivity, and General Plan consistency were

addressed. Planner Sebright stated that this project was not located in an environmentally sensitive area and is nominally compliant with the General Plan as it pertains to Park Meadows.

Planner Sebright stated that the third analysis looked specifically at the criteria involving fencing, screening, and noise. As part of its review of this application, Staff reviewed a handful of studies conducted by municipalities that informed on how municipalities set out best practices and how they adopted their own codes, setbacks, and mitigation requirements. He explained that there is a large body of research regarding the noise impacts of pickleball courts and Staff was working to incorporate the findings of those studies, as they are able to process them.

For the applicant's property, the court is between 50 and 100 feet from the surrounding adjacent homes. The backyard has a six-foot-tall wooden fence and vegetation. Planner Sebright reported that the applicant agreed to limit the use of the court to daylight hours, which were set from 8:00 a.m. to 8:00 p.m. The applicant also agreed that no more than four players would use the court at a time. He added that the applicant agreed to these two Conditions of Approval.

Planner Sebright presented a further aerial image that illustrated the relation of the proposed court to neighboring homes. He reiterated that the distances range from 50 to 100 feet. Based on the initial research, Planner Sebright reported that Staff recommended some mitigation strategies. First, Staff recommended that the applicant install a 12-foot-tall noise-reducing fence around the court. He noted that there were professionally designed noise-reducing fences on the market, and Staff recommended one with a noise reduction co-efficient that could be verified based on the manufacturer's specifications. He noted that this was one of the first pickleball courts before Staff and the Commission for review, so Staff has recommended that the Commission review the proposed sports court both in the context of the Noise Ordinance and in the context of the neighborhood and the known setbacks from the neighboring homes to ensure adequate noise mitigations through the Conditions of Approval.

Planner Sebright stated that on January 11, 2022, the Development Review Committee reviewed the application, and Staff requested that they specifically look at the remaining concrete flatwork that would remain on the site setback. The Committee did not raise any issues at that time.

Staff received public comment regarding this application and the comments have raised a variety of concerns, including adequate setback distances and recommended noise mitigation strategies. Public comment also recommended consultation with an acoustic engineer or noise studies prior to developing mitigation strategies.

Planner Sebright stated that Staff was recommending that the Planning Commission review the Conditional Use Permit application for a Private Recreation Facility, hold a public hearing and suggest additional Conditions of Approval that could relate to noise mitigation. Staff further recommended that after the public comment and additional review, the Commission continue the item to a date uncertain to allow the applicant to incorporate the suggested Conditions of Approval into the application. Alternatively, he stated that the Commission could approve the application as conditioned or amended or deny the application and direct Staff to make findings.

Chair Suesser agreed with the recommendation that the Commission provide feedback and further mitigation strategies, listen to public input, and then continue this item. She added that the proposed 12-foot sound reducing wall was a good first step, but they still needed to do research and gather data as to the effectiveness of such walls and whether sound reducing

flooring and quiet paddles might also be potential mitigation strategies. Planner Sebright added that the applicant, Michelle Denton, was present.

Commissioner Johnson asked where the proposed fence will be installed. Planner Sebright explained that the fence would be installed around the location of the court but acknowledged that it had not yet been designed. Commissioner Johnson noted that the installation of the fence around the court would negate painting the portion of the pad that is within the setback. It was clarified that the fence would go around the pickleball court, not the entire concrete pad.

Commissioner Johnson commented that the sound studies referenced in the packet seemed to be a bit odd, because Pacific Grove showed 55 dBA or louder, while Scottsdale showed 39-55 dBA. He added that some of the public comment was very informative in that within 100 feet, it would be 70 dBA, and that noise-reducing fences would only reduce the sound by 12 dbas. He felt it important to conduct more research to find a better average so that they could have an accurate review.

Commissioner Van Dine agreed with Chair Suesser that this application needed to wait for more analysis and a better plan. She felt that the noise mitigation concerns expressed by the public were warranted, as were the statements that this pad was originally installed with the intention of making it a sports court.

Commissioner Hall noted that the aerial seemed to show a structure near the rear setback and the side setback near the carport and asked whether there were any other violations on this property. Planner Sebright confirmed that the concrete pad for the carport was an allowed use. He stated that Staff would provide further detail in a further report.

Ms. Denton explained that the structures at the back of the property are a shed and a greenhouse with raised beds. She also noted that she does not have a structure over the concrete pad for the carport, which has been present since 2014 and was part of the original Building Permit. In response to an inquiry from Chair Suesser, she confirmed that the shed was up against the fence and that it was movable. Ms. Denton noted that the shed has been present since 2014.

Director Milliken added that the shed would be an Accessory Structure, which is allowed in setbacks. She indicated that Staff would confirm that for the Commission.

In response to an inquiry from Commissioner Kenworthy, Planner Sebright confirmed that this item was properly noticed.

Chair Suesser opened the public hearing.

Bob Theobald stated that he had not yet seen the lines proposed to be painted on the court. He referenced his written comment and stated that he understood that the in-play boundaries were 44' x 20'. He did not know if the out-of-play boundaries were shown, so he would like to see the complete court, with the boundaries. He added that there could be more than four players in waiting, which should be addressed. Some of the potential mitigations, including softer paddles and flooring, would change the game. There would not be any serious pickleball players using softer paddles. He also felt that there should not be averages on the decibel levels; he suggested setting a limit that the neighbors could expect.

Frode Jensen reported that he approached Mr. Harrington to ask about seeking permission to speak for 15 minutes and was told that he should not make the request unless Mr. Harrington contacted him. Mr. Harrington later advised that he should be okay. Chair Suesser stated she would allow him to speak for 15 minutes or less. Mr. Jensen stated that he has been a resident of Park City for 10 years and lives in Park Meadows. He is a strong proponent of outdoor recreation and supports the right of property owners to enjoy their homes and their yards. He added that he holds no animus against any pickleball applicant and does not know any of them personally. He expressed his strong belief that the Commission and other arms of the City government must respect and enforce the Codes and laws. The laws were enacted for the benefit of all and must be enforced fairly for the benefit of all and not just individual applicants.

Mr. Jensen strongly opposed this application. He felt that if laws were not enforced fairly, trust in government would be seriously eroded. He was encouraged that Staff would propose amendments to the Code to address backyard pickleball courts. He offered that this application should fail under the existing Code provisions but was mindful of the extraordinary resourcefulness of some of the neighbors in finding ways to avoid the land use laws.

Mr. Jensen opined that this application violates the setbacks. He stated that simply painting a stripe on it could not cut off five to seven feet of the existing pad. The out-of-bounds play is just as much a part of the court as inside the lines. He felt that the proposal from the Planning Department makes no sense because the entire concrete pad would have to be used or there would not be a pickleball court large enough to play on. He added that the 12-foot fence would have to be installed outside the lines because people play outside the lines. He looked forward to receiving further information on that point.

Mr. Jensen stated that it appeared that Staff was back to arguing that a pickleball court is a patio. A pickleball court is a Recreation Facility and there is no exception for a game court in the setback. For that reason, this application should be denied unless the applicant came back with a configuration that fits within the setbacks, including the fence. He felt there was no need for further discussion on this application; however because the Conditional Use Permit application is in front of the Commission, the applicant could bring forth a proposal that does not violate the setbacks. He opined that the applicant was not entitled to a CUP based on the insufficient record.

Mr. Jensen indicated that the Planning Commission must make a decision based on specific facts supported in the record, and the facts must address the appropriate standards. Merely generic findings or simple conclusions are not enough. If the Findings of Fact state that an applicant met the requirements for the CUP, then those Conclusions of Law must state the legal requirement and how the applicant has met the legal requirement. He did not see that is the proposed Findings of Fact or Conclusions of Law. He added that determinations that are not supported by factual findings or a reasonable basis would be inherently arbitrary and capricious; the Planning Commission is not doing its job if it makes arbitrary decisions.

Mr. Jensen directed the Commission to the criteria in LMC Section 15-1-10(E) and addressed specific criteria as follows:

- Stormwater and spring snowmelt runoff: He stated that there is no reference to any consideration of where stormwater and snowmelt runoff would go after it collects on an 1800 square foot concrete pad. Water tables in Park Meadows are very high in some places and many basements already flood during the spring runoff.

- Fence: Mr. Jensen stated that the applicant did not prepare any fencing plan or design for a 12-foot high and 180-foot-long metal and plastic acoustic barrier fence. He calculated that this court would be 60 feet long, not 40 feet as suggested because there has to be a play area outside the lines. He was not aware of a fence of this size, height, and material located anywhere in Park Meadows and would like to see a justification for it. He would also like to know if the fence would survive the weather and elements in Park City. He referenced recent windstorms and questioned whether the fence would reflect or absorb heat during the summer. He also raised the issue of maintenance and enforcement to ensure that the fence remained in place.
- Site and Landscaping Plan: Mr. Jensen asked if the applicant submitted a Site or Landscaping Plan before this application was brought before the Commission. He referenced the Planning Commission requirements that the applicant must submit professionally prepared plans, including Site and Landscaping plans. He opined that the applicant made no showing regarding the design and appearance of the court or compatibility with the surrounding uses of houses, driveways, lawns, gardens, and wooded areas. He could not see how a concrete pad with a 12-foot fence would be a compatible use. He also could not see how the 12-foot fence would be screened from neighbors.
- General Plan: Mr. Jensen stated that neither the applicant nor Staff made any compelling argument that a noisy, 1800 square foot concrete pickleball court, surrounded by a 12-foot high 180-foot-long metal and plastic fence in a densely developed residential area was in any way consistent with the goals and objectives of the General Plan.
- Noise: Mr. Jensen stated that the Commission must carefully review the noise impacts on people and property offsite. He added that it was indisputable and a matter of public record that pickleball play has led to noise violation claims and nuisance disputes by and among owners, neighbors, clubs, municipalities, and HOA's all across the country. Due to the proximity of this pickleball court to neighbors in a densely developed residential area, the Commission must determine whether the noise created could be reduced to an acceptable level. He expressed that there are at least 20 houses within 300 feet of the proposed court. Staff acknowledged that pickleball play is extremely noisy, but the reports provided in the packet do not relate at all to the situation at Venus Court. One of the studies involved a country club where the nearest house was 300 feet away. He stressed that the research did not bear any resemblance to the situation on Venus Court, and he felt that a noise engineer should be hired to analyze the likely noise levels and determine the appropriate noise mitigation. While a 12-foot fence might work in a country club, it would not work in this situation since several of the neighbors have second stories and the noise would go straight to the second story.

Mr. Jensen added that a noise engineer should determine projected noise levels, whether the levels were likely to exceed City limits and whether a fence would actually work. He felt that the information in the report did not establish any of those issues. He has seen pickleball studies with decibel levels of up to 80 dBA at a distance of 75 feet. Mr. Jensen offered that decibel levels depend on weather, wind, location, and reflection and reiterated that a study would need to be done for this location.

He noted that he has read expert opinions that suggest that planners for acoustic issues review all court sites within 600 feet in advance. Courts located within 350 feet require careful noise abatement analysis, which has not been done in this instance. Courts

located less than 150 feet will have a significant impact on neighbors' quality of life and will require careful and extensive noise abatement measures to avoid complaints. Lastly, he reported that courts located within 75 feet in most cases could not be abated.

Mr. Jensen referenced his written comments regarding the consequences of building pickleball courts too close to homes. It leads to endless litigation, unhappy neighbors and produces a terrible result. It also leads to complaints that the market value of homes can diminish as a result of the courts.

Sara Werbelow gave her address as 2003 Venus Court and is the closest neighbor to this project. She appreciated the suggestion to continue this item to further study the noise mitigation tools, including a potential wall and noise-reducing paddles and balls. She looked forward to further study on how they could mitigate the noise impacts. She also appreciated the consideration of the hours of use from 8:00 a.m. to 8:00 p.m. Her bedroom is on the second level facing the pickleball court and requested that the Commission be as sensitive as possible to the hours, and potentially even tighten them up a bit.

Steven Grayson, who resides at 1990 Little Kate Road, directly south of the applicant's residence. His home is approximately 94 feet from the proposed pickleball court. His concerns were less related to the noise, which he felt would be occasional, but rather the presence of a 12-foot fence and what it would look like since his home looks directly into the backyard of the applicant's home. He also mentioned the prospect of degradation of the fence over time and required upkeep. He added that the tool used to mitigate the sound might be worse than the sound itself.

There were no further public comments. Chair Suesser closed the public hearing.

Commissioner Thimm expressed that he has looked to what ordinances are in place and he felt that continuing this item would be the correct course. He did not feel that there was enough information available. He did not feel that the prescriptive requirements were necessarily the right path; he felt the right path was to have an acoustical analysis performed by an acoustical engineer that could show that whatever noise is created could be mitigated to be within the City's noise ordinances. If the mitigations include the construction of walls or fences, then those would also need to be measured in terms of what the LMC would allow in terms of setbacks and heights. He felt that the design of any walls should be reviewed in terms of materials that are structurally sound, sustainable, and durable. Commissioner Thimm suggested the best course would be to continue this item and any future review include noise mitigation along with an LMC analysis of any of the suggested measures.

Chair Suesser understood that the site location could have an impact on an acoustical analysis and asked Commissioner Thimm whether he was suggesting a general analysis only that would be applied to each pickleball court application. Commissioner Thimm clarified that he was suggesting a site-specific acoustical analysis.

Commissioner Thimm added that the issue was more that of the sound produced at the property line rather than where an existing house is located. He felt that the findings should focus on the strict enforcement of the noise ordinances.

With respect to the comments regarding impacts on a second story, Commissioner Thimm stated that the acoustical analysis should take elevations into account.

Chair Suesser expressed that the Commission should consider that they were going to potentially continue this application and then consider another pickleball court application. She suggested that thought should be given as to how to approach these applications going forward and the standards and mitigation measures they want to put in place. Staff would continue to research this and bring back some further information so that they could refine those mitigation measures. She also suggested that the Commission should consider whether they want to review these applications in a CUP format, or whether they should be subject to administrative review.

Chair Suesser clarified that Staff recommended that the Commission provide feedback on proposed mitigation measures and continue this application. She referenced Commissioner Thimm's suggestion of an acoustical analysis and invited any other suggested mitigation measures for consideration by Staff and the applicant.

Commissioner Johnson agreed with the suggestion of an acoustical analysis. He expressed that based on the written and verbal public comment, three of the four property owners that share a fence with this property have an issue with this application. He suggested that Staff have further conversations with these homeowners prior to the next meeting.

Commissioner Kenworthy requested a site-specific plan with the regulation-sized court. He noted that the play would go beyond the boundary line. He would also like to see the fence included in detail on the court. He also expressed agreement with Commissioner Thimm's request.

Chair Suesser agreed that a better understanding of the court size and boundaries would be helpful to understanding how much court area would be required.

Commissioner Hall added that she would like to look at this in the bigger picture and asked whether they could look at these together so that they would not see these unusual conversions of a use. She agreed with Commissioner Van Dine's suggestion to direct Staff to look at a larger scope.

Chair Suesser agreed and referenced the comments in the presentation that Staff received information regarding the intended use of the permitted patio as a pickleball court. Chair Suesser added that the impacts of different sports courts were significant and questioned whether they could regulate all of the different types of courts in the same way.

Commissioner Hall felt like they were putting the cart before the horse and there was so much work to be done that she would like to continue this item to a date uncertain.

Director Milliken commented that as part of the LMC Amendments, the Planning Department would be looking at sports courts that have multiple uses. She noted that there would potentially be less impact with shared courts.

Chair Suesser commented that different pickle balls and/or court surfaces change the sport and felt that they should look into some reasonable mitigation measures that would not change the sport. She cautioned Staff about looking into those sport-altering strategies.

Commissioner Hall agreed with the public comment that asked if the mitigation was worse than the issue they would be trying to solve.

MOTION: Commissioner Hall moved to continue the 1961 Venus Court Conditional Use Permit Application to a date uncertain. Commissioner Johnson seconded the motion.

VOTE: Commissioner Thimm-Aye; Commissioner Kenworthy-Aye; Commissioner Van Dine-Aye; Commissioner Suesser-Aye; Commissioner Hall-Aye; Commissioner Johnson-Aye. The motion passed unanimously.

Commissioner Thimm added that in terms of the General Plan, the creation of outdoor multi-generational activities is encouraged and well within the bounds of the General Plan. Commissioner Hall agreed. Chair Suesser also agreed but was cautious of permitting them in residential neighborhoods when they have significant impacts on the neighbors.

C. 2089 Equestrian Court - Conditional Use Permit - The Applicant Requests a Conditional Use Permit for an Existing Sports Court, a Private Recreation Facility, in the Single Family (SF) Zoning District. PL-21-05021

Commissioner Van Dine recused herself from this item and left the meeting.

City Planner, Spencer Cawley reported that he was joined by the applicant and the applicant's representative. He explained that the applicant was requesting a Conditional Use Permit for a Recreational Use of an existing sports court, which is a Private Recreation Facility. The site is located in the same subdivision as the previous application. He highlighted some important distinctions as to this property and this sports court. While this site sits in the Single-Family zone, it abuts against a Recreation Open Space area.

Planner Cawley reported that in May 2020, a Building Permit with a Landscape Plan was submitted to the City. In June 2021, Snyderville Basin Water Reclamation District, as part of the review of this permit, submitted a letter of support that stated the landscaping encroached into a 50-foot utility easement on the east property line, but they had no issues with the encroachment. This letter was attached to the Staff Report as Exhibit C. In June 2021, the Building, Engineering, and Planning Departments approved the Landscape Plan as part of the Building Permit. In October 2021, the Planning Department received the CUP application, and it was deemed complete one week later.

Planner Cawley included the original Landscape Plan that was approved, and which identified the sports court as part of the approval. He noted that the Landscape Plan did not show the specifics of the sports court; the City interpreted it as a patio or concrete pad allowed to be within one foot of the setback as long as it was not more than 30 inches tall. The applicant complied with this requirement when they moved forward with the project.

Planner Cawley addressed the unique circumstances of this lot and noted that it has more than four sides. Pursuant to the LMC, lots with more than four sides are allowed to have an additional side setback as determined by the Director. He reported that on January 4, 2022, the Director set this determination for the setbacks.

Planner Cawley explained that this property has an existing land buffer to the immediate east. There is also a small berm that separates the property from a trail and beyond that is the green open space to the east. He showed a graphic depicting the sports court and reiterated that it was labeled as a sports court at the time it was planned. He stated that pickleball was not the sole purpose of this court and was included as part of a full rebuild that would allow the family to enjoy

their yard together. He stated that there was support for this court from neighboring property owners.

Planner Cawley presented photographs of the sports court to the Commission. He explained that the court is situated slightly askew so that it does not follow parallel to the property line, although further to the northeast it does come closer to the property line.

Planner Cawley reported that the proposal complies with the Single-Family zoning district Lot and Site requirements in terms of density and front and rear setbacks. He explained that one of the Conditions of Approval is related to structure height. The applicant indicated that they have removable netting to prevent balls from going over the fence during play; the netting would not exceed 10 feet in height and the applicant agreed to obtain approval for the net through an Administrative CUP.

With regard to the second analysis, Planner Cawley reported that the proposal met the less restrictive side setback requirements for patios or concrete slabs in the Single-Family zone. The side setback is 12 feet for each side. Per the LMC, there is a one-foot setback for these concrete pads. He stated that the applicant constructed the sports court according to the approved plans and did not deviate from those plans. It is the use that triggered the requirement for a CUP. Staff agreed that the sports court and the use of the sports court remain as is, given the site conditions and the mitigation resulting from the adjacent open space.

Planner Cawley next addressed the CUP criteria and indicated that Staff recommended that the Planning Commission evaluate these conditions to mitigate noise and nuisance as necessary. With respect to the size and location of the site, Planner Cawley noted that the lot is just over one-half acre; however, the sports court is on the side of the property east of the main structure and abuts the open space. There is mature landscaping that shields the sports court from the right-of-way and neighboring properties. He stated that there was no issue with traffic capacity and no changes proposed for emergency vehicle access. He stated because the sports court sits atop a 50-foot-wide utility easement, a review by the Snyderville Basin Water Reclamation District was completed. Because the improvements are surface only, the sports court would not impact any existing utilities.

Planner Cawley stated that with respect to off-street parking, Conditions of Approval 4 and 5 provide that the applicant agreed to limit use of the sports court to four persons at a time and agreed to prohibit parking on Equestrian Court. The applicant has four off-street parking spaces available.

Planner Cawley stated that there was no unmitigated impact on vehicle and pedestrian circulation. The structure conforms to mass, bulk, and orientation as set forth in the LMC. He stated that there are no open space requirements for a single-family dwelling and the addition of the sports court does not change that.

The applicant stated that there was no existing lighting, and they would not install outdoor lighting on or near the sports court. This is also included as a Condition of Approval. He reported that Staff found no unmitigated impacts with regards to the physical design and compatibility with surrounding structures because the equipment and improvements are similar in design and scale for this subdivision. He explained that the General Plan allows for a sense of community for those who choose to live in Park City full-time and this is an applicant who has chosen to make this their full-time home and they should have the right to enjoy the community in which they live.

Planner Cawley stated that there were no unmitigated impacts with the remaining CUP criteria. He stated that Staff recommended that the Commission evaluate conditions for mitigation in accordance with the LMC for fencing, screening, and noise. Staff found that there were only six houses, not including the applicants, that are within 300 feet of the sports court. The nearest neighboring structure is over 100 feet away, and there is existing mature landscaping that helps to visibly shield the sports court. There is also an existing split-rail fence and there would be no changes to the fencing. He reported that the applicant understands the need for noise mitigation. The first Condition of Approval would limit the use of the sports court to daylight hours (8:00 a.m. to 8:00 p.m.) This would also be dependent upon seasonal daylight. The applicant also agreed to limit the use of the court to four players.

The applicant indicated that the sports court was constructed with noise-absorbing tiles to help mitigate excess noise, and they would continue to maintain those tiles as necessary. Planner Cawley reported that based on the full review by Planning, Engineering, and Legal, the only issue raised was from the Snyderville Basin Water Reclamation District. Staff received five letters of support from neighbors, which are included as Exhibit G. The theme of these letters of support was that this is a community, and they expect noise from their neighbors and understand that if there were issues, they could discuss them as needed.

Staff recommended that the Planning Commission review the request for the CUP, hold a public hearing and consider approving this CUP, as conditioned in the Draft Final Action letter. He added that if approval was not considered tonight, the Commission could deny the application or continue the matter to a date uncertain.

Chair Suesser asked about the exploration of further mitigation if a certain number of complaints were received. She appreciated that the current neighbors were supportive but noted that ownership changes and they need to protect the rights of future owners as well. Planner Cawley stated that this was addressed in Condition of Approval #1 states that if within one year of approval the Planning Department receives three noise complaints, then the applicant would meet with Planning to review further mitigation.

Chair Suesser suggested that the Commission consider changing that Condition of Approval to three complaints in any given year.

Commissioner Kenworthy asked to see the easement and questioned whether Snyderville Basin required any language in the approval for access onto the property or compensation. Planner Cawley was not aware of any such requested language.

Chair Suesser opened the public hearing.

Ariel Vernell was identified as the Landscape Architect for the project. She stated that the original survey showed the easement, which goes up to the house. There was a handshake agreement that if Snyderville was required to come into the property to access the sewer line, then it would be on the homeowner to cover the cost. Commissioner Kenworthy asked if the applicant would not be averse to including that as a Condition of Approval.

Joe Cronley is the homeowner and has owned the property since 2006. He stated that they tore down the home and built a new structure during COVID-19. The plans were provided to the City, and they were granted approval in May/June 2021. They built out the Landscape Plan and during

final approval in 2021 the inspector said the sports court should never have been approved. They were then informed that they needed to apply for a CUP. He clarified that the sports court is 30' x 60' and is lined for basketball, pickleball, volleyball, and badminton. They have two children, aged 10 and 12. They had never played pickleball and built the court for something fun to do along with the other sports the court can accommodate. Mr. Cronley stated that there are no houses within 100 feet from the sports court and their home blocks the view of the sports court to most of their neighbors. He reiterated the support of the neighbors and mentioned a recently received letter of support from the School District.

Chair Suesser asked about the specialty tiles used for the court. Mr. Cronley explained that they used a company called Snap Sport, a Utah company that installed the plastic tiles that dampen the sound.

There were no further public comments. Chair Suesser closed the public hearing.

Commissioner Hall commented that Staff and the applicant did a thorough job presenting this application.

Commissioner Thimm asked if the Noise Ordinance applied to noise impacts on property zoned Recreation Open Space. Planner Cawley answered in the affirmative and believed that the ordinance applied to all zones regardless of use. Commissioner Thimm suggested that for purposes of consistency, the requirements imposed on all applicants should be the same. He concluded that there might need to be an acoustical analysis by an acoustical engineer to see if there would be any infringement on the Noise Ordinance and suggested that this item be continued to allow that to occur.

Commissioner Kenworthy agreed and felt that part of the mitigation could be that the neighbor adjacent to the property be comfortable with the study. He agreed that the Commission needed to be consistent.

Commissioner Hall agreed that the Commission needed to be consistent. She was under the impression that there was not any structure within 100 feet, which she thought was the ceiling for the distance being considered for the LMC Amendment.

Planner Cawley noted that the nearest neighbor was approximately 125 – 130 feet away. Commissioner Thimm reminded that the presentation by Director Milliken were suggestions and not something that the City had acted on as of yet. He felt that the distances would have less bearing than the requirement of an acoustical analysis.

Chair Suesser noted that the analysis goes to the property line, and although the adjacent property is Recreational Open Space, it could still impact anyone enjoying that space. It was confirmed that the noise impacts would only pertain to pickleball.

Commissioner Johnson agreed with Commissioners Thimm and Kenworthy.

Director Milliken sought clarification given that the sports court was designed for multiple sports. She understood that a continuance would be related only to the use of pickleball. Commissioner Thimm gleaned that the issue from the earlier presentation had to do with the noise from pickleball; as far as other uses of the yard, he did not include those uses in any part of his suggestion. Commissioners Kenworthy and Johnson agreed.

In response to an inquiry from Commissioner Hall, Director Milliken explained that a sports court is a Conditional Use. While this sports court was granted a Building Permit, that permit does not address the use. This application seeks a CUP to use it as a sports court.

Director Milliken asked the Planning Commission to give direction as to the use of the sports court in the interim. City Attorney Harrington stated that an option was that the Commission could allow the other uses, depending on whether Commissioner Thimm's request was supported by the majority of the Commission in terms of the scope of the study requested. He cautioned the Commission to be clear on the expectation of review.

Commissioner Thimm stated that his concern was solely with pickleball and no other sport. He was open to looking at this as a partial approval for other sports or continuing the matter.

Commissioner Hall asked if, from a Staff perspective, this would create a two-part application and if so, would the applicant be amenable to proceeding in that way. City Attorney Harrington explained that there could be a partial approval and that two separate applications would be unnecessary.

Commissioner Kenworthy was amenable to bifurcating the issues and addressing the pickleball issues consistently.

Chair Suesser understood that the Commission could partially approve the CUP with respect to use of the sports court for all sports other than pickleball and continue the CUP with respect to pickleball use of the sports court.

Commissioner Thimm suggested a Condition of Approval excluding the pickleball use of the sports court and then amend the approval to include pickleball if everything is mitigated to everyone's satisfaction.

Mr. Cronley stated that he would agree with the bifurcated approval and continuance of the pickleball discussion.

MOTION: Commissioner Thimm moved to approve the Conditional Use Permit for 2089 Equestrian Court, based upon the

Findings of Fact:

1. The property is located at 2089 Equestrian Court, Lot 12 of the Park Meadows Subdivision, No. 5.
2. The property is in the Single Family (SF) District and is adjacent to an area zoned as Recreation Open Space.
3. The Lot contains 0.597 acres.
4. Private Recreation Facilities are a Conditional Use in the SF Zoning District and require Planning Commission review and approval.

5. On October 11, 2021, the Planning Department received a Conditional Use Permit Application to use an existing sports court as a Private Recreation Facility.
6. On October 18, 2021, the Planning Department determined the Conditional Use Permit Application complete.
7. The minimum front Setback for the SF Zoning District is 20 feet.
8. The minimum rear Setback for the SF Zoning District is 15 feet.
9. The minimum side Setback for the SF Zoning District is 12 feet, each.
10. 2089 Equestrian Court has an unusual Lot configuration with more than four (4) sides. On January 4, 2022, the Planning Director determined that the Lot has three side Setbacks, one front Setback, and one rear Setback.
11. The sports court is one foot (1') from the east Lot Line and sits within the Side Setbacks.
12. The Structure height does not exceed 18 feet, the maximum height for an Accessory Structure.
13. Conditional Use Permits require review pursuant to the criteria outlined in Land Management Code § 15-1-10(E).
 - a. Size and Location of Site—No unmitigated impacts. The Lot is 0.597 acres. The sports court is in the side yard of the property, east of the main Structure. This portion of the property abuts Recreation Open Space.
 - b. Traffic capacity—No unmitigated impacts. No additional traffic will be generated by the Private Recreation Facility.
 - c. Utility capacity—No unmitigated impacts. The sports court sits atop a 50' wide utility easement. However, the Snyderville Basin Water Reclamation District notes these are surface improvements only and will not impact existing utilities or increase utility demands.
 - d. Emergency vehicle access—Not applicable. No changes to property access are proposed.
 - e. Off-street parking—Condition of Approval 4 and 5. LMC § 15-3-6(B) requires one (1) parking space per four (4) persons maximum rated capacity for a Private Recreation Facility. The Applicant has indicated that the sports court will be used by no more than four (4) players at a time. LMC § 15-3-6(A) requires two (2) parking spaces per Dwelling Unit for a Single-Family Dwelling. A total of four (4) off-street parking spaces are provided. Two enclosed in a garage, and two located on the driveway. Parking for the sports court shall be provided on site. Parking on Equestrian Court is prohibited.

- f. Internal vehicle and pedestrian circulation—No unmitigated impacts. The sports court will be used primarily by the residents of 2089 Equestrian Court and their invited guests which will not change the Lot's vehicle and pedestrian circulation.
- g. Fencing, screening, landscaping, to separate use from adjoining properties—No unmitigated impacts. The property is adjacent to the fields used by Treasure Mountain Junior High School. This area is zoned Recreation Open Space. Existing mature trees help partially shield the sports court from neighboring properties. An existing split-rail fence marks the Lot line. No change to the fencing is proposed.
- h. Structure mass, bulk, and orientation—No unmitigated impacts. The project conforms with all applicable sections of the LMC regulating mass, bulk, and orientation.
- i. Useable open space—Not applicable. There are no open space requirements for a Single-Family Dwelling. The addition of the sports court does not change the amount of useable Open Space on the Lot.
- j. Signs and lighting—Condition of Approval 6. No signs or outdoor lighting are proposed or approved under this CUP.
- k. Physical design and compatibility with surrounding structures—No unmitigated impacts. Recreation Equipment improvements to the sports court, including netting and a basketball standard, are similar in design and scale in this Subdivision.
- l. Noise, vibration, odors, steam, or other mechanical factors—Condition of Approval No. 4 and 5. Between 10:00 p.m. and 6:00 a.m., the Maximum Permissible Sound Level for a Residential Use District is 50dBA. Between 6:00 a.m. and 10:00 p.m., the Maximum Permissible Sound Level for a Residential Use District is 55dBA.
- m. Control of delivery and service vehicles, loading and unloading, screening of trash and recycling pickup areas—Not applicable. No changes are proposed for delivery and service vehicles, trash, and recycling management.
- n. Expected ownership—No unmitigated impacts. No change in ownership is proposed.
- o. Environmentally Sensitive Lands Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, Steep Slope—Not applicable. The property is not located in any Overlay Zones, Environmentally Sensitive Lands, Park City Soil Ordinance Parcels, or Steep Slopes.
- p. General Plan Consistency—Complies. The property is located within the Park Meadows Subdivision and is the Applicant's primary residence. The

General Plan calls out the importance for developing a Sense of Community for those that choose to live in Park City full-time. Goal 7 of the General Plan shows that the City strives to create a diversity of primary housing opportunities, allowing full-time residents to have local options for work and play.

Conclusions of Law:

1. The Application complies with all requirements of the LMC.
2. The Use is compatible with the surrounding Structures in Use, scale, mass, and circulation.
3. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval:

1. If the Planning Department receives three (3) noise complaints in any given year, then the Applicant will meet with the Planning Commission to review further mitigations.
2. The Applicant shall obtain approval for the net through an Administrative CUP.
3. No additional Uses or improvements to the sports court are allowed without a permit application and review. No improvements are allowed in the side yard setback, unless this CUP is amended by the Planning Commission following public hearing, and such improvements comply with the LMC in effect at the time of application.
4. Activity is limited to no more than four (4) players at any time.
5. A total of four (4) off-street parking spaces are provided. Two enclosed in a garage, and two located on the driveway. Parking for the sports court shall be provided on site. Parking on Equestrian Court is prohibited.
6. The Applicant shall limit the Use of the sports court to daylight hours (8:00 A.M. – 8:00 P.M.).
7. The Applicant shall not install outdoor lighting on or near the sports court.
8. The Applicant shall maintain specialty tiles that help absorb excess noise better than unimproved concrete.
9. The Use of the sports court for Pickleball is not allowed unless otherwise approved by the Planning Commission after further review consistent with the direction of the Commission.

Commissioner Kenworthy seconded the motion.

VOTE: Commissioner Hall-Aye; Commissioner Johnson-Aye; Chair Suesser-Aye; Commissioner Thimm-Aye; Commissioner Kenworthy-Aye. The motion passed with the unanimous consent of the Commission members present. Commissioner Van Dine recused herself from this vote.

Mr. Harrington stated that Staff would amend the Findings to remove the references to pickleball to a sports court and would be provided for final signature for Chair Suesser.

5. ADJOURN

MOTION: Commissioner Thimm moved to adjourn.

The meeting adjourned at approximately 9:00 p.m.

PENDING APPROVAL

Planning Commission Staff Report



Subject: Park City Mountain Base Area
Development
Project #: PL-20-04475
Authors: Alexandra Ananth
Date: February 16, 2022
Type of Item: MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a Work Session to review the applicant's ***off-site parking and transit mitigation proposal*** (Exhibit C). This proposal was submitted to staff in draft format on February 8, 2022, and final form on February 11, 2022. The Planning Commission packet for the February 16, 2022, meeting is published on Friday, February 11, 2022. Due to the applicant's late submission, staff has not completed a review of the proposal prior to packet publication. Nevertheless, the applicant requested to proceed to introduce their concepts to the Planning Commission at the Work Session. Staff recommends the Planning Commission ask any questions they have regarding the proposal in accordance with applicable LMC criteria and prior analysis by the Planning Commission but refrain from giving preliminary input either for or against the proposal until staff and the public have an opportunity to evaluate and comment substantively.

Staff recommends the following schedule for the February 16, 2022, Work Session:

- Staff Presentation 10 minutes
- Applicant Presentation 30 minutes
- Commission discussion 30-60 minutes
- Public input will be taken if time allows. The public will be given up to 3 minutes each. Input should be related to the applicant's transit and mitigation proposal found on pages 19-22 of Exhibit C. No presentations will be allowed.

The Work Session will adjourn no later than 9:00PM.

Staff also recommends the Commission discuss noticing the project for a public hearing on March 23, 2022. At the public hearing 1) the applicant can present a comprehensive summary of the project; 2) the Commission can take public input; and 3) the Commission may consider action on the application.

Project Description

Applicant: PEG Development c/o Robert Schmidt
Location: PCMR Base Parking Lots including Parcels SA-402E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C

Zoning District:	Recreation Commercial (RC)
Adjacent Land Uses:	Park City Mountain Ski Resort, Resort Support, Hotel, Single Family and Multi-Unit Residential, Open Space
Reason for Review:	MPD amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code

Abbreviations

Average Vehicle Occupancy (AVO)	Parking Management Plan (PMP)
Bus Rapid Transit (BRT)	Quinn's Junction Park & Ride (QJPR)
Comfortable Carrying Capacity (CCC)	Recreation Commercial (RC)
Condition of Approval (COA)	Recreational Open Space (ROS)
Conditional Use Permits (CUP)	Return on Community (ROC)
Development Agreement (DA)	Richardson Flat Parking Lot (RFPL)
Federal Transit Administration (FTA)	Traffic Impact Study (TIS)
Finding of Fact (FOF)	Transportation Network Companies (TNCs)
Land Management Code (LMC)	Transportation Demand Management Plan (TDM)
Level of Service (LOS)	Trip Reduction Plan (TRP)
Master Planned Development (MPD)	Utah Department of Transportation (UDOT)
Park City Mountain Resort (PCMR)	VR CPC Holdings, Inc. (VRCPH)
Park City Mountain (PCM)	

Terms that are capitalized as proper nouns throughout this staff report are defined in [LMC § 15-15-1](#).

Background Information

The Planning Commission held public meetings (and took public input during all but the August 18, 2021, meeting) on this application on:

1. [August 26, 2020](#)
2. [September 23, 2020](#)
3. [October 28, 2020](#)
4. [November 18, 2020](#)
5. [December 16, 2020](#)
6. [January 20, 2021](#)
7. [March 24, 2021](#)
8. [April 21, 2021](#)
9. [May 19, 2021](#)
10. [June 16, 2021](#)
11. [July 21, 2021](#)
12. [August 18, 2021](#)
13. [September 15, 2021](#)
14. [September 29, 2021](#)
15. [October 20, 2021](#)
16. [December 15, 2021](#)

See Exhibits A and B for a Summary of the MPD Process and Project Background Information.

Analysis

At the October Work Session, the Commission provided feedback that the applicant's justification for a reduction in required parking was insufficient. In particular the Commission identified a deficiency in off-site parking at specific locations to mitigate overflow parking during peak periods. The Planning Commission encouraged the applicant to work with potential partners (County, City, School District, or other private entities) to propose a more specific plan. Concurrently the City worked with AECOM to identify the operating costs for increased levels of service if such parking was located in the Quinn's Junction area. The applicant met with the City several times to explore additional satellite parking, and no agreement was reached. Subsequently the applicant has used the AECOM information to propose a contribution to transportation for cost of services and has identified alternative locations for day skier parking. Staff has not reviewed this proposal.

The Planning Department will respond to the applicant's proposal at the March meeting and staff is recommending a public hearing. Staff has asked Vail to publish a summary of the project and mitigation proposed well in advance of the public hearing.

Notice

On May 13, 2020, notice of the May 27, 2020, Work Session was mailed to property and Website and in the Park Record on May 13, 2020. A second mailing was sent to property owners within 300 feet of the base area on January 6, 2021. A final notice will be mailed to property owners within 300 feet prior to public hearing and action.

Notice for this public meeting was published in the Park Record on February 1, 2022, and on the City's website, and Utah Public Notice Website on February 2, 2022.

Public Input

Public comments received since the last Staff Report are included in Exhibit F and have been forwarded to the Planning Commission. Public input received after the publication of this Staff Report will also be forwarded to the Planning Commission and attached to subsequent Staff Reports.

Exhibits

- Exhibit A – Summary of the MPD Process
- Exhibit B – Project Background Information
- Exhibit C – Applicant's Off-Site Parking and Transit Mitigation Proposal
- Exhibit D – Hales Compiled Analysis
- Exhibit E – Aecom Transit Cost Memorandum
- Exhibit F – Public Input

Exhibit A

Master Planned Development Process

The regulatory process and requirements for Master Planned Developments are outlined in [LMC § 15-6, Master Planned Developments](#).

The purpose of the MPD Chapter is to describe the process and criteria for review of Master Planned Developments (MPDs) in Park City. The Master Planned Development provisions set forth Use, Density, height, parking, design theme and general Site planning criteria for larger and/or more complex projects where the MPD process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this section is to result in projects which:

- A. complement the natural features of the Site;
- B. ensure neighborhood Compatibility;
- C. strengthen the resort character of Park City;
- D. result in a net positive contribution of amenities to the community;
- E. provide a variety of housing types and configurations;
- F. provide the highest value of open space for any given Site;
- G. efficiently and cost effectively extend and provide infrastructure;
- H. provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood;
- I. protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; and
- J. encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
- K. Encourage opportunities for economic diversification and economic development within the community.

The Planning Commission is the primary review body for MPD's. The Planning Commission shall approve, approve with modifications, or deny a requested MPD with written findings of fact, conclusions of law, and in the case of approval, conditions of approval. All MPD applications shall be reviewed for consistency with the goals and objectives of the Park City General Plan.

To approve an MPD, the Planning Commission is required to make the Findings outlined in [LMC § 15-6-6\(A-O\)](#) as follows:

- A. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
- B. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
- C. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;

- D. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
- E. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
- F. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
- G. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
- H. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
- I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
- J. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
- K. The MPD has been noticed and public hearing held in accordance with this Code.
- L. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
- M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
- N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- O. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

Appeals of Planning Commission action shall be conducted in accordance with [LMC § 15-1-18](#).

Once the Planning Commission has approved an MPD, the approval is put in the form of a Development Agreement (DA). The DA must be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with County. Minor administrative modifications are allowed. Construction is required to commence within two (2) years.

After an MPD is approved the developer must subdivide individual parcels, and seek Conditional Use permits if required by the Planning Commission at the time of the MPD approval.

Exhibit B: Project Background Information

Proposal

On February 13, 2020, PEG Development submitted an application requesting to amend the [1998 Park City Mountain Resort \(PCMR\) Development Agreement \(DA\)](#), and specifically, to replace expired Exhibit D of the DA, the [1998 PCMR Base Area Master Plan Study Concept Master Plan](#), with a new Master Plan, known as the [Park City Base Area Lot Redevelopment Master Plan Study](#).

On July 8, 2020, the Planning Commission determined the applicant's site plan was a "Substantive Modification" to the 1998 Master Planned Development, as defined in [LMC § 15-6-4\(K\)\(2\)](#), and would therefore justify review of the entire Master Plan and Development Agreement (DA).

Approval of the proposed amendment to the DA would result in either a new or amended DA, replacing the 1998 DA. Should this project be approved, subdivision and conditional use permit (CUP) approvals will be required for each parcel prior to the issuance of any building permits.

The applicant's proposal can be found on the City's [webpage](#) for this project.

Although unit Density is vested under 1998 DA, the applicant's site plan has been newly applied for and is being reviewed under the current [MPD Code](#). Exceptions to Setbacks and Building Height have also been newly applied for and will be evaluated under the current MPD Code. Without limiting the Planning Commission's review of the full MPD, staff understands current expectations of the Commission are to focus primarily on the following:

Topic	How Reviewed	Relevant Code
Unit Density	1998 DA including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels; shifted density = Substantive Amendment/ Blended Review	1998 DA; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Building Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
Parking	Substantive Amendment to Exhibit K of the 1998 DA; Reduction newly	15-6-5(E) and comparison to mitigation in

	applied for	1998 DA
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in 1998 DA
Affordable Housing	Blended proposal per 2015 COA ; Newly applied for Housing Authority review	Current LMC/ Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new Housing Resolution; pending review of Housing Authority
Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

Park City Planning Commission
 445 Marsac Avenue
 P.O. Box 1480
 Park City, UT, 84060

February 11, 2022

Dear Commissioners,

I am writing on behalf of Park City Mountain ("PCM") regarding the February 16, 2022 Planning Commission Work Session on the PEG application for an MPD Modification for the Park City Mountain Resort Base Area Parking Lot Redevelopment project (the "Project").

PCM remains committed to and excited about the Project and the substantial community benefits it will generate, including 23 new on-site employee beds, 85 new one, two and three bedroom on-site affordable housing units, a renewed resort base area experience, an improved pedestrian experience, structured onsite parking, a new state-of-the-art transit center, compelling traffic and parking management that incentivizes carpooling and public transit, and many other improvements. We also believe that the tax revenues generated by the Project will enable the City to make significant long-term, strategic investments in key City priorities for decades to come.

I have appreciated the feedback that PCM and PEG have received from City staff, the Commissioners, and many residents of Park City about the traffic and transit challenges our community must solve, including the need for a thorough, meaningful, and enforceable plan to ensure that impacts to City transit associated with the Project are mitigated. I also appreciate the extensive efforts by City staff and AECOM over the last five months to generate AECOM's Transit Analysis of PCMR on Quinn's Park n Ride. PEG and PCM received a copy of AECOM's February 1, 2022 memorandum (the "AECOM Report") last week, and we have dedicated significant time to reviewing those findings in detail.

With that in mind, based on our discussions with City Staff and the findings in the AECOM Report, we have developed a transit mitigation fee proposal that reflects substantial near-term and long-term community benefits, including:

- 1) Operational changes to divert over 700 vehicles away from the Resort base area to alternative parking lots, as follows:

	Minimum Spaces
REQUIRED SPACES FOR 20 % MODE SPLIT	412
UT-224 Park N Rides	140
Canyons Village	100
Munchkin Lot	100
High School	400
Total	740

- 2) A transit mitigation fee of **\$5.3 million dollars, payable in eight annual installments of \$662,500**. This fee is based on findings in the AECOM Report and includes \$2.9 million for the purchase of three new electric buses for the City, \$940,000 in operating costs associated with providing enhanced bus service on peak days each season (which reflects the the cost per revenue hour/mile provided in the AECOM report), and \$1.48 million in Park City Transit fixed costs associated with the enhanced transit service.

We propose that the schedule for PCM's payment of this transit mitigation fee be included in the amendment to the Development Agreement for the Project that will be entered into between the City, PCM, and PEG. Notably, in the interest of supporting the City's goal to shift public behavior and promote the adoption of transit alternatives as soon as possible, PCM is prepared to begin payment of the transit mitigation fee in advance of construction commencement, which could allow the City to deploy these funds as early as 2023.

This proposal reflects our commitment to work with the Commission, City staff, and stakeholders across our community on transit solutions that benefit the greater Park City community. We look forward to your feedback and to discussing this proposal in more detail with you on February 16.

Sincerely

A handwritten signature in black ink, appearing to read 'Mike Goar', with a stylized flourish extending to the right.

Mike Goar
Vice President & COO – Park City Mountain

NEW DEVELOPMENT EMPLOYEE PARKING

Required Parking

The LMC does not have a specific parking requirement for employees and employee parking is typically included in the parking generated by the proposed development.

Proposed Parking

As presented to the Planning Commission on September 29, 2021, the new development is anticipated to generate 578 employees. The chart below illustrates that Applicant's calculation resulting in a need to provide 132 parking spaces for employees of the new development (not including Resort employee – see below).

	Percent Reduction	Number
Total Employees Generated per Housing Resolution		578
Reduction for Provision on Onsite House	20%	115
		463
Reduction for Participation in TDM	20%	139
		324
Split based on Day/Evening Shifts	50%	162
		162
Consideration for Employee Carpool	14%	30
Parking Spaces Required for New Development Employees		132

The Applicant will require all employees within the new development to park offsite at Richardson Flat Park n Ride during the peak season. From there, employees will be privately shuttled to the Resort Base area. The shuttle will be funded by a to-be-formed parking association. This association will require participation by all new Resort Base employers/businesses and the Resort will participate in the association as well. The association will be open for participation by businesses within the existing base area, in which case, those employees would have access to the shuttle from Richardson Flat.

During the off-peak seasons, sufficient parking will be available within the day-skier parking areas to accommodate employees. The parking association will provide free parking for employees of members of the parking association during the off-peak seasons in the Parcel B and/or Parcel E garages. The parking association may also elect to provide benefits to employees of members that would allow free or reduced rate evening parking during the peak season in the Parcel B and Parcel E garages.

To mitigate the transit related impacts resulting from offsite employee parking, the Applicant is agreeing to fund a one-time capital improvement for Richardson Flat, such as a bus shelter or similar amenity. In addition, the Applicant is agreeing to pay an annual contribution equal to the proportionate share of operation and maintenance costs for that lot during the winter season or approximately \$20,000 per year.

The City may, at its sole election, request that employees park at Quinn's Junction Park n Ride and utilize the public transit that will serve that lot.

Relevant Excerpts from Staff Reports

"Staff also recommend the applicant consider expanding the parking facility at Richardson Flats to accommodate construction and employee parking, which can also be used to meet peak day overflow parking demand as necessary. The applicant and Resort can provide shuttle capacity from this lot to the Resort as required." (Staff Report, March 24, 2021)

"More options exist to expand Richardson Flats parking area to accommodate construction and employee parking, which could also be used to meet peak day overflow parking demand as necessary, and the applicant and Resort can provide shuttle capacity from this lot as required." (Staff Report, May 12, 2021)

"The applicant is proposing a large portion of those stalls for themselves and those stalls cannot be reserved under the Lease Agreements that are currently in place. The City thinks that a more realistic option for the applicant is to expand Richardson Flats to accommodate employee parking and be available for construction parking. This area could also be used to meet overflow parking demand as necessary." (Staff Report, May 12, 2021)

"Three Commissioners discussed that all employee parking should be at Richardson Flats with shuttle service to the Resort by the applicant or the Resort Operator as the applicant is already heavily relying on the future Quinn's Park and Ride as part of the justification for their requested parking reduction. The applicant has agreed to this Condition and COA #20J has been adjusted accordingly." (Staff Report, October 20, 2021)

"Staff believes that a one-time contribution to the City for the construction of a standard City Transit Shelter is appropriate in combination with an annual operations and maintenance fee to the City for the applicant and Resort use of the RFPL. (Staff Report, December 15, 2021)

General Plan Support

"Resort Center Parking Improvements 6: Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking." (General Plan- Neighborhoods 2, Page 193)

Corresponding Findings and Conditions

Draft Findings of Fact (January 3, 2022): #66, 67, 72, and 79

Draft Conditions of Approval (January 3, 2022): #27-31, 72

SKIER PARKING

Required Parking

The LMC does not have a requirement for skier parking.

Proposed Parking

Onsite

The redevelopment proposal will replace the existing 1,200 day skier parking spaces in two parking structures, one on Parcel B and one of Parcel E. The Parcel B garage will contain 770 skier/public parking spaces and the Parcel E garage will contain 430 skier/public spaces, for a total of 1,200 skier/public parking spaces.

The existing Resort Center garage will remain and continue to provide 220 spaces.

After redevelopment, there will still be 1,420 spaces in a combination of above and below grade structures at the Resort Base. All of the spaces will be paid parking.

	Current	Proposed
Existing Surface Lots/New Garages	1,200	1,200
Resort Center Garage	220	220
Total Onsite	1,420	1,420

The Applicant proposes that all garage levels in the Parcel B garage will have a minimum of 9.5 feet clearance to accommodate taller vehicles and vehicles with roof boxes. Further, the Applicant proposes that at least one level (approximately 100 spaces) in the Parcel E garage will have a minimum of 10 feet clearance to accommodate taller vehicles such as Sprinter vans.

Offsite

As part of the application and in furtherance of the City's Transit First goals, the City is requiring the project to achieve a 20 percent mode split, which means removing 20 percent of the vehicle trips through the 224/Deer Valley Drive intersection through transportation management techniques, including re-routing trips to avoid the intersection or converting private vehicle trips to transit trips or pedestrian/bike trips.

In order to achieve the required mode split for the Resort Base, approximately 412 one-way vehicle trips must be removed from the Deer Valley Drive/Empire Avenue intersection. To meet this standard, the Applicant and the Resort Owner are proposing offsite parking locations to accommodate these vehicles and disperse traffic.

The Applicant and Resort Owner are also proposing to utilize 412 offsite parking spaces for Resort guests in these locations:

- A minimum of 140 vehicles can be accommodated at the Park n Ride locations along 224 (Ecker Hill, Jeremy Ranch and Kimball Junction), as was previously presented to Planning Commission. According to the analysis provided by Hales Engineering, this will account for approximately 50% of the vehicles naturally arriving to Park City via Highway 224. The Applicant observed parking

in these lots on December 18, 2021 and January 8, 2022 at 11 am and there were 23 cars at Kimball Junction, 3 cars at Ecker Hill and 9 at Jeremy Ranch, demonstrating that those lots have sufficient capacity on weekends when ski demand is the highest.

- A minimum of 100 vehicles could be accommodated at the Canyon Village portal to the Resort. This will be accomplished by requiring Resort employees based at Canyons Village to park offsite at Ecker Hill in the spaces that are reserved for exclusive use by CVMA, of which the Resort Owner is a member. This lot is currently served by existing High Valley Transit, which can be utilized for those employees. If additional transportation is needed, the Resort Owner will work with High Valley and/or provide private shuttles.

For guests who utilized Canyons Village parking, they would enter the Resort at Canyons Village and ski over to the Resort Base (Park City side) via the gondola connection.

- A minimum of 100 vehicles could be accommodated at the Munchkin property, owned by the Resort Owner. This lot is currently used for employee parking. Those employees would be directed to Richardson Flat (as described below). The lot would then become available to guests on an overflow basis only. Guests would be transported to the Resort via private transportation.
- Up to 400 vehicles could be accommodated through a long-term lease with the school district for use of the high school. As part of ongoing operations, the Resort Owner is pursuing discussions with the high school to create a longer-range partnership for overflow parking. Guests would be transported to the Resort Base via private transportation

Minimum Spaces	
REQUIRED SPACES FOR MODE SPLIT	412
224 Park N Rides	140
Canyons Village	100
Munchkin	100
High School	400
Total	740

These offsite locations and transportation options do not include use or rely on any City assets or services and, given the dispersed nature of these locations, will not require supplemental service above what is provided today. However, in recognition of the City's Transit Goals and findings in the AECOM study, the Resort is proposing to pay a transit impact mitigation fee of \$5.3 million (annual contribution of \$662,500 for 8 years), on a schedule set forth in the to-be-executed Development Agreement between the City, Resort and Applicant, as furthered detailed in the letter to the Planning Commission, dated 2/11/2022.

Relevant Excerpts from Staff Report

"The City also recommends the applicant and Vail Resorts Park City Mountain consider proactive parking strategies that prioritize the City's transportation goals, in order to further reduce congestion at the Resort. The applicant and Vail Park City Mountain are familiar with off-site parking strategies as Vail Park City Mountain has been renting 450 parking stalls at Park City High School on weekends and holidays for many years." (Staff Report, February 17, 2021)

"The City is supportive of paid parking as one way to decrease the number of passenger vehicles headed to and from the resort, if coupled with a robust transit system and TDM monitoring program" (Staff report April 21, 2021 and March 24, 2021)

"Transportation Planning staff notes vehicles with more than two people are more likely to split the cost of parking and park at the Resort if spaces are available, while vehicles with less than two people are more likely to park and take transit even when spaces are available on site, to avoid paid parking." (Staff Report, September 15, 2021)

General Plan Support

"Resort Center Parking Improvements 6: Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking." (General Plan- Neighborhoods 2, Page 193)

"Six Steps to Reduce Vehicle Miles Traveled 5: Pricing policies that raise the cost of driving and parking" (General Plan- Small Town, Page 33)

"Consider the use of variable pricing and complementary strategies as a way to manage demand for parking at on-street locations and off-street facilities managed by Park City Municipal Corporation." (General Plan- Small Town, Page 30)

Corresponding Findings and Conditions

Draft Findings of Fact (January 3, 2022): #58-59, 62, 65-80, 159,

Draft Conditions of Approval (January 3, 2022): #36-43

SKI AREA EMPLOYEES

Required Parking

The LMC does not include a requirement for ski area employee parking

Proposed Parking

The Resort will direct all employees to park offsite during the peak season.

As described to the Planning Commission on September 19, 2021, the Resort employs approximately 1,200 employees per day across all of Park City Mountain (both the Mountain Village/Park City and Canyons portals). Approximately 40 percent of those employees (480 employees) are based on the Mountain Village/Park City portion of the resort.

Of those 480 employees, approximately 20 percent (145 employees) currently participate in the Resort's TDM program, including transit use and carpooling. This results in approximately 335 employees requiring parking

Currently, those employees park at several locations: Silver King Lot, Munchkin, King Shop (on mountain) and the Resort Center garage. Post redevelopment, employees will park at King Shop, Resort Center garage and at Richardson Flats. The table below provides a breakdown of existing versus post-development Resort employee parking locations.

	Current	Proposed
Silver King/Existing Base	143	0
Munchkin	30	0
King Shop (on mountain)	10	10
Resort Center Garage	75	75
Sweetwater Lofts	77	77
Richardson Flat PnR	0	173
Total Provided	412	335

Relevant Excerpts from Staff Reports

"Staff also recommend the applicant consider expanding the parking facility at Richardson Flats to accommodate construction and employee parking, which can also be used to meet peak day overflow parking demand as necessary. The applicant and Resort can provide shuttle capacity from this lot to the Resort as required." (Staff Report, March 24, 2021)

"The applicant is proposing a large portion of those stalls for themselves and those stalls cannot be reserved under the Lease Agreements that are currently in place. The City thinks that a more realistic option for the applicant is to expand Richardson Flats to accommodate employee parking and be available for construction parking. This area could also be used to meet overflow parking demand as necessary." (Staff Report, May 12, 2021)

"Three Commissioners discussed that all employee parking should be at Richardson Flats with shuttle service to the Resort by the applicant or the Resort Operator as the applicant is already heavily relying on

the future Quinn's Park and Ride as part of the justification for their requested parking reduction. The applicant has agreed to this Condition and COA #20J has been adjusted accordingly." (Staff Report, October 20, 2021)

General Plan Support

"Resort Center Parking Improvements 6: Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking. (General Plan- Neighborhoods 2, Page 193)

Corresponding Findings and Conditions

Draft Findings of Fact (January 3, 2022): #66, 67, 72, 79

Draft Conditions of Approval (January 3, 2022): # 27-31, 72

TOTAL DAY SKIER AND RESORT EMPLOYEE PARKING

As noted in the table below, the addition of new offsite skier parking plus the removal of employees from the onsite parking supply will result in an increase of 632 spaces to serve skiers and employees of the Resort.

	Current	Proposed
Onsite Skier and Employee	1,420	1,420
Offsite Skier	0	412
Offsite Employee	115	335
Total Provided	1,535	2,167

Relevant Excerpts from Staff Report

“Off-site parking allows the Resort to seek more overall visitation and accommodate growth without drawing in more vehicles to the already congested Resort Base. If this is accomplished, the Resort will shift more trips onto transit or other sustainable options like carpooling, shuttles, micro-transit, etc., and improve the overall circulation and congestion that exists today.” (Staff Report, February 17, 2021)

“The City is supportive of paid parking as one way to decrease the number of passenger vehicles headed to and from the resort, if coupled with a robust transit system and TDM monitoring program” (Staff Report, April 21, 2021 and March 24, 2021)

“AECOM and staff agree that the applicant’s analysis appears to show that the institution of paid parking at the base area shows that the resort is expected to have sufficient parking on most days and therefore does not require the 600 stalls required in the 1997 MPD approval” (Staff Report, April 21, 2021 and March 24, 2021)

General Plan Support

“Resort Center Parking Improvements 6: Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking.” (General Plan- Neighborhoods 2, Page 193)

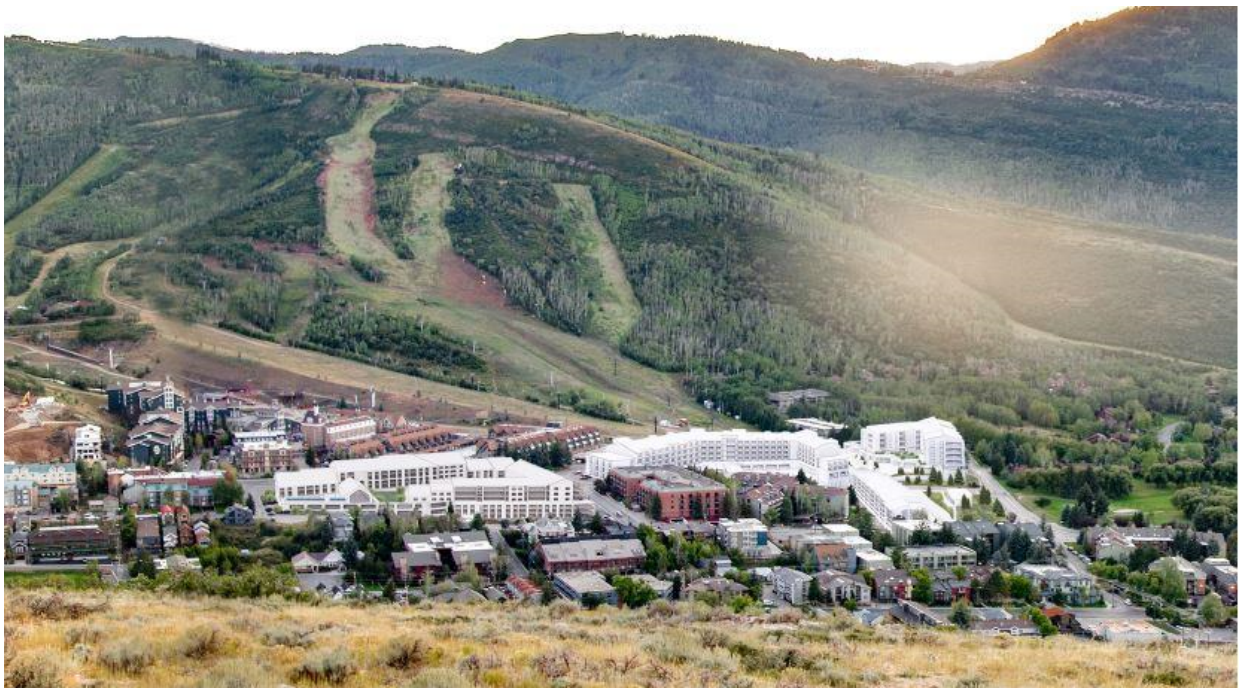
Corresponding Findings and Conditions

Draft Findings of Fact (January 3, 2022): #58-59, 62, 65-80, 159

Draft Conditions of Approval (January 3, 2022): #27-31 and #36-43

Park City Mountain Resort

Transportation Analyses



Park City, Utah

April 20, 2021

UT19-1481

SUMMARY

Hales Engineering completed several multi-modal transportation analyses for the proposed Park City Mountain Resort development in Park City, Utah. Five memorandums have been created based on various requests by Park City staff and their consultants. Below are the five memorandums with links to each one in this document.

1 - Scenario 2b Evaluation (02/09/2021)

- Evaluated transit and vehicle operations with VISSIM simulation analysis
- Recommended mode split goals
- Evaluated transit travel time and intersection control

2 - Parking Study (02/11/2021)

- Established City parking requirements
- Used time-of-day shared use and actual observed demand to recommend minimum stall count

3 - Additional Traffic Information (02/26/2021)

- Provided additional details on modified mode split
- Addressed questions regarding site circulation and the pick-up / drop-off areas

4 - Responses to AECOM Review (03/22/2021)

- Responded to comments from AECOM's review of previous memorandums

5 - People-Based Analysis (04/20/2021)

- Outlined people-based analysis that was completed with Park City staff and AECOM

1 – Scenario 2b Evaluation

02/09/2021

[Return to Memo List](#)

MEMORANDUM

Date: February 9, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort – Scenario 2b Year 2040 Evaluation

UT19-1481

Introduction

This memorandum discusses the evaluation of Scenario 2b for the Park City Mountain Resort area. Scenario 2b includes exclusive transit lanes, with a transit route on Silver King and Lowell. The bus station would be located at the current location, on the south side of Lowell by parcel B. A concept of this scenario is shown in Figure 2.

Traffic Analysis

Background Traffic Volumes

Most of the traffic counts used for the intersections were collected in February 2017 and were increased by approximately 14%, as discussed in the previous PCMR TIS, to bring the volumes up to a peak ski season level. Other counts were collected by Park City or Hales Engineering in other times of year and adjusted accordingly to match peak February conditions.

Future background traffic growth was determined based on the Summit County / Wasatch County travel demand model (TDM) results for winter conditions. The growth internal to the PCMR base area estimated by the TDM was almost identical (within ~20 peak hour vehicles) to that estimated previously with a 1% growth rate per year, so the previous volume growth that was used was implemented for this analysis. Hales Engineering used the people-based analysis to estimate volume elements such as pedestrian volumes and pick-ups and drop-offs, etc.

Project Traffic

New PCMR project traffic was added on top of the background traffic to get future (2040) plus project conditions. The trip generation was updated to represent the latest land uses for the proposed development. Trip generation and occupied percentages for condos and hotel units came from local trip data collected at the Canyons Resort area in 2018. Detailed trip data from the Canyons can be found with Summit County. Trends in the Canyons area indicated high internal capture percentages of 95% for retail space. To be conservative, 80% internal capture

was assumed for retail for the Park City development. Detailed trip generation calculations are provided in Appendix A.

Mode Split

Hales Engineering evaluated the transportation system of the resort area under two mode split conditions: a base scenario and a modified scenario. The base scenario represents the current mode split of today's operations without increased percentage of transit, shuttle, walking, and other alternative modes of transportation. The modified scenario was created to identify the change in mode split required to achieve a 20% reduction in overall vehicle volumes in the study area. As discussed later, this reduction was identified as a needed reduction in traffic to make the intersections work at an acceptable level of service. This reduction would need to be a global goal for PCMR and the City to work towards for both existing and proposed traffic.

The mode split of the base and modified scenarios are summarized in Figure 1, shown in percentages of people that use passenger vehicles, transit/shuttles, and walking/lifts to travel to and from the Park City Mountain Resort base area.

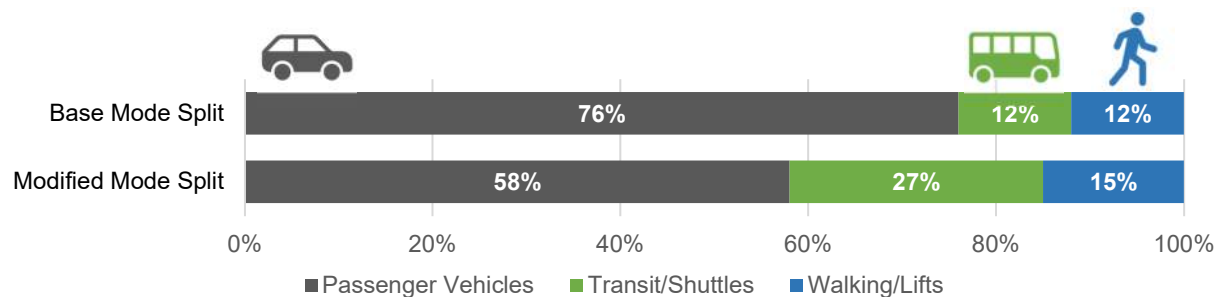


Figure 1: Mode Split Scenarios

Assumptions

The following assumptions were made for Scenario 2b:

- Four (4) traffic signals internal to the PCMR base area at Empire Avenue / Silver King Drive, Lowell Avenue / Silver King Drive, Shadow Ridge Road/ Empire Avenue, and Shadow Ridge Drive / Lowell Avenue
- A HAWK pedestrian crossing on Lowell Avenue between parcels C and D.
- Silver King Drive / Empire Avenue lane configuration:
 - EB: Left-turn lane and shared left-through-right lane
 - WB: Shared left-through-right lane
 - NB: Thru lane and shared through-right lane (no left turn)
 - SB: Right-turn lane (general purpose) and shared through-right lane (right for transit, and through for general purpose)
 - Split-side phasing on the EB and WB approaches due to the lane configuration
- Transit lanes can be exclusive starting and ending at the Silver King / Empire intersection. In other words, transit flow must be mixed with general purpose traffic north of Silver King.

VISSIM Model

Hales Engineering completed a VISSIM traffic simulation model to analyze the proposed Scenario 2b for transit and general-purpose vehicle operations. Included within the model were parameters for the transit-only lanes, bus stops, drop-off areas, traffic signals, etc.

The initial model runs of the base mode split scenario for both morning and evening peak hours resulted in excessive queueing and delays at the Park Ave. / S.R. 224 / Empire Ave. intersection. Based on Park City and UDOT's desires to not make any lane change and capacity improvements to this intersection, the resulting option is to reduce vehicle volume in the area with mode shifts (transit, shuttles, walking, biking). Because of this, Hales Engineering completed a sensitivity analysis to determine how much traffic would need to be reduced globally in a modified mode split for the Park Ave. / S.R. 224 / Empire Ave. intersection to work at an acceptable LOS. It was found that a reduction of approximately 20% would be needed. The results of the VISSIM model for the base and modified mode split scenarios are provided in the following sections.

Transit Travel Time

Hales Engineering calculated the bus travel times for the site using the time it would take to travel the entire bus loop plus the delay buses would experience along the route. The travel times did not include any dwell time at the bus station or stop. It is anticipated that buses will have a loop travel time of approximately 3 minutes 8 seconds, and 3 minutes 4 seconds from and to the Silver King Drive / Empire Avenue intersection for morning and evening peak hours, respectively. This was assuming the modified mode split scenario.

Level of Service

The level of service results for the base and modified mode split scenarios are shown in Table 1. As shown, poor levels of service are anticipated at several intersections in the base mode split scenario, including excessive delays and queueing on S.R. 224 at the Park Avenue / Deer Valley Drive intersection.

Though the City and UDOT have decided not to make major improvements to the Park Avenue / Deer Valley Drive intersection, one improvement that could be considered is striping a channelized lane on the southbound right-turn movement of the Park Avenue / Deer Valley Drive intersection on the existing pavement. This would help alleviate some delays in the morning peak hour especially. However, assuming this improvement may not be possible, Hales Engineering also ran the modified mode split scenario to show how the intersections would work. As shown in Table 1, it is anticipated that all study intersections except the East B Access / Empire Avenue intersection would operate at an acceptable LOS with the modified mode split.

Table 1: Level of Service

Intersection		Future (2040) Plus Project - Scenario 2b			
		Base Mode Split		Modified Mode Split	
		AM	PM	AM	PM
1	S.R. 224 / S.R. 248	F	C	C	C
2	Homestake Ave / Park Ave	f	f	c	c
3	Iron Horse / Park Ave	f	f	b	c
4	Park Ave / Deer Valley Dr	E	F	D	D
5	Silver King Dr / Empire Ave	B	D	B	B
6	Lowell Ave / Silver King Dr	B	B	B	B
7	Three Kings Dr / Silver King Dr	a	c	a	c
8	Shadow Ridge Rd / Empire Ave	B	C	B	B
9	Shadow Ridge Rd / Lowell Ave	C	E	C	C
10	14th St / Empire Ave	c	c	b	c
11	Manor Way / Empire Ave	a	c	a	b
12	Manor Way / Lowell Ave	b	f	a	b
13	NE E Access / Silver King Dr	b	d	b	c
14	East D Access / Empire Ave ³	f	f	d	d
15	West D Access / Lowell Ave	c	d	b	b
16	C Access / Lowell Ave	e	f	c	b
17	North B Access / Shadow Ridge Rd	b	f	a	b
18	East B Access / Empire Ave	e	f	c	f
19	South B Access / Manor Way	b	f	b	d

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
 2. BG = Background (without project traffic), PP = Plus Project (with project traffic)
 3. Intersection results not recorded due to proximity to Silver King Drive. LOS results were estimated.

Source: Hales Engineering, February 2021

Evaluation

Hales Engineering evaluated Scenario 2b based on criteria and questions provided by Park City staff, summarized as follows:

General Pros & Cons

Pros:

- Transit is given priority on-site
- Transit station stays at current location with seven (7) bus bays
- Additional transit stop location on Silver King Drive
- Safe pedestrian crossing locations
- Minimal impacts to Silver King Drive
- Empire Avenue keeps two-way flow
- Two general purpose drop-off locations

Cons:

- Permanent changes to Lowell for drop-off loops
- Four traffic signals and a HAWK pedestrian signal for Park City to operate
- Potential congestion on Empire Avenue during peak hours

Do the intersections work? Impacts of traffic signals?

With the base mode split scenario, poor levels of service are anticipated at several intersections including S.R. 224 / S.R. 248, Park Avenue / Deer Valley Drive, and Shadow Ridge Road / Lowell Avenue, as well as several unsignalized intersections. With the modified mode split scenario, it is anticipated that all study intersections will operate at an acceptable LOS except for the East B Access / Empire Avenue intersection. To make the traffic signal system work well, the signals will have to be coordinated with each other to allow for good traffic flow around the site.

Does the bus station work?

Hales Engineering evaluated the bus station from a traffic operations perspective. A conservative assumption of 50 buses per hour was assumed coming to the site during peak hours. That is nearly 1 bus arriving to the bus station per minute. With seven (7) bus bays planned at the station, that provides buses with up to seven minutes of dwell time before having to depart the transit station. It is anticipated, therefore, that the seven (7) proposed bus bays will be sufficient. In the case that buses are delayed at the station, there is still some storage area on Lowell leading up to the station for buses to queue up in, if necessary. This is a great benefit of the transit-only lanes.

Intersection Control

The proposed intersection control is shown in Figure 2. As shown, four traffic signals are being proposed to provide bus priority and efficient traffic flow. A controlled pedestrian crossing with signalization (HAWK) is proposed on Lowell Avenue between parcels C and D. All other intersections and accesses will have stop control.

Pedestrian and Bike Accommodations

The proposed pedestrian and bike paths, crossing, and volumes are shown in Figure 3. A multi-use trail is being proposed along Lowell Avenue and looped around Parcel B. Sidewalks are being planned at other locations to tie into existing sidewalks. The traffic signals will provide safe pedestrian crossings for many of the pedestrians walking through the Park City Mountain base area. Crosswalks will be provided across each project access as well. Some existing sidewalks will remain untouched (shown in white in Figure 2) while others will be replaced with new sidewalk or a multi-use trail. Additional safe pedestrian walking paths will be provided in the plaza areas on all parcels, connecting the new resort area with the existing facilities.

Parking and Driveways

A map summarizing the supply for the project and day skier parking is shown in Figure 4. The approximate stalls assigned or located closest to each access is summarized in the figure as well. 1,720 total stalls are planned to be provided on site including 1,200 day skier parking stalls split up between Parcels B and E.

Three Kings Drive Traffic Deterrents

A raised median has been designed for Silver King Drive in front of the Parcel E access to restrict left turns out onto Silver King.

Drop-off Area Queue Storage

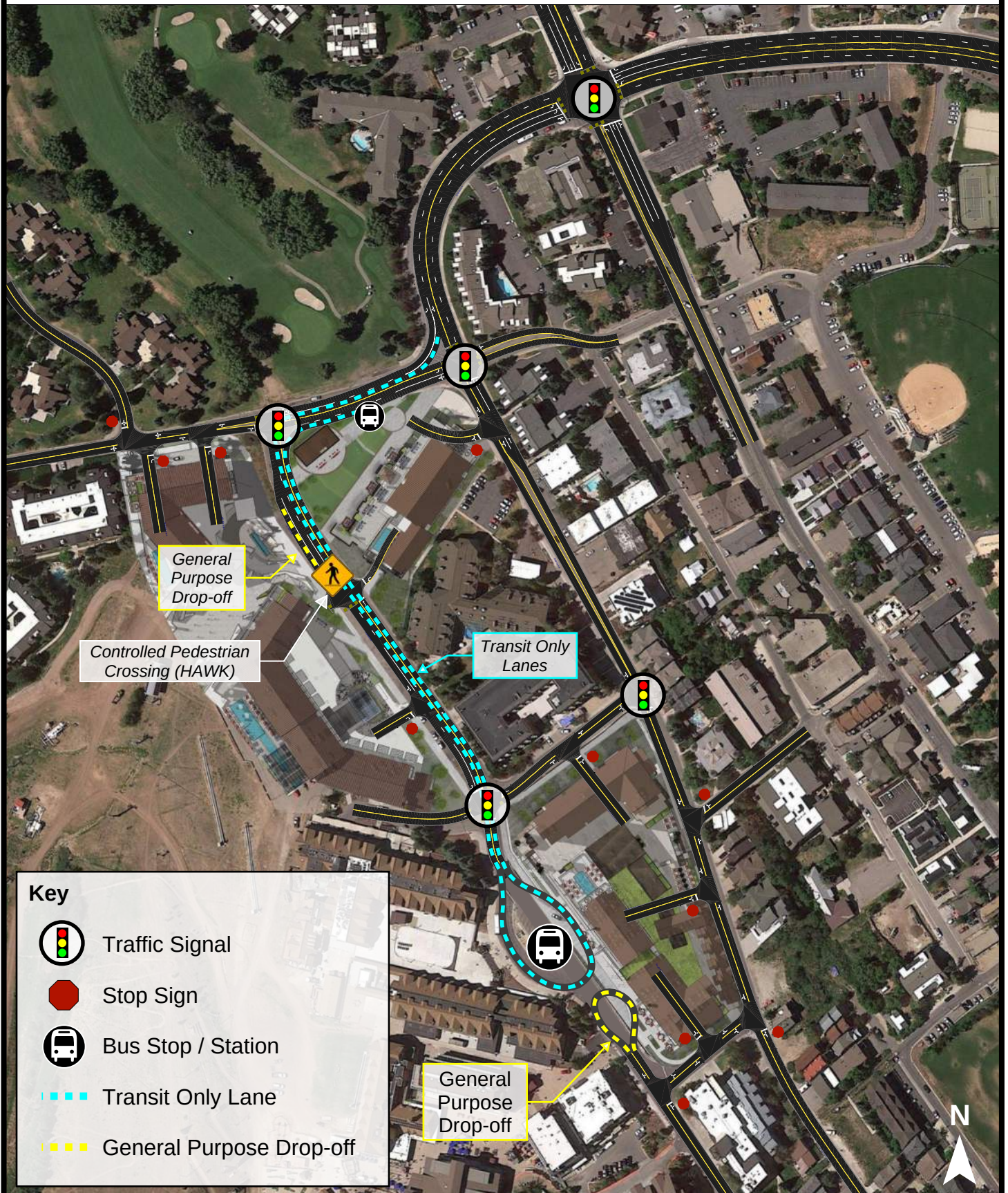
It is recommended that both the north drop-off area and the south drop-off loop on Lowell Avenue be available for general purpose resort and day skier traffic. This will maximize the drop-off area on site to reduce back-ups during peak times. It is anticipated that there will be enough pick-up / drop-off area if both the north Lowell and south Lowell drop-off locations are used for general purpose traffic.

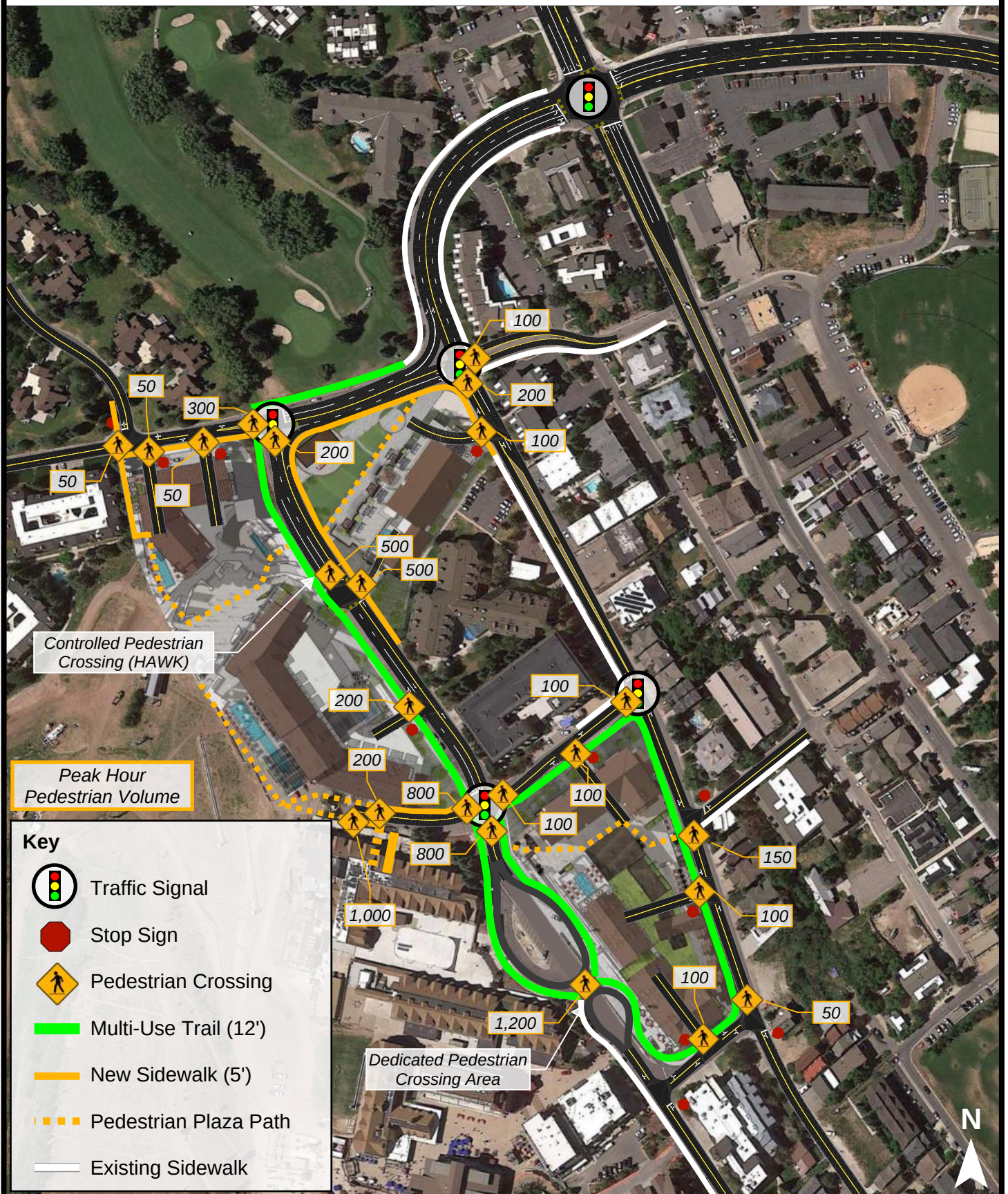
Walking Distance from Transit

Hales Engineering evaluated the walking distance from the proposed transit station on Lowell to the Payday Lift and compared this walking distance to other resorts. A summary of the walking distances is shown in Table 2.

Table 2: Walking Distance from Transit

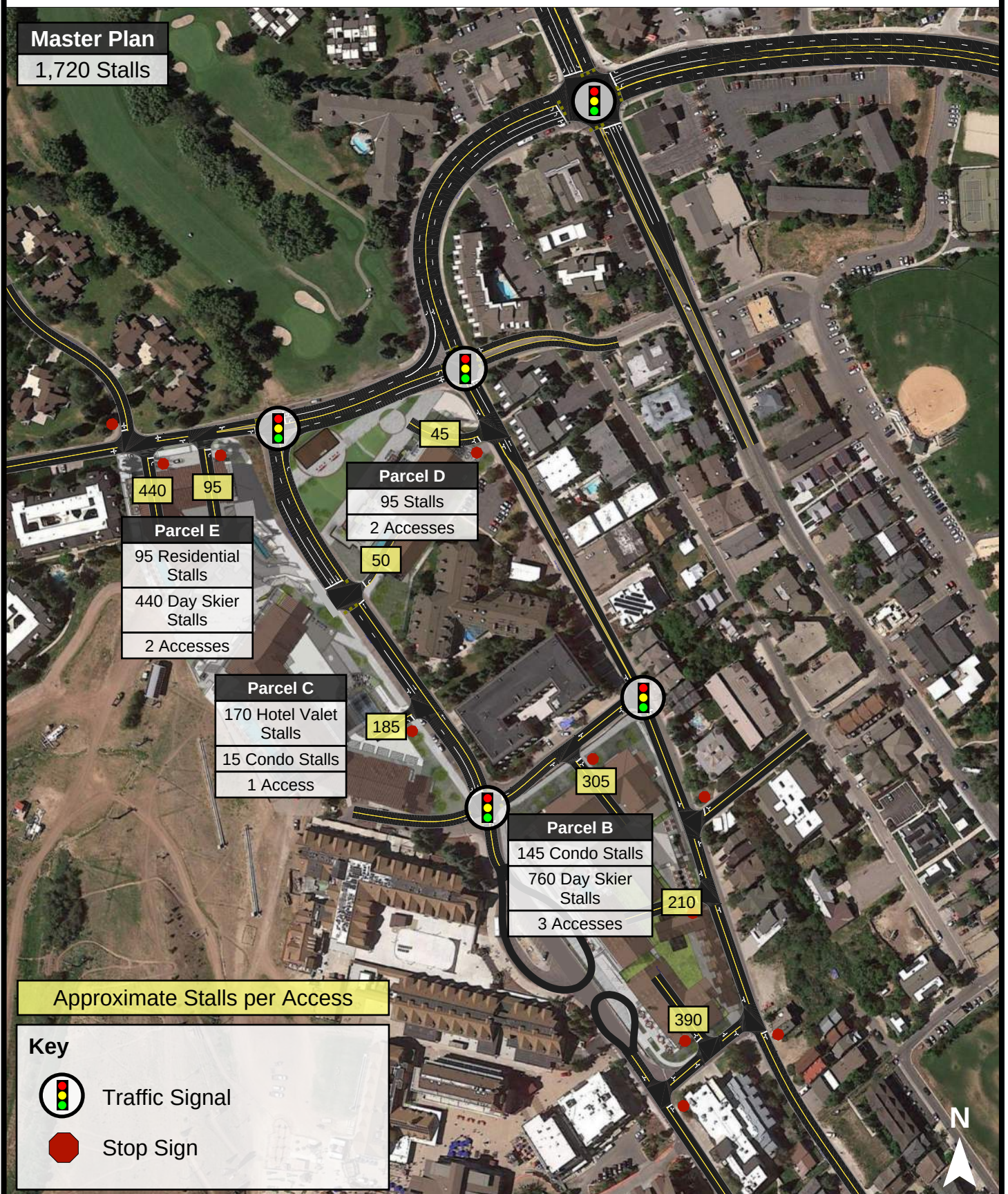
Resort	Transit Station/Stop	Lift(s)	Walking Distance (ft)
Park City	Lowell Avenue	Payday	700
Deer Valley	Deer Valley Dr.	Carpenter	450
Canyons	Canyons Transit Hub	Cabriolet + Red Pine + Saddleback	700





Scenario 2b

Parking & Driveways



2 – Parking Study

02/11/2021

[Return to Memo List](#)

MEMORANDUM

Date: February 11, 2021

To: Park City

From: Hales Engineering

Subject: Park City Mountain Resort Parking Study

UT19-1481

This memorandum discusses the parking study completed for the proposed Park City Mountain Resort development located in Park City, Utah. The study identifies the Park City parking requirements and considers shared parking between land uses. The proposed Park City Mountain Resort development is located on four parcels adjacent to the existing Park City Mountain Resort, as shown in Figure 1.



Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types in Section 15-3-6. The City parking rates for land uses within the proposed area of the resort are summarized in Table 1.

Table 1: Park City Parking Rates

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

Being programmed within the project are 1,200 parking spaces for day skier use, separate from the existing 300 day skier stalls provided by Vail. Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 2,223 parking spaces, including the day skier parking. A detailed table outlining required parking is provided in Appendix A.

Nearby Resort Experience

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area and identifies:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering has also collected overnight parking demand data at a nearby ski resort. Based on a total of 34 data points collected over four peak nights between 2017 and 2019, it was found that the overnight demand was an average of 0.68 stalls per occupied unit and an 85th percentile of 0.99 stalls per occupied unit.

Time-of-day Shared Use

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Mountain Resort

project along with the day skier parking needs. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the *Parking Generation* (5th Edition, 2019) manual.

Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. The day skier parking being programmed into the site, 1,200 stalls, will not be included within the share parking calculations to remain conservative, and will remain at a fixed level. Also, as discussed previously, a parking demand of 0.99 stall per occupied unit is anticipated based on 34 data points. Therefore, a parking demand rate of 1.0 stall per occupied unit was assumed for most residential and hotel units. A percent occupied rate of 85% was assumed for residential and hotel units, consistent with the traffic analyses. PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Hales Engineering identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. Internal capture rates were estimated and matched with those presented in the traffic analyses. A summary of these calculations are provided in Appendix B and shown graphically in Figure 2.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm. This includes fixed day skier parking stalls (reserved) in both Parcel B (760 stalls) and Parcel E (440 stalls) during each hour of the day. It is anticipated that at the peak parking demand hour (9:00 pm), an additional 138 stall surplus will still be available on-site (8%) at all times for the combined parking lot supply of 1,721 parking stalls.

Conclusions / Recommendations

Hales Engineering concludes the following:

- The proposed project is programming 1,200 day-skier parking stalls (current surface stalls on Parcels B, C, D and E) be provided somewhere on the site during and after construction of the project.
- Park City parking rates would require a parking supply of 2,223 stalls (including the programmed 1,200 stalls for the day-skiers).
- Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.
 - Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.
 - The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

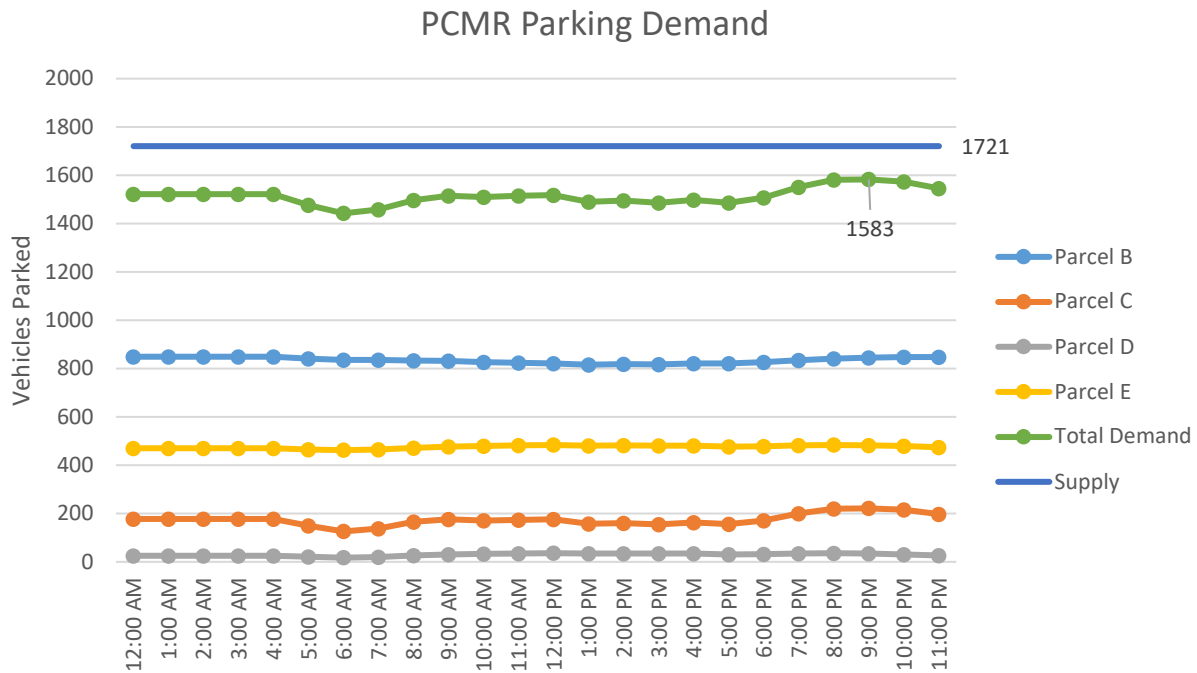


Figure 2: PCMR Parking Demand by Time of Day

- Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.
- Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.
- The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 7 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation.
 - Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.
- A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.
- The following potential measures could be implemented to encourage alternative modes of arrival to the resort:
 - Advertise remote day skier parking at Ecker Hill park and ride lot
 - Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
 - Promote other remote lots including high school, etc.
 - Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

3 – Additional Traffic Information

02/26/2021

[Return to Memo List](#)

MEMORANDUM

Date: February 26, 2021
To: Park City
From: Hales Engineering

Subject: Park City Mountain Resort – Additional Traffic Information

UT19-1481

This memorandum provides additional information related to the proposed Scenario 2b for the Park City Mountain Resort area, as requested by Park City staff.

Modified Mode Split

As discussed previously, Hales Engineering has identified a modified mode split that needs to be reached in the Park City Mountain Resort area and nearby City traffic movements to achieve acceptable levels of service. The mode split of the base and modified scenarios are summarized in Figure 1, shown in percentages of people that use passenger vehicles, transit/shuttles, and walking/lifts to travel to and from the Park City Mountain Resort base area. It is anticipated that the modified mode split would result in a 20% reduction in peak hour vehicle trips in and out of the site.

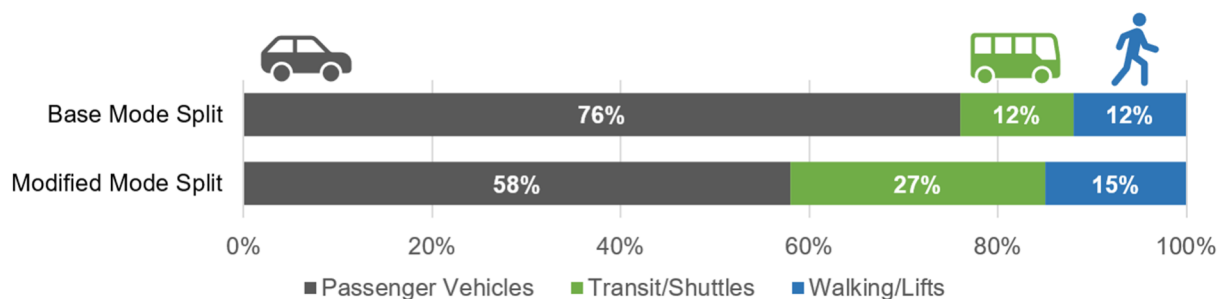


Figure 1: Mode Split Scenarios

Park City staff requested additional information as to how this modified mode split will be achieved. Hales Engineering has summarized the transportation demand management (TDM) strategies from PEG's draft TDM plan and how these strategies can be applied to reach certain reductions in vehicle traffic. Hales Engineering has classified all strategies in four primary high-level TDM strategies / categories. The strategies and anticipated reductions are provided in Table 1. The sub-strategies for each high-level strategy are listed as follows:

Table 1: High-Level TDM Strategies and Anticipated Reductions

	High-Level TDM Strategy	Peak Hour Vehicle Trip Reduction	% Reduction
1	Increase day skier AVO from assumed 2.7 to a 3.1	116	4.3%
2	Increase transit capacity and incentives (36 buses per hour)	360	13.5%
3	Increase shuttle capacity and incentives	18	0.7%
4	Other Improvements	40 +	1.5% +
	TOTAL	534 +	20% +

1: Increase day skier AVO from assumed 2.7 to 3.1 on peak day

Calculation: For 2,430 day skiers coming/going in peak hour, calculated difference in vehicles for 2.7 AVO (assumed for traffic analyses) versus 3.1 AVO.

- Designate a Transit / Parking Manager
- Coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs
- Implement paid parking system that incentivizes carpooling
 - The parking and trips on site can be monitored and parking rates adjusted as needed to ensure an increase in AVO
- Install a dynamic parking monitoring program that broadcasts available stalls number on variable message signs
 - Signs should be placed in advance of the PCM base area to alert drivers not to drive into the site to search for parking, in addition to alerting people via an app or via text messaging or emails
- Coordinate app with City and Resort that provides real-time parking information for guests

2: Increase transit capacity (50% increase) and incentives

Calculation: Assumed increase from 48 bus trips to 72 future bus trips in peak hour (50% increase). Also assumed average occupancy increase from 8 to 16, knowing that bus routes can be added that terminate at PCM, resulting in more people in buses. Removed passenger vehicle trips and added in bus trips.

- Designate a Transit / Parking Manager
- Increase transit capacity and frequency, from 24 buses per hour to 36 buses per hour
- Coordinate with Park City Municipal on public transportation from satellite lots and operation of the transit center at the base area
- Coordinate with Park City Municipal on potential enhancements to existing bus routes
- Implement paid parking system that incentivizes transit usage, beyond the benefit of increasing the AVO
- Coordinate app with City and Resort that provides alternative transit information for guests

- Continue to use variable message signing to direct drivers away from the resort when parking is full
- Install dedicated bus lanes on Silver King Drive and Lowell Avenue
- Install day skier lockers at the new base area to promote transit usage
- Upgrade the existing bus station at the base area with seven (7) bus bays, shelters, bike facilities, facilities for bus drivers, bus charging stations
- Consider potential bus stop on eastbound Silver King Drive
- Communicate transit information to all employees and guests, including new options such as the Quinn's Junction park and ride and proposed bus lanes
- Encourage existing PCM base employers to incentivize employee transit usage (PC-SLC Connect, UTA Vanpool, and RideOn for those living outside Park City; and Park City Transit for those living in Park City)
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas, shuttle availability and schedules, carpooling using RideOn, and regional transit options
- Extend PC-SLC Connect bus pass program to all employees at the new base area

3: Increase shuttle capacity (10% increase) and incentives

Calculation: Increase from assumed 60 shuttle trips to 66 future shuttle trips in peak hour. Also assumed average occupancy increase from 8. Removed passenger vehicle trips and added in shuttle trips.

- Designate a Transit / Parking Manager
- Implement paid parking system that incentivizes shuttle usage, beyond the benefit of increasing the AVO
- Establish new parking procedures that shift employee parking to alternate locations
- Create and/or fund enhanced private shuttle program to/from satellite lots
- Provide employee breakroom at new hotel with bathrooms and showers
- Provide employee bike storage facilities
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas and shuttle availability / schedules
- Expand employee usage of the UTA van/shuttle program for new base area employees that live in Salt Lake City and Heber

4: Other Improvements

- Enhance pedestrian facilities on site with multi-use path and sidewalks throughout
- Enhance pedestrian connections to external points of access, including enhanced connections to Old Town
- Provide bike racks on site for guests and secured bike parking for residents
- Provide a Summit Bike Share station on site
- Provide annual report of the TDM plan and progress, and make necessary adjustments to reduce traffic volumes to acceptable level
- Incentivize carpooling with the RideOn Park City Platform for the new base area employees

Pick-up / Drop-off Area

Scenario 2b has been designed with two primary pick-up / drop-off locations. The north pick-up / drop-off is located on the west side of Lowell Avenue, just south of Silver King Drive. This area will be used primarily for day skier pick-up / drop-off. It is anticipated that approximately eight passenger vehicles can fit in this area as currently planned.

The south pick-up / drop-off is a proposed loop on Lowell Avenue, just north of Manor Way, and just south of the proposed transit station. It is anticipated that this location will be used primarily for shuttle and condo resident pick-up / drop-off. It is anticipated that approximately eight shuttle vehicles can fit within this loop.

The traffic analysis included the north pick-up / drop-off in the VISSIM model, and it was modeled as a “parking” area for accurate dwell time simulation. Average dwell times of 2 minutes and 3.5 minutes were assumed for the morning and evening peak hours, respectively (knowing the morning drop-off takes less time than evening pick-up). It was observed in the modeling that the pick-up / drop-off area rarely filled up during the peak hours. In the VISSIM model, when the area was full, vehicles continued on in the system without entering the loading area. Because of this, Hales Engineering completed calculations to estimate better if the loading area sizes are sufficient.

The average required pick-up / drop-off space needed can be estimated by multiplying the hourly vehicle volume by the average dwell time and then dividing by 60 minutes to get to a number of vehicles at the pick-up/ drop-off area on average. A summary of this calculation for the north and south pick-up / drop-off areas is shown in Table 2 for both morning and evening peak hours. As shown, it is anticipated that average required space requirements of 8 vehicles and 6 vehicles are needed at the north and south pick-up / drop-off areas, respectively.

Table 2: Average Required Pick-up / Drop-off Space

Location	Time Period	Demand (veh. / hr)	Dwell Time (minutes)	Vehicles	Average Required Space
North	AM	225	2	7.5	8
	PM	125	3.5	7.3	
South	AM	85	2	5.0	6
	PM	160	3.5	5.3	

Based on this analysis, the two pick-up / drop-off locations have sufficient space for the average demand anticipated during peak hours. However, there may be times when immediate demand exceeds the average demand with surges in traffic, resulting in overflow of the pick-up / drop-off areas. Hales Engineering recommends the following to mitigate this condition:

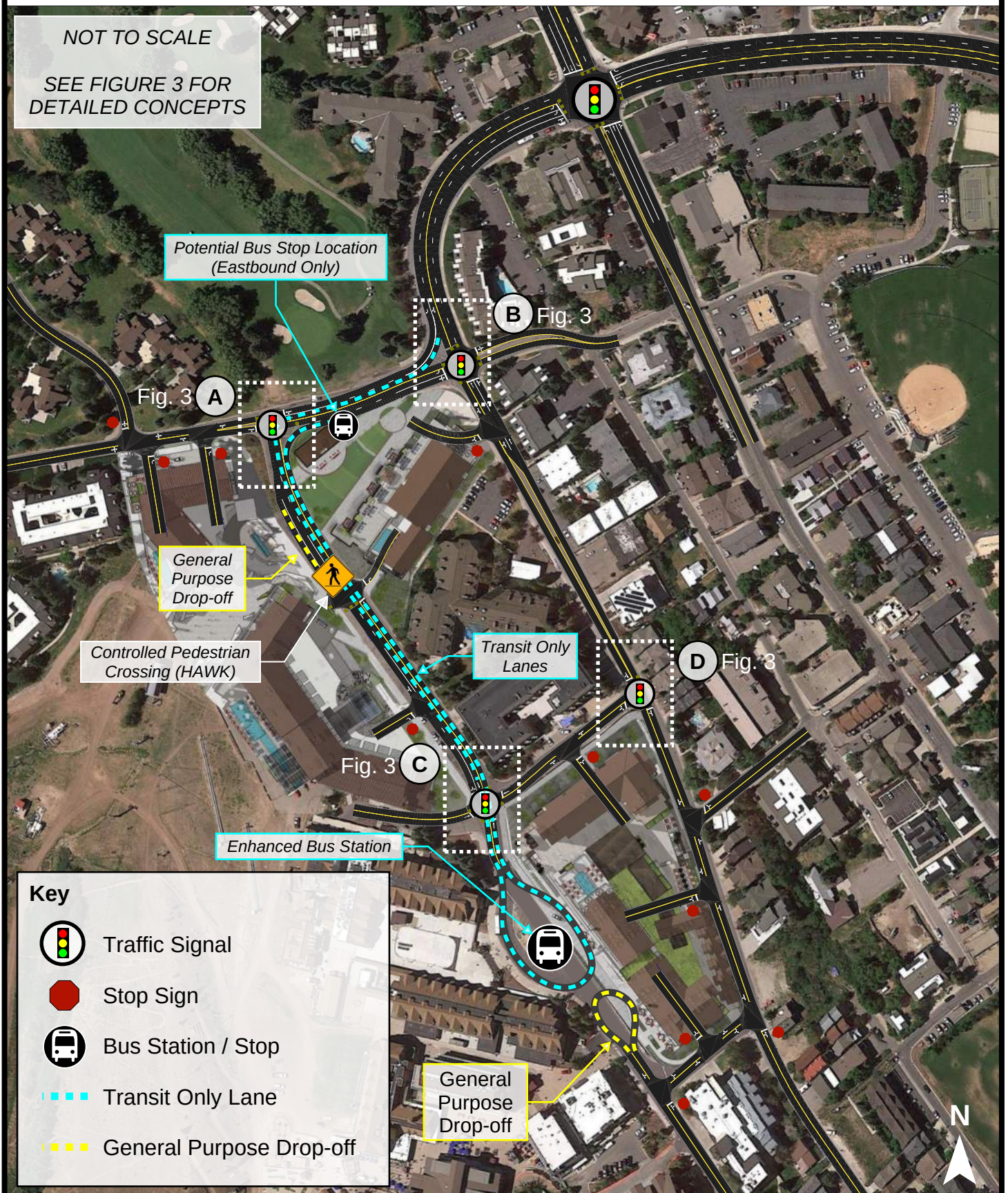
- Assign at least one staff member for each pick-up / drop-off to direct traffic
- Locate space in a parking garage for temporary pick-up / drop-off overflow space
 - Direct traffic to this location with signing and with staff members
- Consider finding other locations for pick-up / drop-off, such as on Shadow Ridge Road

Site Circulation

Hales Engineering updated the Scenario 2b concepts to match other drawings developed by the project team and also created detailed concepts for key intersections and locations. All concepts are provided in Figures 2 through 5.

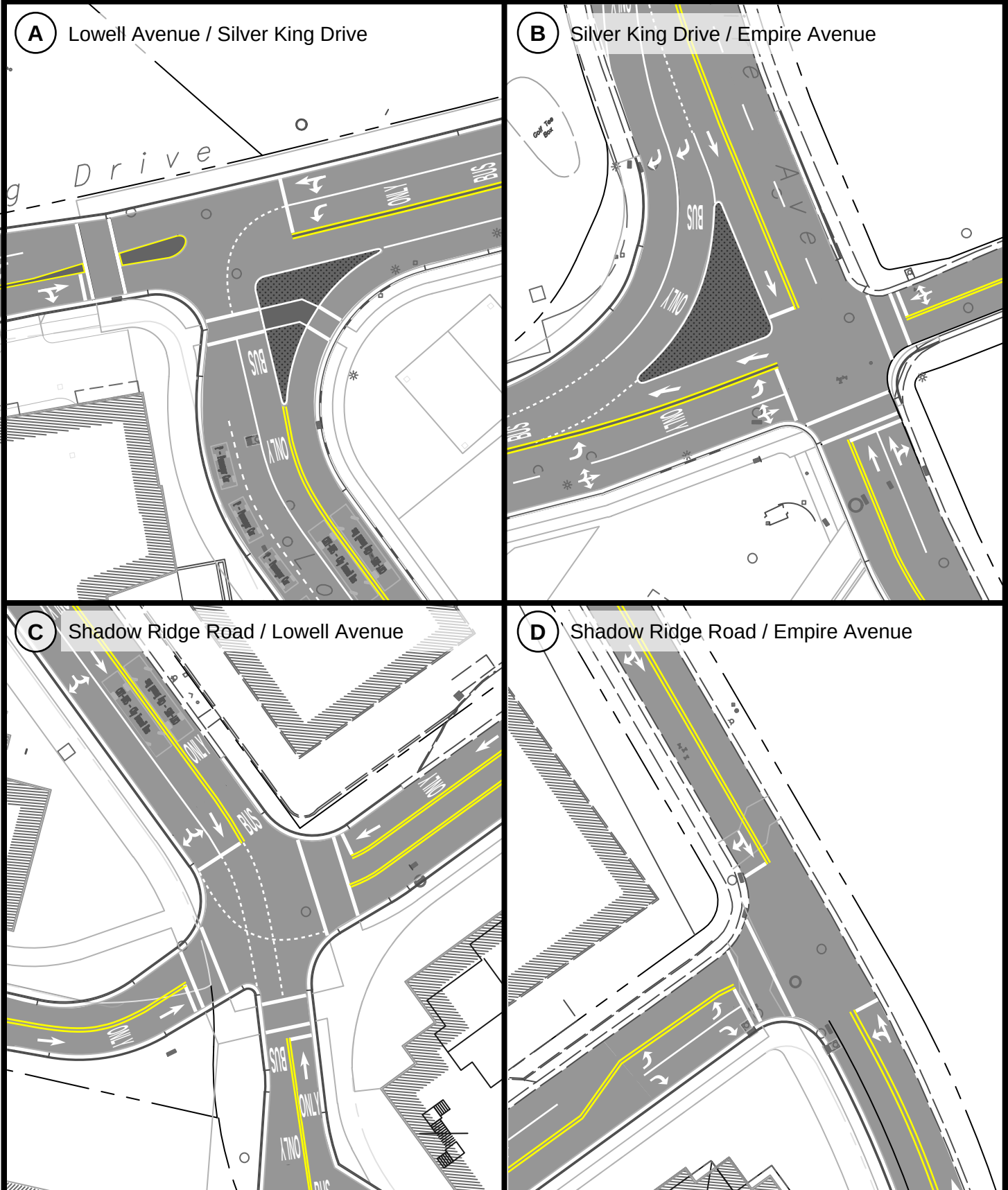
Scenario 2b

Transit and Vehicle Circulation and Control



Scenario 2b

Circulation Concept Details

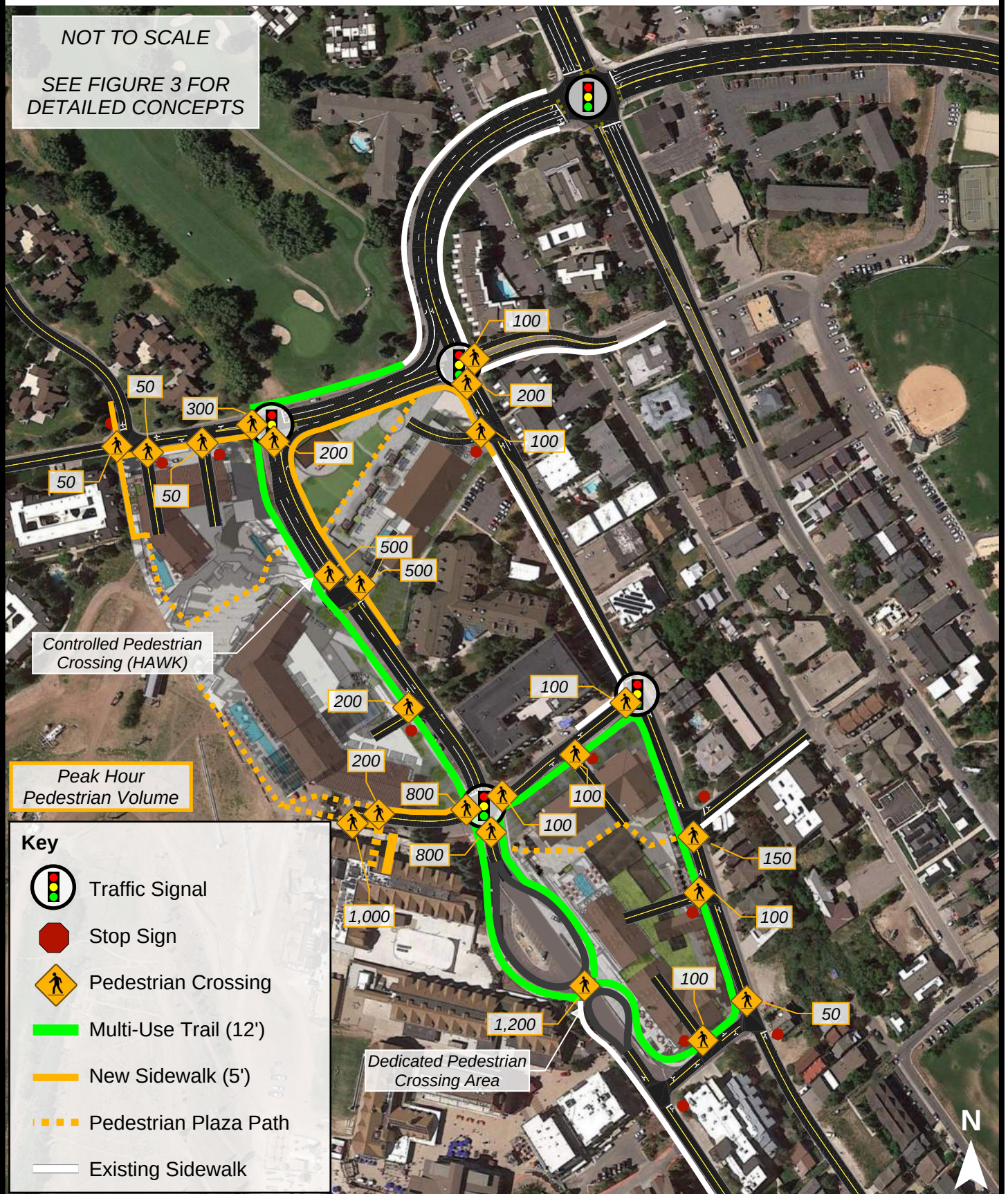


Scenario 2b

Pedestrian and Bike Paths

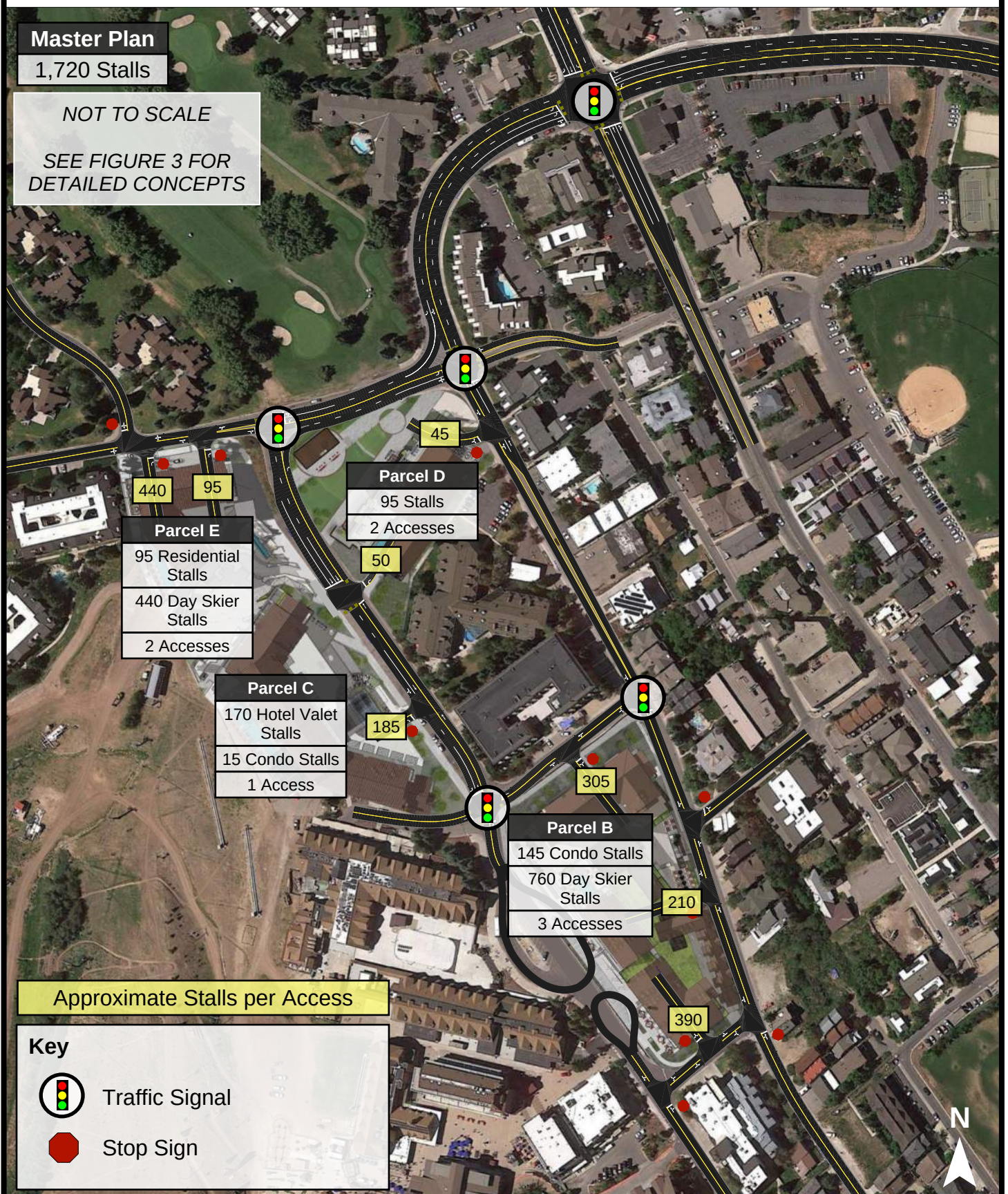
NOT TO SCALE

SEE FIGURE 3 FOR
DETAILED CONCEPTS



Scenario 2b

Parking & Driveways



4 – Responses to AECOM Review

03/22/2021

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MEMORANDUM

Date: March 22, 2021
To: Park City
From: Hales Engineering

Subject: Park City Mountain Resort – AECOM Review Responses

UT19-1481

This memorandum provides responses to the AECOM review of the Park City Mountain Resort development documents. The review was dated March 18, 2021. Responses with clarification or commentary have been provided for various points of the review. Below are the references to the review points in black text and a response by Hales Engineering in blue.

1. Page 2, Recommendations Section 1: A transit hub on parcel C or D is recommended.
 - a. Locating a hub on parcel C or D would increase pedestrian / vehicle conflict compared with Scenario 2b. Scenario 2b provides safe pedestrian crossings on Lowell Avenue south of Shadow Ridge with a dedicated pedestrian walkway and a controlled crosswalk at a signal (where only buses will be crossing). With a transit hub on parcel C, transit users will not have to cross Lowell Avenue, but more cars will be using Lowell Avenue to the south, resulting in heavy conflicts with thousands of day skiers crossing Lowell Avenue. A transit hub on parcel D would add even more pedestrians crossing Lowell Avenue.
 - b. To quantify the walking relative walking distance. Hales Engineering measured the potential walking distances to the Payday lift from potential 2b hub, parcel C hub, and parcel D hub locations, as summarized below. As shown, the proposed scenario 2b has the shortest walking distance to the Payday lift.

Transit Location	Walking Distance
2b	725 feet (0.14 mi)
Parcel C	850 feet (0.16 mi)
Parcel D	1,450 feet (0.27 mi)

2. Page 3, Figure 1: Based on this figure, the Parcel D hub seems to be the preferred scenario by AECOM.
 - a. This scenario would result in the longest walking distance to the slopes and would have high pedestrian / vehicle conflicts.
3. Pages 4-5, TDM bulleted summary
 - a. The TDM strategies listed here are not a complete list. Please see the 02/26/2021 memo by Hales Engineering to see a comprehensive bulleted summary of the strategies outlined in the current TDM.

4. Page 5, Section A3: Rate structure recommended for paid parking
 - a. Yes, a paid parking structure should be set in place. The plan is to set the rate and then adjust as necessary to discourage driving. Setting an exact rate for parking right now is unwise, as the rate will be adjusted based on observed conditions.
5. Page 5, Section A4: Additional information requested to increase AVO
 - a. Several strategies are summarized (from the TDM) to this end in the 02/26/2021 memo by Hales Engineering.
6. Page 6, Sections A8 and A9 Off-site employee parking / employee lockers and showers
 - a. These are already included in the TDM plan
7. Page 6, "Improve Pedestrian Experience"
 - a. Comparatively, the safety element of the pedestrian experience is better for Scenario 2b than the proposal of transit hubs on Parcel C or Parcel D, as outlined previously.
8. Page 7, Section B6 & Page 8, Section C4: Recommendation to move Lowell crosswalk north to cut into the proposed drop-off area
 - a. We believe that the entire drop-off area as proposed is needed for pick-ups/drop-offs to avoid overflowing. Moving this crosswalk would remove drop-off space and cause congestion issues.
9. Page 8, Section B10: Pedestrian movement near Building B is circuitous
 - a. We believe the proposed pedestrian crossings are good routes. Pedestrians can cross at a controlled location at the Shadow Ridge / Lowell intersection. Only buses will be traveling through this pedestrian crossing location. Pedestrians can also cross at the dedicated pedestrian walkway area between the transit hub and the south pick-up / drop-off zone.
10. Page 9, Section E: "managing parking to around 800 in accordance with the modified mode split goal above"
 - a. Based on our modified split numbers, we believe this would more likely be between 900 and 950 vehicles, instead of 800. However, your point is valid that there could be excess space to facilitate some of the mentioned elements.
11. Page 10, 2nd bullet of Section G: no improvements made to S.R. 224 / Empire Ave intersection; no no-build comparison in 2040
 - a. We were told previously that no improvements should be made at the S.R. 224 / Empire Ave intersection due to limited right-of-way, and due to the City and UDOT not wanting to make changes there. Therefore, we did not recommend any improvements there. However, we did mention on Page 3 of our memo dated 02/09/2021 that the City and UDOT could consider improvements there including striping a channelized southbound right-turn movement on the existing pavement. This would especially help in the morning peak hour for delays on S.R. 224. This improvement was not assumed for the analysis.
 - b. Due to time constraints of the submittal of our analyses, we went straight to a 2040 build scenario without running a no-build scenario. However, in a previous traffic impact study completed for this development, dated August 29, 2019, Hales Engineering did analyze 2040 no-build conditions. It was found then that the S.R. 224 / Empire Ave intersection would operate at LOS F in 2040 without the project.

12. Page 10, 2nd-to-last paragraph: No free right-turns recommended at Silver King Drive intersections due to pedestrian conflict
 - a. At Silver King / Empire, no crosswalk is being proposed across the proposed free right-turns (or across the west and north legs of the intersection). Therefore, no conflict is anticipated. If the free right-turns are removed and right-turns are controlled by the signal, it is anticipated that traffic may queue up onto S.R. 224 and other roadways.
 - b. At Lowell / Silver King, the free right is for buses only, so the conflict would be minimal there. However, the City could consider reducing the radius there as long as the buses can make the turn.
13. Page 10, last paragraph: Bus only lanes recommended on Empire Avenue, north of Silver King; bus only lane recommended for outside eastbound lane at Silver King / Empire intersection with queue jump for buses; bus only lane recommended for outside southbound right-turn lane at Silver King / Empire
 - a. We did not recommend bus only lanes on Empire north of Silver King knowing that it is a short distance for vehicles to make decisions and merge before getting to the S.R. 224 / Empire signal. Also, with queues that may back up a distance, vehicles will have to make their lane decision before they pass through the Silver King / Empire intersection. For this reason, we decided that buses should start merging and sharing lanes with other vehicles prior to the Silver King / Empire intersection for buses leaving the site.
 - b. Similar to the above reasoning, it is recommended that the outside eastbound lane become a shared lane prior to the Silver King / Empire intersection so that buses can choose the best lane to be in. This would also keep the outside lane available for cars wanting to travel through the intersection or make a right turn. The traffic volumes from the west will be low compared with those on Empire, so it is anticipated that the buses will still have sufficient priority to get through the Silver King / Empire intersection efficiently.
 - c. For buses entering the site, they need to be in the inside southbound right-turn lane at Silver King / Empire so that they are in the correct lane to turn onto Lowell and be in the inside southbound lane there.

5 – People-Based Analysis

04/20/2021

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MEMORANDUM

Date: April 20, 2021
To: Park City
From: Hales Engineering

Subject: Park City Mountain Resort – People-Based Analysis

UT19-1481

Background and Methodology

This memorandum provides discusses the people-based analysis that was completed for the PCMR development.

In the review process of the PCMR project by Park City and AECOM in 2020, it was requested that a people-based analysis be completed to understand how many people access the Park City Mountain base area during a typical peak day and during peak hours. Hales Engineering completed this people-based analysis to identify the following:

- How many people use the resort area per day and per peak hour? What modes?
- How may buses will be needed to service the area?
- How many pedestrians will cross Lowell Avenue during peak hours?

To perform this people-based analysis, Hales Engineering gathered all available data to make calculations and estimations. The data gathered includes the following:

- Traffic counts
- Peak hour bus headway and ridership data (provided by Park City staff)
- Comfortable carrying capacity (CCC) of Park City Mountain (provided by SE Group)
- Number of employees at existing and proposed facilities (provided by Vail and PEG)
- Existing and proposed parking supply
- Current average vehicle occupancy (AVO) data for busy and peak days (provided by SE group)
- The number of residential units and nightly rentals within ¼ mile of Park City Mountain (provided by SE group and Park City)

In collaboration with Park City staff and AECOM, a spreadsheet was built to evaluate and calculate the mode splits of the various groups and modes that access the Park City Mountain base area. In addition to the available data, several assumptions were made and verified with City staff and AECOM. Printouts of the spreadsheet inputs and outputs are provided in Appendix A.

Daily Analysis

The daily analysis evaluated various groups of different entities that use the Park City Mountain base area. The anticipated vehicle and person trip numbers for each group were estimated for typical and peak winter days based on all provided information. The daily analysis is reported in vehicles and people, and not necessarily vehicle and person trips. The groups that were evaluated and their respective vehicle and people percentages are summarized in Table 1.

Table 1: Daily Analysis Results

Group	Vehicles	People
PCMR Day Skiing	29.1%	55.5%
Existing PCM Hotels	20.8%	16.3%
New PCM Base	13.4%	10.1%
Local Cut-through Traffic	36.5%	18.0%
Deliveries, Service Vehicles, etc.	0.2%	0.1%
TOTAL	8,379	20,060

Peak Hour Analysis

The peak hour analysis evaluated the various modes during morning and evening peak hours for winter and summer conditions. The assumptions made were those of a peak day in the respective seasons. Many elements of the daily analysis were transferred to the peak hour analysis if applicable. The modes that were evaluated and their respective vehicle and person trip percentages are summarized for winter conditions in Table 2 and summer conditions in Appendix A.

Table 2: Peak Hour Analysis Results (Winter)

Mode	% of Vehicle Trips	% of Person Trips
Personal Passenger Vehicles	64.7%	59.8%
Active (Walking, Biking, & Lifts)	-	12.8%
Bus & Shuttles	3.9%	12.1%
Ride-hail	3.6%	2.8%
Local Cut-through Traffic	27.5%	12.4%
Deliveries	0.3%	0.1%
Total	2,789	7,141

As shown in Appendix A, the peak hour analysis also estimated the number of vehicles that would use Lowell Avenue. It was also assumed that Lowell would have a single lane of capacity due to proposed bus-only lanes. To maintain an acceptable level of service, it was found that 9 and 12 buses should be added during the AM and PM peak hours, respectively. Therefore, Park City should plan on up to 36 buses per peak hour to service the area.

The peak hour analysis also estimated the number of pedestrians that would cross Lowell Avenue during peak hours. It was estimated that approximately 2,700 pedestrians would cross Lowell Avenue at some point during the morning peak hour. This is a combination of pedestrians from the adjacent neighborhoods, the existing and proposed resort buildings, day skiers, and shuttles. The primary component of this pedestrian number is the day skiers that would cross from Parcel B, accounting for approximately 1,550 pedestrians crossing during the morning peak hour. The pedestrian facilities have been designed to accommodate this demand with exclusive and dedicated pedestrian crossings on Lowell Avenue. Minimal vehicle-to-pedestrian conflict is being designed on the south end of Lowell Avenue, where the pedestrian crossings will be highest.

Appendices

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MEMO 1: APPENDIX A

Trip Generation

Appendix A
Park City - Mountain Resort TIS
Trip Generation

Saturday Daily		# of	Unit	Trip Gen.	Trip	%	%	Trips	Trips	Internal	%	Net Trips	Net Trips	Total Daily
Parcel	Land Use	Units	Type	Rate	Generation	Entering	Exiting	Entering	Exiting	Capture	Occupied	Entering	Exiting	Trips
B	Condominiums ²	55	Dwelling Units	6.27	346	50%	50%	173	173	0%	85%	147	147	294
	Employee Housing (ITE 220) ¹	89	Dwelling Units	7.32	652	50%	50%	326	326	50%	-	163	163	326
	Condominiums ²	13	Dwelling Units	6.27	82	50%	50%	41	41	0%	85%	35	35	70
C	Hotel ²	249	Keys	6.27	1,562	50%	50%	781	781	0%	85%	664	664	1,328
	Meeting Space ³	20	1,000 sq. ft.	68.80	1,376	50%	50%	688	688	80%	-	138	138	276
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	46.12	1,454	50%	50%	727	727	80%	-	145	145	290
D	Condominiums ²	34	Dwelling Units	6.27	214	50%	50%	107	107	0%	85%	91	91	182
	Retail (ITE 820) ¹	19.3	1,000 sq. ft.	46.12	892	50%	50%	446	446	80%	-	89	89	178
E	Condominiums ²	42	Dwelling Units	6.27	264	50%	50%	132	132	0%	85%	112	112	224
	Retail (ITE 820) ¹	22.5	1,000 sq. ft.	46.12	1,038	50%	50%	519	519	80%	-	104	104	208
TOTAL					7,880			3,940	3,940			1,688	1,688	3,376
Saturday AM Peak Hour		# of	Unit	Trip Gen.	Trip	%	%	Trips	Trips	Internal	%	Net Trips	Net Trips	Total a.m.
Parcel	Land Use	Units	Type	Rate	Generation	Entering	Exiting	Entering	Exiting	Capture	Occupied	Entering	Exiting	Trips
B	Condominiums ²	55	Dwelling Units	0.41	24	23%	77%	6	18	0%	85%	5	15	20
	Employee Housing (ITE 220) ¹	89	Dwelling Units	0.46	42	23%	77%	10	32	50%	-	5	16	21
	Condominiums ²	13	Dwelling Units	6.27	82	50%	50%	41	41	0%	85%	35	35	70
C	Hotel ²	249	Keys	0.41	104	59%	41%	61	43	0%	85%	52	37	89
	Meeting Space ³	20	1,000 sq. ft.	6.50	130	65%	35%	85	46	80%	-	17	9	26
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	4.50	142	62%	38%	88	54	80%	-	18	11	29
D	Condominiums ²	34	Dwelling Units	0.41	14	23%	77%	3	11	0%	85%	3	9	12
	Retail (ITE 820) ¹	19.3	1,000 sq. ft.	4.50	88	62%	38%	55	33	80%	-	11	7	18
E	Condominiums ²	42	Dwelling Units	0.41	18	23%	77%	4	14	0%	85%	3	12	15
	Retail (ITE 820) ¹	22.5	1,000 sq. ft.	4.50	102	62%	38%	63	39	80%	-	13	8	21
TOTAL					746			416	331			162	159	321
Saturday PM Peak Hour		# of	Unit	Trip Gen.	Trip	%	%	Trips	Trips	Internal	%	Net Trips	Net Trips	Total p.m.
Parcel	Land Use	Units	Type	Rate	Generation	Entering	Exiting	Entering	Exiting	Capture	Occupied	Entering	Exiting	Trips
B	Condominiums ²	55	Dwelling Units	0.70	40	63%	37%	25	15	0%	85%	21	13	34
	Employee Housing (ITE 220) ¹	89	Dwelling Units	0.56	50	63%	37%	32	19	50%	-	16	10	26
	Condominiums ²	13	Dwelling Units	6.27	82	50%	50%	41	41	0%	85%	35	35	70
C	Hotel ²	249	Keys	0.70	176	56%	44%	99	77	0%	85%	84	65	149
	Meeting Space ³	20	1,000 sq. ft.	6.50	130	35%	65%	46	85	80%	-	9	17	26
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	4.50	142	52%	48%	74	68	80%	-	15	14	29
D	Condominiums ²	34	Dwelling Units	0.70	24	63%	37%	15	9	0%	85%	13	8	21
	Retail (ITE 820) ¹	19.3	1,000 sq. ft.	4.50	88	52%	48%	46	42	80%	-	9	8	17
E	Condominiums ²	42	Dwelling Units	0.70	30	63%	37%	19	11	0%	85%	16	9	25
	Retail (ITE 820) ¹	22.5	1,000 sq. ft.	4.50	102	52%	48%	53	49	80%	-	11	10	21
TOTAL					864			450	416			229	189	418

1. Based on Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017

2. Based on data collected by Hales Engineering at ski resorts in the Park City area

3. Based on data collected by Hales Engineering at other meeting space land uses

SOURCE: Hales Engineering, February 2021

MEMO 1: APPENDIX B

VISSIM Results

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b
Time Period: Morning Peak Hour
Project #: UT19-1481

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	350	338	97	79	4	24.3	C
	L3	443	405	91	679	282	166.7	F
	Subtotal	793	743	94			101.9	F
NWB	T	680	632	93	290	40	16.7	B
	R3	242	253	105	311	27	12.1	B
	Subtotal	922	885	96			15.4	B
SEB	T	1,447	1,128	78	1,015	678	162.8	F
	L2	505	410	81	300	106	108.7	F
	Subtotal	1,952	1,538	79			148.4	F
Total		3,667	3,166	86			98.7	F

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	15	16	107	57	6	21.6	C
	L3	10	8	80	59	8	86.1	F
	Subtotal	25	24	96			43.1	E
NWB	T	907	870	96	197	9	2.0	A
	R3	15	14	93	157	5	0.7	A
	Subtotal	922	884	96			2.0	A
SEB	T	1,870	1,504	80	722	583	94.2	F
	L2	20	16	80	508	248	72.3	F
	Subtotal	1,890	1,520	80			94.0	F
Total		2,837	2,428	86			59.2	F

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	65	63	97	148	32	54.7	F
	L3	20	18	90	149	33	112.4	F
	Subtotal	85	81	95			67.5	F
NWB	T	857	819	96	18	0	0.5	A
	R3	35	31	89	27	0	-1.2	#N/A
	Subtotal	892	850	95			0.5	A
SEB	T	1,805	1,447	80	207	132	47.3	E
	L2	75	62	83	111	5	15.0	B
	Subtotal	1,880	1,509	80			45.9	E
Total		2,857	2,440	85			31.2	D

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	220	205	93	574	192	32.6	C
	L2	375	366	98	571	190	63.8	E
	L3	55	53	96	95	20	79.8	E
	Subtotal	650	624	96			54.9	D
NWB	L	60	54	90	131	31	40.1	D
	T	202	192	95	156	36	48.3	D
	R3	70	65	93	162	40	20.8	C
	Subtotal	332	311	94			41.2	D
SEB	T	172	142	83	731	661	87.6	F
	R	1,168	929	80	735	665	111.5	F
	L2	485	391	81	609	151	45.5	D
	Subtotal	1,825	1,462	80			91.5	F
NEB	L	470	452	96	429	112	58.5	E
	R	32	28	88	353	55	26.6	C
	R2	250	233	93	347	52	35.2	D
	Subtotal	752	713	95			49.6	D
Total		3,559	3,110	87			69.5	E

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 15th & Empire
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	853	720	84	362	127	24.5	C
	L2	750	625	83	488	105	13.0	B
	Subtotal	1,603	1,345	84			19.1	B
EB	L	87	102	117	275	36	43.6	D
	R2	10	10	100	307	53	23.3	C
	L2	13	14	108	275	36	23.9	C
	Subtotal	110	126	115			39.8	D
WB	T	20	18	90	78	17	58.5	E
	R	10	9	90	81	18	17.1	B
	L3	30	28	93	78	17	38.5	D
	Subtotal	60	55	92			41.5	D
NWB	R	30	27	90	166	27	13.0	B
	R2	655	600	92	166	27	11.9	B
	Subtotal	685	627	92			11.9	B
Total		2,458	2,153	88			18.9	B

Intersection: Lowell & 15th
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	50	66	132	83	3	10.4	B
	Subtotal	50	66	132			10.4	B
EB	T	60	61	102	91	8	23.5	C
	R	5	4	80	94	6	13.2	B
	Subtotal	65	65	100			22.9	C
WB	L	522	443	85	418	162	17.1	B
	T	351	296	84	418	159	17.9	B
	Subtotal	873	739	85			17.4	B
Total		988	870	88			17.4	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	20	21	105	41	1	10.8	B
	Subtotal	20	21	105			10.8	B
EB	T	45	45	100	8	0	1.8	A
	R	1	0	0	0	0	0.0	A
	Subtotal	46	45	98			1.8	A
WB	L	16	15	94	10	0	0.5	A
	T	335	282	84	2	0	0.5	A
	Subtotal	351	297	85			0.5	A
Total		417	363	87			1.3	A

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	15	15	100	32	0	7.7	A
	Subtotal	15	15	100			7.7	A
SB	L	20	20	100	56	1	8.8	A
	T	1	0	0	33	0	0.0	A
	R	1	0	0	55	1	0.0	A
	Subtotal	22	20	91			8.8	A
EB	L	1	0	0	2	0	0.0	A
	T	10	12	120	2	0	0.3	A
	R	1	0	0	2	0	0.0	A
	Subtotal	12	12	100			0.3	A
WB	L	300	252	84	69	1	1.0	A
	T	10	9	90	79	1	0.7	A
	R	25	21	84	42	0	0.7	A
	Subtotal	335	282	84			1.0	A
Total		384	329	86			1.8	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	65	130	97	0	0.4	A
	Subtotal	50	65	130			0.4	A
SEB	T	287	450	157	160	4	7.1	A
	Subtotal	287	450	157			7.1	A
SWB	L	8	8	100	29	0	15.6	C
	Subtotal	8	8	100			15.6	C
Total		345	523	152			6.4	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	64	128	0	0	1.2	A
	Subtotal	50	64	128			1.2	A
SEB	T	428	365	85	105	8	8.0	A
	R	107	91	85	145	15	4.3	A
	Subtotal	535	456	85			7.2	A
NEB	R	77	72	94	102	16	36.5	E
	Subtotal	77	72	94			36.5	E
Total		662	592	89			10.1	B

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	50	64	128	90	15	26.8	C
	Subtotal	50	64	128			26.8	C
SEB	L	410	356	87	241	101	31.0	C
	R	45	38	84	241	101	32.8	C
	R2	50	43	86	115	10	26.5	C
	Subtotal	505	437	87			30.7	C
NEB	T	60	60	100	82	13	24.2	C
	Subtotal	60	60	100			24.2	C
SWB	T	125	103	82	85	16	29.5	C
	Subtotal	125	103	82			29.5	C
Total		740	664	90			29.6	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	37	2	0.0	A
	R	20	20	100	37	2	11.1	B
	Subtotal	21	20	95			11.1	B
NEB	T	405	358	88	123	8	1.8	A
	R	65	58	89	156	11	1.9	A
	Subtotal	470	416	89			1.8	A
SWB	L	110	96	87	88	4	6.9	A
	T	125	102	82	61	1	1.7	A
	Subtotal	235	198	84			4.3	A
Total		726	634	87			2.9	A

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	50	45	90	212	50	38.9	D
	T	334	318	95	212	50	21.1	C
	Subtotal	384	363	95			23.3	C
SEB	T	546	454	83	486	87	13.3	B
	R	185	154	83	486	87	15.4	B
	Subtotal	731	608	83			13.8	B
NEB	L	393	348	89	176	26	8.4	A
	R	32	29	91	176	26	8.4	A
	Subtotal	425	377	89			8.4	A
Total		1,540	1,348	88			14.9	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	332	312	94	170	48	11.3	B
	R2	49	44	90	170	48	9.8	A
	Subtotal	381	356	93			11.1	B
SB	T	553	462	84	254	45	4.2	A
	L3	25	20	80	199	21	6.7	A
	Subtotal	578	482	83			4.3	A
EB	T	1	72	7200	21	1	0.0	A
	Subtotal	1	72	7200			0.0	A
SWB	R3	52	52	100	106	25	19.7	C
	L2	67	65	97	94	20	18.3	C
	Subtotal	119	117	98			18.9	C
Total		1,079	1,027	95			8.1	A

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	132	25	0.0	A
	T	361	337	93	109	20	8.5	A
	Subtotal	362	337	93			8.5	A
SB	T	420	361	86	82	1	1.2	A
	R	200	167	84	107	2	1.9	A
	Subtotal	620	528	85			1.4	A
EB	L	20	20	100	61	8	42.4	E
	R	1	0	0	61	8	0.0	A
	Subtotal	21	20	95			42.4	E
Total		1,003	885	88			5.0	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: South B Access & Manor
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	46	43	93	55	9	14.9	B
	R	1	0	0	55	9	0.0	A
	Subtotal	47	43	91			14.9	B
NEB	L	1	0	0	34	10	0.0	A
	T	260	244	94	29	9	1.2	A
	Subtotal	261	244	93			1.2	A
SWB	T	200	171	86	25	0	0.8	A
	R	165	143	87	47	0	1.3	A
	Subtotal	365	314	86			1.0	A
Total		673	601	89			2.1	A

Intersection: Manor & Lowell
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	154	34	0.0	A
	R	175	166	95	122	25	9.4	A
	Subtotal	176	166	94			9.4	A
SEB	L	85	79	93	81	11	10.2	B
	T	1	0	0	111	15	0.0	A
	Subtotal	86	79	92			10.2	B
SWB	L	115	99	86	10	0	0.6	A
	R	85	72	85	10	0	0.4	A
	Subtotal	200	171	86			0.5	A
Total		462	416	90			5.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	60	56	93	163	32	7.4	A
	L3	5	4	80	113	25	9.6	A
	Subtotal	65	60	92			7.5	A
SB	T	60	52	87	133	9	6.6	A
	R2	360	311	86	133	9	3.2	A
	Subtotal	420	363	86			3.6	A
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	5	5	100	69	11	0.5	A
	L2	301	281	93	97	15	2.2	A
	Subtotal	306	286	93			2.2	A
Total		487	476	98			3.1	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b
Time Period: Evening Peak Hour
Project #: UT18-1215

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	450	441	98	121	14	15.3	B
	L3	390	379	97	386	123	83.5	F
	Subtotal	840	820	98			46.8	D
NWB	T	1,526	1,288	84	533	76	14.8	B
	R3	506	474	94	528	54	13.4	B
	Subtotal	2,032	1,762	87			14.5	B
SEB	T	1,146	1,146	100	284	28	9.4	A
	L2	500	495	99	374	135	81.2	F
	Subtotal	1,646	1,641	100			31.1	C
Total		4,518	4,223	93			27.2	C

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	30	30	100	130	22	70.3	F
	L3	20	19	95	131	24	121.1	F
	Subtotal	50	49	98			90.0	F
NWB	T	2,002	1,738	87	219	11	1.6	A
	R3	20	21	105	179	6	0.4	A
	Subtotal	2,022	1,759	87			1.6	A
SEB	T	1,511	1,499	99	487	107	18.9	C
	L2	25	24	96	245	23	46.5	E
	Subtotal	1,536	1,523	99			19.3	C
Total		3,608	3,331	92			10.9	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	95	89	94	181	41	55.7	F
	L3	20	20	100	181	42	90.4	F
	Subtotal	115	109	95			62.1	F
NWB	T	1,927	1,671	87	33	1	0.4	A
	R3	50	47	94	45	1	-1.3	#N/A
	Subtotal	1,977	1,718	87			0.4	A
SEB	T	1,451	1,427	98	167	38	15.0	B
	L2	80	78	98	193	33	62.4	F
	Subtotal	1,531	1,505	98			17.4	C
Total		3,623	3,332	92			10.1	B

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	680	608	89	888	738	125.8	F
	L2	364	321	88	885	736	253.0	F
	L3	75	69	92	273	35	218.9	F
	Subtotal	1,119	998	89			173.2	F
NWB	L	59	58	98	93	14	63.9	E
	T	400	399	100	498	147	74.5	E
	R3	70	71	101	503	152	58.6	E
	Subtotal	529	528	100			71.2	E
SEB	T	365	363	99	534	92	38.0	D
	R	571	553	97	537	94	10.0	A
	L2	535	518	97	716	361	77.6	E
	Subtotal	1,471	1,434	97			41.5	D
NEB	L	897	701	78	707	389	97.6	F
	R	49	38	78	377	43	44.7	D
	R2	379	319	84	370	40	46.1	D
	Subtotal	1,325	1,058	80			80.2	F
Total		4,444	4,018	90			88.3	F

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 15th & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	406	379	93	381	53	8.8	A
	L2	588	550	94	522	54	11.5	B
	Subtotal	994	929	93			10.4	B
EB	L	298	312	105	347	76	62.6	E
	R2	10	9	90	378	98	40.0	D
	L2	19	21	111	347	76	38.2	D
	Subtotal	327	342	105			60.5	E
WB	T	19	18	95	61	7	48.7	D
	R	13	14	108	63	7	34.0	C
	L3	15	14	93	61	7	41.6	D
	Subtotal	47	46	98			42.1	D
NWB	R	59	49	83	709	295	71.8	E
	R2	1,014	738	73	709	295	76.3	E
	Subtotal	1,073	787	73			76.0	E
Total		2,441	2,104	86			43.7	D

Intersection: Lowell & 15th

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	50	65	130	114	7	17.3	B
	Subtotal	50	65	130			17.3	B
EB	T	277	273	99	135	57	16.6	B
	R	3	3	100	137	57	16.4	B
	Subtotal	280	276	99			16.6	B
WB	L	310	288	93	308	56	21.2	C
	T	115	109	95	308	49	18.2	B
	Subtotal	425	397	93			20.4	C
Total		755	738	98			18.7	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	19	19	100	42	2	31.5	D
	Subtotal	19	19	100			31.5	D
EB	T	261	258	99	124	14	18.7	C
	R	1	0	0	137	17	0.0	A
	Subtotal	262	258	98			18.7	C
WB	L	27	27	100	35	0	2.4	A
	T	88	83	94	14	0	0.6	A
	Subtotal	115	110	96			1.0	A
Total		396	387	98			14.4	B

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	229	226	99	131	20	16.6	C
	Subtotal	229	226	99			16.6	C
SB	L	25	26	104	57	1	10.9	B
	T	1	0	0	35	1	0.0	A
	R	1	0	0	56	1	0.0	A
	Subtotal	27	26	96			10.9	B
EB	L	1	0	0	4	0	0.0	A
	T	7	8	114	4	0	2.8	A
	R	1	0	0	4	0	0.0	A
	Subtotal	9	8	89			2.8	A
WB	L	56	56	100	17	0	0.7	A
	T	7	6	86	78	2	0.5	A
	R	25	23	92	4	0	0.4	A
	Subtotal	88	85	97			0.6	A
Total		353	345	98			12.0	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	65	130	97	0	0.5	A
	Subtotal	50	65	130			0.5	A
SEB	T	313	286	91	269	37	28.8	D
	Subtotal	313	286	91			28.8	D
SWB	L	8	8	100	27	0	30.6	D
	Subtotal	8	8	100			30.6	D
Total		371	359	97			23.4	C

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	50	65	130	0	0	1.2	A
	Subtotal	50	65	130			1.2	A
SEB	T	193	177	92	134	26	31.0	D
	R	128	114	89	174	38	13.8	B
	Subtotal	321	291	91			24.3	C
NEB	R	116	86	74	115	41	112.3	F
	Subtotal	116	86	74			112.3	F
Total		487	442	91			35.4	E

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	50	64	128	90	14	25.1	C
	Subtotal	50	64	128			25.1	C
SEB	L	234	195	83	250	114	74.5	E
	R	25	19	76	250	114	71.1	E
	R2	50	43	86	106	8	20.3	C
	Subtotal	309	257	83			65.2	E
NEB	T	112	114	102	189	41	74.3	E
	Subtotal	112	114	102			74.3	E
SWB	T	24	22	92	28	1	9.6	A
	Subtotal	24	22	92			9.6	A
Total		495	457	92			58.8	E

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	183	75	0.0	A
	R	135	113	84	183	76	115.1	F
	Subtotal	136	113	83			115.1	F
NEB	T	324	286	88	223	59	33.2	D
	R	22	20	91	256	77	24.5	C
	Subtotal	346	306	88			32.6	D
SWB	L	40	36	90	41	1	7.9	A
	T	24	21	88	20	0	1.5	A
	Subtotal	64	57	89			5.5	A
Total		546	476	87			49.1	E

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	14	10	71	222	69	38.2	D
	T	689	457	66	222	69	27.3	C
	Subtotal	703	467	66			27.5	C
SEB	T	549	509	93	526	74	19.1	B
	R	50	47	94	526	74	18.9	B
	Subtotal	599	556	93			19.1	B
NEB	L	354	307	87	185	100	27.4	C
	R	105	92	88	185	100	24.2	C
	Subtotal	459	399	87			26.6	C
Total		1,761	1,422	81			23.8	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	683	447	65	184	151	19.2	C
	R2	138	89	64	184	151	18.5	C
	Subtotal	821	536	65			19.1	C
SB	T	624	571	92	325	40	8.6	A
	L3	30	29	97	283	30	15.4	C
	Subtotal	654	600	92			8.9	A
EB	T	1	76	7600	21	1	0.0	A
	Subtotal	1	76	7600			0.0	A
SWB	R3	20	20	100	54	3	21.4	C
	L2	19	18	95	42	2	17.7	C
	Subtotal	39	38	97			19.7	C
Total		1,515	1,250	83			13.1	B

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	262	141	0.0	A
	T	608	523	86	234	116	43.7	E
	Subtotal	609	523	86			43.7	E
SB	T	606	555	92	99	5	3.4	A
	R	37	34	92	128	8	2.9	A
	Subtotal	643	589	92			3.4	A
EB	L	213	11	5	145	127	1342.8	F
	R	1	0	0	145	127	0.0	A
	Subtotal	214	11	5			1342.8	F
Total		1,466	1,123	77			34.0	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: South B Access & Manor
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	140	68	49	169	115	374.4	F
	R	1	0	0	169	115	0.0	A
	Subtotal	141	68	48			374.4	F
NEB	L	1	0	0	178	61	0.0	A
	T	392	376	96	152	47	20.6	C
	Subtotal	393	376	96			20.6	C
SWB	T	414	372	90	109	5	3.0	A
	R	80	74	93	135	7	2.6	A
	Subtotal	494	446	90			2.9	A
Total		1,028	890	87			34.4	D

Intersection: Manor & Lowell
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	266	49	0.0	A
	R	232	234	101	233	33	39.0	E
	Subtotal	233	234	100			39.0	E
SEB	L	160	143	89	146	53	63.3	F
	T	1	0	0	176	67	0.0	A
	Subtotal	161	143	89			63.3	F
SWB	L	254	230	91	62	6	1.8	A
	R	160	143	89	62	6	1.4	A
	Subtotal	414	373	90			1.6	A
Total		808	750	93			25.0	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	81	85	105	76	7	21.0	C
	L3	5	5	100	56	3	13.2	B
	Subtotal	86	90	105			20.6	C
SB	T	117	112	96	263	81	13.5	B
	R2	489	442	90	263	81	9.9	A
	Subtotal	606	554	91			10.6	B
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	5	5	100	156	108	8.2	A
	L2	527	440	83	199	145	16.6	C
	Subtotal	532	445	84			16.5	C
Total		694	697	100			13.2	B

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b - 20% Reduction
Time Period: Morning Peak Hour
Project #: UT19-1481

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	280	282	101	50	2	6.3	A
	L3	354	356	101	242	83	63.0	E
	Subtotal	634	638	101			37.9	D
NWB	T	544	543	100	210	20	10.4	B
	R3	194	225	116	225	14	8.2	A
	Subtotal	738	768	104			9.8	A
SEB	T	1,158	1,161	100	250	17	5.4	A
	L2	404	400	99	279	90	67.7	E
	Subtotal	1,562	1,561	100			21.4	C
Total		2,934	2,967	101			22.0	C

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	12	13	108	38	1	10.2	B
	L3	8	7	88	40	1	19.9	C
	Subtotal	20	20	100			13.6	B
NWB	T	726	755	104	166	7	2.0	A
	R3	12	11	92	126	3	0.1	A
	Subtotal	738	766	104			2.0	A
SEB	T	1,496	1,501	100	176	6	2.0	A
	L2	16	16	100	22	0	5.5	A
	Subtotal	1,512	1,517	100			2.0	A
Total		2,270	2,303	101			2.1	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	52	50	96	53	2	8.2	A
	L3	16	15	94	53	2	13.7	B
	Subtotal	68	65	96			9.5	A
NWB	T	686	715	104	4	0	0.3	A
	R3	28	26	93	8	0	-1.2	#N/A
	Subtotal	714	741	104			0.2	A
SEB	T	1,444	1,447	100	27	2	2.2	A
	L2	60	61	102	38	1	5.8	A
	Subtotal	1,504	1,508	100			2.4	A
Total		2,286	2,314	101			1.9	A

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	176	168	95	463	121	7.3	A
	L2	300	310	103	460	119	62.8	E
	L3	44	45	102	95	17	70.6	E
	Subtotal	520	523	101			45.7	D
NWB	L	48	47	98	67	7	33.1	C
	T	162	160	99	115	23	37.2	D
	R3	56	54	96	121	26	14.1	B
	Subtotal	266	261	98			31.7	C
SEB	T	138	140	101	558	153	31.0	C
	R	934	933	100	562	156	24.8	C
	L2	388	384	99	370	72	31.7	C
	Subtotal	1,460	1,457	100			27.3	C
NEB	L	376	410	109	411	106	60.8	E
	R	26	24	92	301	53	30.5	C
	R2	200	202	101	295	49	39.3	D
	Subtotal	602	636	106			52.8	D
Total		2,848	2,877	101			36.7	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 15th & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	682	689	101	201	17	6.6	A
	L2	600	602	100	332	39	10.0	A
	Subtotal	1,282	1,291	101			8.2	A
EB	L	70	93	133	295	29	45.1	D
	R2	8	9	113	326	45	21.3	C
	L2	10	12	120	295	29	25.7	C
	Subtotal	88	114	130			41.2	D
WB	T	16	15	94	68	8	46.7	D
	R	8	8	100	71	8	18.1	B
	L3	24	23	96	68	8	38.9	D
	Subtotal	48	46	96			37.8	D
NWB	R	24	23	96	147	22	12.6	B
	R2	524	537	102	147	22	11.1	B
	Subtotal	548	560	102			11.1	B
Total		1,966	2,011	102			11.6	B

Intersection: Lowell & 15th

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	40	66	165	83	3	10.4	B
	Subtotal	40	66	165			10.4	B
EB	T	48	48	100	79	6	24.2	C
	R	4	4	100	82	4	11.6	B
	Subtotal	52	52	100			23.3	C
WB	L	418	423	101	409	106	16.1	B
	T	281	282	100	409	103	16.5	B
	Subtotal	699	705	101			16.2	B
Total		791	823	104			16.2	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	16	17	106	37	1	10.3	B
	Subtotal	16	17	106			10.3	B
EB	T	36	35	97	0	0	1.7	A
	R	1	0	0	0	0	0.0	A
	Subtotal	37	35	95			1.7	A
WB	L	13	13	100	16	0	0.6	A
	T	268	268	100	5	0	0.5	A
	Subtotal	281	281	100			0.5	A
Total		334	333	100			1.1	A

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	12	12	100	31	0	7.4	A
	Subtotal	12	12	100			7.4	A
SB	L	16	17	106	56	1	8.6	A
	T	1	0	0	33	0	0.0	A
	R	1	0	0	55	1	0.0	A
	Subtotal	18	17	94			8.6	A
EB	L	1	0	0	4	0	0.0	A
	T	8	8	100	4	0	0.5	A
	R	1	0	0	4	0	0.0	A
	Subtotal	10	8	80			0.5	A
WB	L	240	240	100	62	0	0.9	A
	T	8	8	100	76	1	0.6	A
	R	20	21	105	36	0	0.6	A
	Subtotal	268	269	100			0.9	A
Total		308	306	99			1.6	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	65	163	97	0	0.4	A
	Subtotal	40	65	163			0.4	A
SEB	T	230	426	185	117	3	6.4	A
	Subtotal	230	426	185			6.4	A
SWB	L	6	7	117	20	0	13.7	B
	Subtotal	6	7	117			13.7	B
Total		276	498	180			5.7	A

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	64	160	0	0	1.2	A
	Subtotal	40	64	160			1.2	A
SEB	T	342	349	102	61	2	3.6	A
	R	86	84	98	98	3	2.7	A
	Subtotal	428	433	101			3.4	A
NEB	R	62	62	100	59	4	17.2	C
	Subtotal	62	62	100			17.2	C
Total		530	559	105			4.7	A

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	40	64	160	90	15	26.8	C
	Subtotal	40	64	160			26.8	C
SEB	L	328	334	102	235	60	24.6	C
	R	36	35	97	235	60	24.8	C
	R2	40	43	108	106	8	23.1	C
	Subtotal	404	412	102			24.5	C
NEB	T	48	49	102	61	5	24.7	C
	Subtotal	48	49	102			24.7	C
SWB	T	100	97	97	91	15	28.8	C
	Subtotal	100	97	97			28.8	C
Total		592	622	105			25.4	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	35	0	0.0	A
	R	16	17	106	35	1	9.8	A
	Subtotal	17	17	100			9.8	A
NEB	T	324	332	102	54	0	1.1	A
	R	52	51	98	85	1	1.7	A
	Subtotal	376	383	102			1.1	A
SWB	L	88	90	102	72	3	6.1	A
	T	100	96	96	45	1	1.6	A
	Subtotal	188	186	99			3.8	A
Total		581	586	101			2.2	A

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	40	38	95	204	37	36.4	D
	T	267	274	103	204	37	18.9	B
	Subtotal	307	312	102			21.0	C
SEB	T	437	435	100	425	51	14.4	B
	R	148	148	100	425	51	16.8	B
	Subtotal	585	583	100			15.0	B
NEB	L	314	321	102	164	12	6.4	A
	R	26	26	100	164	12	7.8	A
	Subtotal	340	347	102			6.5	A
Total		1,232	1,242	101			14.1	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	266	268	101	131	14	6.5	A
	R2	39	39	100	131	14	5.8	A
	Subtotal	305	307	101			6.4	A
SB	T	442	443	100	206	20	3.6	A
	L3	20	18	90	153	4	5.0	A
	Subtotal	462	461	100			3.6	A
EB	T	1	77	7700	21	1	0.0	A
	Subtotal	1	77	7700			0.0	A
SWB	R3	42	42	100	72	7	12.8	B
	L2	54	53	98	59	4	15.0	B
	Subtotal	96	95	99			14.0	B
Total		864	940	109			5.3	A

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	71	1	0.0	A
	T	289	288	100	57	1	1.7	A
	Subtotal	290	288	99			1.7	A
SB	T	336	338	101	78	1	1.2	A
	R	160	159	99	106	2	1.8	A
	Subtotal	496	497	100			1.4	A
EB	L	16	17	106	31	1	21.1	C
	R	1	0	0	31	1	0.0	A
	Subtotal	17	17	100			21.1	C
Total		803	802	100			1.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: South B Access & Manor

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	37	36	97	38	1	10.4	B
	R	1	0	0	38	1	0.0	A
	Subtotal	38	36	95			10.4	B
NEB	L	1	0	0	0	0	0.0	A
	T	208	208	100	0	0	0.3	A
	Subtotal	209	208	100			0.3	A
SWB	T	160	158	99	10	0	0.7	A
	R	132	137	104	32	0	1.3	A
	Subtotal	292	295	101			1.0	A
Total		539	539	100			1.3	A

Intersection: Manor & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	91	7	0.0	A
	R	140	141	101	58	1	7.9	A
	Subtotal	141	141	100			7.9	A
SEB	L	68	67	99	67	3	8.8	A
	T	1	0	0	97	5	0.0	A
	Subtotal	69	67	97			8.8	A
SWB	L	92	92	100	0	0	0.4	A
	R	68	66	97	0	0	0.3	A
	Subtotal	160	158	99			0.4	A
Total		370	366	99			4.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Morning Peak Hour

Project #: UT19-1481

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	48	48	100	92	4	6.7	A
	L3	4	4	100	43	1	9.2	A
	Subtotal	52	52	100			6.9	A
SB	T	48	49	102	111	2	4.8	A
	R2	288	290	101	111	2	2.3	A
	Subtotal	336	339	101			2.7	A
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	4	5	125	29	0	0.4	A
	L2	241	240	100	60	1	1.1	A
	Subtotal	245	245	100			1.0	A
Total		390	444	114			2.2	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

VISSIM Level of Service Report

Project: PCMR
Analysis Period: Future 2040 Scenario 2b - 20% Reduction
Time Period: Evening Peak Hour
Project #: UT18-1215

Intersection: S.R. 248 & S.R. 224
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	360	359	100	65	6	9.6	A
	L3	312	317	102	246	78	64.1	E
	Subtotal	672	676	101			35.2	D
NWB	T	1,221	1,127	92	421	56	13.2	B
	R3	405	429	106	363	37	11.0	B
	Subtotal	1,626	1,556	96			12.6	B
SEB	T	917	913	100	194	12	4.7	A
	L2	400	401	100	256	85	64.0	E
	Subtotal	1,317	1,314	100			22.8	C
Total		3,615	3,546	98			20.7	C

Intersection: Homestake & Park Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	24	24	100	52	2	14.0	B
	L3	16	16	100	53	3	24.9	C
	Subtotal	40	40	100			18.4	C
NWB	T	1,602	1,533	96	186	11	1.7	A
	R3	16	18	113	146	6	0.4	A
	Subtotal	1,618	1,551	96			1.7	A
SEB	T	1,209	1,211	100	137	5	1.7	A
	L2	20	20	100	49	0	18.6	C
	Subtotal	1,229	1,231	100			2.0	A
Total		2,887	2,822	98			2.0	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Iron Horse & Park Ave

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	76	72	95	72	5	13.4	B
	L3	16	15	94	73	5	22.0	C
	Subtotal	92	87	95			14.9	B
NWB	T	1,542	1,480	96	0	0	0.3	A
	R3	40	42	105	2	0	-1.1	#N/A
	Subtotal	1,582	1,522	96			0.2	A
SEB	T	1,161	1,161	100	32	0	0.8	A
	L2	64	64	100	67	8	24.7	C
	Subtotal	1,225	1,225	100			2.0	A
Total		2,899	2,834	98			1.5	A

Intersection: Deer Valley & Park Ave

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
WB	R2	544	536	99	556	209	26.7	C
	L2	291	293	101	553	206	95.3	F
	L3	60	62	103	115	25	88.2	F
	Subtotal	895	891	100			53.6	D
NWB	L	47	46	98	67	9	41.5	D
	T	320	319	100	285	59	49.5	D
	R3	56	55	98	290	63	31.2	C
	Subtotal	423	420	99			46.2	D
SEB	T	292	294	101	279	59	33.4	C
	R	457	454	99	283	61	5.2	A
	L2	428	426	100	448	126	46.3	D
	Subtotal	1,177	1,174	100			27.2	C
NEB	L	718	666	93	655	209	65.6	E
	R	39	36	92	456	68	31.4	C
	R2	303	304	100	449	64	39.3	D
	Subtotal	1,060	1,006	95			56.4	E
Total		3,555	3,491	98			44.7	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 15th & Empire
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SB	R	325	328	101	123	4	1.6	A
	L2	470	466	99	260	15	6.4	A
	Subtotal	795	794	100			4.4	A
EB	L	238	263	111	337	59	44.6	D
	R2	8	8	100	368	80	25.6	C
	L2	15	18	120	337	59	41.8	D
	Subtotal	261	289	111			43.9	D
WB	T	15	15	100	57	5	43.1	D
	R	10	10	100	60	5	16.4	B
	L3	12	11	92	57	5	39.8	D
	Subtotal	37	36	97			34.7	C
NWB	R	47	49	104	383	50	18.7	B
	R2	811	730	90	383	50	18.5	B
	Subtotal	858	779	91			18.5	B
Total		1,951	1,898	97			16.8	B

Intersection: Lowell & 15th
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	40	65	163	118	6	16.8	B
	Subtotal	40	65	163			16.8	B
EB	T	222	220	99	134	41	17.9	B
	R	2	3	150	136	40	6.1	A
	Subtotal	224	223	100			17.7	B
WB	L	248	248	100	201	31	14.9	B
	T	92	94	102	201	24	13.7	B
	Subtotal	340	342	101			14.6	B
Total		604	630	104			16.0	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: NE E Access & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	15	16	107	35	1	24.8	C
	Subtotal	15	16	107			24.8	C
EB	T	209	206	99	115	6	12.8	B
	R	1	0	0	128	7	0.0	A
	Subtotal	210	206	98			12.8	B
WB	L	22	25	114	36	0	1.7	A
	T	70	70	100	19	0	0.5	A
	Subtotal	92	95	103			0.9	A
Total		317	317	100			9.8	A

Intersection: Three Kings & 15th

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	R	183	182	99	91	9	10.8	B
	Subtotal	183	182	99			10.8	B
SB	L	20	20	100	56	1	9.2	A
	T	1	0	0	33	0	0.0	A
	R	1	0	0	55	1	0.0	A
	Subtotal	22	20	91			9.2	A
EB	L	1	0	0	2	0	0.0	A
	T	6	6	100	2	0	1.4	A
	R	1	0	0	2	0	0.0	A
	Subtotal	8	6	75			1.4	A
WB	L	45	47	104	17	0	0.5	A
	T	6	5	83	76	1	0.3	A
	R	20	19	95	2	0	0.4	A
	Subtotal	71	71	100			0.4	A
Total		284	279	98			7.9	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: West D Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	65	163	97	0	0.5	A
	Subtotal	40	65	163			0.5	A
SEB	T	250	255	102	88	1	3.8	A
	Subtotal	250	255	102			3.8	A
SWB	L	6	7	117	22	0	13.6	B
	Subtotal	6	7	117			13.6	B
Total		296	327	110			3.3	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: C Access & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	40	65	163	0	0	1.2	A
	Subtotal	40	65	163			1.2	A
SEB	T	154	160	104	37	0	0.9	A
	R	102	100	98	74	1	2.0	A
	Subtotal	256	260	102			1.3	A
NEB	R	93	94	101	62	4	10.3	B
	Subtotal	93	94	101			10.3	B
Total		389	419	108			3.3	A

Intersection: Shadow Ridge & Lowell

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L2	40	64	160	90	14	25.1	C
	Subtotal	40	64	160			25.1	C
SEB	L	187	191	102	167	22	18.9	B
	R	20	20	100	167	22	19.5	B
	R2	40	44	110	106	7	19.6	B
	Subtotal	247	255	103			19.1	B
NEB	T	90	96	107	110	11	25.8	C
	Subtotal	90	96	107			25.8	C
SWB	T	19	18	95	28	1	8.2	A
	Subtotal	19	18	95			8.2	A
Total		396	433	109			21.0	C

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: North B Access & Shadow Ridge

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	1	0	0	71	5	0.0	A
	R	108	104	96	71	6	13.3	B
	Subtotal	109	104	95			13.3	B
NEB	T	259	270	104	67	1	1.9	A
	R	18	19	106	100	2	1.6	A
	Subtotal	277	289	104			1.9	A
SWB	L	32	31	97	26	0	2.4	A
	T	19	18	95	8	0	0.6	A
	Subtotal	51	49	96			1.7	A
Total		437	442	101			4.6	A

Intersection: Shadow Ridge & Empire

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	L	11	10	91	217	61	33.9	C
	T	551	470	85	217	61	19.6	B
	Subtotal	562	480	85			19.9	B
SEB	T	439	432	98	398	36	12.8	B
	R	40	40	100	398	36	14.8	B
	Subtotal	479	472	99			12.9	B
NEB	L	283	286	101	178	26	10.4	B
	R	84	86	102	178	26	12.2	B
	Subtotal	367	372	101			10.8	B
Total		1,408	1,324	94			14.9	B

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: 14th & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	546	463	85	181	119	16.4	C
	R2	110	92	84	181	119	14.9	B
	Subtotal	656	555	85			16.1	C
SB	T	499	494	99	301	22	6.1	A
	L3	24	25	104	257	16	14.5	B
	Subtotal	523	519	99			6.5	A
EB	T	1	76	7600	21	1	0.0	A
	Subtotal	1	76	7600			0.0	A
SWB	R3	16	17	106	49	2	23.0	C
	L2	15	14	93	37	1	13.5	B
	Subtotal	31	31	100			18.7	C
Total		1,211	1,181	98			10.9	B

Intersection: East B Access & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	L	1	0	0	246	48	0.0	A
	T	486	478	98	217	36	19.8	C
	Subtotal	487	478	98			19.8	C
SB	T	485	481	99	86	2	1.9	A
	R	30	29	97	114	3	1.7	A
	Subtotal	515	510	99			1.9	A
EB	L	170	76	45	155	124	378.5	F
	R	1	0	0	155	124	0.0	A
	Subtotal	171	76	44			378.5	F
Total		1,173	1,064	91			33.0	D

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: South B Access & Manor

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
SEB	L	112	105	94	102	15	28.6	D
	R	1	0	0	102	15	0.0	A
	Subtotal	113	105	93			28.6	D
NEB	L	1	0	0	39	2	0.0	A
	T	314	311	99	29	2	2.0	A
	Subtotal	315	311	99			2.0	A
SWB	T	331	321	97	22	0	1.0	A
	R	64	64	100	38	1	1.4	A
	Subtotal	395	385	97			1.1	A
Total		823	801	97			5.1	A

Intersection: Manor & Lowell

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NWB	T	1	0	0	104	10	0.0	A
	R	186	188	101	72	2	8.9	A
	Subtotal	187	188	101			8.9	A
SEB	L	128	124	97	88	8	11.6	B
	T	1	0	0	118	12	0.0	A
	Subtotal	129	124	96			11.6	B
SWB	L	203	199	98	11	0	0.7	A
	R	128	123	96	11	0	0.5	A
	Subtotal	331	322	97			0.6	A
Total		647	634	98			5.3	A

VISSIM Level of Service Report

Project: PCMR

Analysis Period: Future 2040 Scenario 2b - 20% Reduction

Time Period: Evening Peak Hour

Project #: UT18-1215

Intersection: Manor & Empire

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
NB	T	65	66	102	70	5	12.4	B
	L3	4	4	100	50	2	12.7	B
	Subtotal	69	70	101			12.4	B
SB	T	94	99	105	246	27	8.2	A
	R2	391	384	98	246	26	5.5	A
	Subtotal	485	483	100			6.0	A
EB	T	1	26	2600	5	0	0.0	A
	Subtotal	1	26	2600			0.0	A
WB	T	1	27	2700	12	0	0.0	A
	Subtotal	1	27	2700			0.0	A
NEB	R3	4	4	100	129	14	2.0	A
	L2	422	412	98	172	22	3.5	A
	Subtotal	426	416	98			3.5	A
Total		556	606	109			5.1	A

Intersection:

Type:

Approach	Movement	Demand Volume	Volume Served		Queue (ft)		Delay/Veh (sec)	
			Avg	%	Max	Avg	Avg	LOS
Total								

MEMO 2: APPENDIX A

Required Parking (City Code)

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S				MAX AREA	PARKING REQ'S	Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL
					CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1						0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22			80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1.5	32	8	7			71		9				14	34			51	16		24	160
Apt/Condo>=2000 SQFT	none	2 per DU	2	14	0	3			34		2				4				0			0	38
Total Residential Required					85	61	39		185	249	20				269				59			42	555
COMMERCIAL PARKING REQ'S																							
Accessory Resort Use Employees		1 per 400 sqft	2.5						0						0				0			0	0
Commerical Use		TBD																				0	
Meeting Space		1 per 200 sqft	5						0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00						0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5						0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50						0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10						0						0				0			0	0
Total Commercial Required									0						258				113			97	468
DAY SKIER PARKING REQ'S																							
Day Skier Parking		1200						760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM									945						269				499			42	1755
TOTAL REQUIRED									945						527				612			139	2223
TOTAL PROVIDED									906						185				535			95	1721

MEMO 2: APPENDIX B

Proposed Alternative Parking Calculations

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S				MAX AREA	PARKING REQ'S	Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL		
Hotel Room	650	1 per room	1					0	249					249				0			0	249	
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108	
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1	32	8	7		47		9				9	34			34	16		16	106	
Apt/Condo>=2000 SQFT	none	2 per DU	1	14	0	3		17		2				2				0			0	19	
Total Residential Required								144	249	13				262	42			42	34		34	482	
COMMERCIAL PARKING REQ'S																							
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0	
Commerical Use		TBD																			0		
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100	
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0	
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368	
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0	
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0	
Total Commercial Required								0					258				113			97	468		
DAY SKIER PARKING REQ'S																							
Day Skier Parking		1200					760	760						0			440	440			0	1200	
TOTAL REQUIRED, EXCLUDING COMM								904						262				482			34	1682	
TOTAL REQUIRED								904						520				595			131	2150	
TOTAL PROVIDED								906						185				535			95	1721	

Time	Parcel	Parcel B						Parcel C					Parcel D				Parcel E					All Parcels	
	Land Use	Condos	Afford. Housing	Employee Housing	Day Skier	TOTAL	SUPPLY / DELTA	Hotel Rooms	Meeting Space	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	Day Skier	TOTAL	SUPPLY / DELTA	TOTAL	SUPPLY / DELTA
	Required Parking	55	57	0	760	872	906	249	100	158	507	185	34	97	131	95	42	113	440	595	535	2106	1721
	Internal Capture / Unoccupied	15%	15%	0%	0%			15%	80%	80%			15%	80%			15%	80%	0%				
	ITE Land Use #	330	221	N/A	N/A			330	Meeting	820			330	820			330	820	N/A				
12:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
1:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
2:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
3:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
4:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
5:00 AM		33	48	0	760	841	65	149	0	0	149	36	21	0	21	74	25	0	440	465	70	1476	245
6:00 AM		28	47	0	760	835	71	123	2	2	127	58	17	1	18	77	21	2	440	463	72	1443	278
7:00 AM		28	47	0	760	835	71	123	10	5	138	47	17	3	20	75	21	4	440	465	70	1458	263
8:00 AM		30	43	0	760	833	73	134	20	12	166	19	19	7	26	69	23	8	440	471	64	1496	225
9:00 AM		31	41	0	760	832	74	138	20	18	176	9	19	11	30	65	24	13	440	477	58	1515	206
10:00 AM		29	37	0	760	826	80	127	20	24	171	14	18	15	33	62	22	17	440	479	56	1509	212
11:00 AM		29	35	0	760	824	82	127	20	27	174	11	18	17	35	60	22	20	440	482	53	1515	206
12:00 PM		28	33	0	760	821	85	125	20	31	176	9	18	19	37	58	22	22	440	484	51	1518	203
1:00 PM		24	32	0	760	816	90	106	20	31	157	28	15	20	35	60	18	23	440	481	54	1489	232
2:00 PM		24	34	0	760	818	88	108	20	32	160	25	15	20	35	60	19	23	440	482	53	1495	226
3:00 PM		23	34	0	760	817	89	104	20	31	155	30	15	19	34	61	18	22	440	480	55	1486	235
4:00 PM		26	35	0	760	821	85	115	20	28	163	22	16	18	34	61	20	20	440	480	55	1498	223
5:00 PM		25	36	0	760	821	85	111	20	25	156	29	16	15	31	64	19	18	440	477	58	1485	236
6:00 PM		30	36	0	760	826	80	134	16	21	171	14	19	13	32	63	23	15	440	478	57	1507	214
7:00 PM		38	36	0	760	834	72	170	12	18	200	-15	24	11	35	60	29	13	440	482	53	1551	170
8:00 PM		44	37	0	760	841	65	199	8	13	220	-35	28	8	36	59	34	10	440	484	51	1581	140
9:00 PM		47	38	0	760	845	61	210	4	8	222	-37	29	5	34	61	36	6	440	482	53	1583	138
10:00 PM		47	40	0	760	847	59	212	0	4	216	-31	29	2	31	64	36	3	440	479	56	1573	148
11:00 PM		44	43	0	760	847	59	197	0	0	197	-12	27	0	27	68	34	0	440	474	61	1545	176

MEMO 5:

Appendix A

People-Based Analysis Spreadsheet

Daily People-Based Analysis by Source							
Source		Typical Winter Day			Peak Winter Day		
		# Vehicles	Veh. Occ.	# People	# Vehicles	Veh. Occ.	# People
PCMR Day Skiing	Skiers at PCMR - Personal Vehicles	1,560	2.30	3,588	1,560	2.70	4,212
	Skiers at PCMR - Alternative Modes (incl. Walking)	534	-	5,579	534	-	5,669
	Vail Lodges - Day Skier Stalls	390	2.30	897	390	2.70	1,053
	Skiers at PCMR SUBTOTAL	2,484	-	10,064	2,484	-	10,934
	PCMR Ski & Lodge Employees - Personal Vehicles	96	1.05	100	-	-	0
	PCMR Ski & Lodge Employees - Alternative Modes	13	8.00	100	25	8.00	200
	PCMR Ski Employees SUBTOTAL	109	-	200	25	-	200
Existing PCM Hotels	Existing PCM Hotel Guests - Personal Vehicles	1,034	2.00	2,067	1,034	2.00	2,067
	Existing PCM Hotel Guests - Alternative Modes (incl. Walking)	525	-	517	525	-	517
	Existing PCM Hotel Guests SUBTOTAL	1,559	-	2,584	1,559	-	2,584
	PCM Base Development Employees - Alternative Modes	82	-	688	82	-	688
	PCM Base Development Employees - Staying	150	1.15	172	150	1.15	172
	Existing PCM Hotel Employees SUBTOTAL	232	-	860	232	-	860
New PCM Base	PCM Base Development Guests - Personal Vehicles	637	2.00	1,274	637	2.00	1,274
	PCM Base Development Guests - Alternative Modes (incl. Walking)	374	-	318	374	-	318
	New PCM Base Development Guests SUBTOTAL	1,011	1.57	1,592	1,011	1.57	1,592
	PCM Base Development Employees - Alternative Modes	53	-	425	53	-	425
	PCM Base Development Employees - Staying	91	1.15	105	91	1.15	105
	New PCM Base Development Employees SUBTOTAL	144	-	530	144	-	530
Other	Local Cut-through Traffic	3,145	1.15	3,617	3,145	1.15	3,617
	Deliveries, Service Vehicles, etc.	20	1.00	20	20	1.00	20
TOTAL TRAVELING		8,463	2.27	19,190	8,379	2.39	20,060
TOTAL ON SITE (Everything but Cut-through)		5,559	2.85	15,850	5,475	3.05	16,720

Parking Supply		
Parking Area	Existing	Proposed
Day Skier Parking - Proposed in Lot B	760	760
Day Skier Parking - Proposed in Lot E	440	440
Day Skier Parking - SUBTOTAL	1,200	1,200
Existing Vail Lodge Day Skier Parking	300	300
Existing Hotel Parking	410	410
New Development - Lot B	-	114
New Development - Lot C	-	167
New Development - Lot D	-	96
New Development - Lot E	-	103
New Development - SUBTOTAL	-	480
Total	1,500	1,980

Housing (Units)		
Housing Type	Existing	Proposed
Existing Silver King	60	60
Existing Shadow Ridge	82	82
Existing Mountain Village	40	40
Existing Marriott's Mountainside	364	364
Existing Lowell Condos	50	50
Existing Legacy Lodge	50	50
New hotel	-	249
New apartments	-	149
Nightly rentals within 1/4 mile	260	260
Residential Units within 1/4 mile	1,500	1,500
TOTAL	2,406	2,804
People Walking / Unit (Daily)	2.4	2.4
# People Walking	5,774	6,730

1200	Stalls	30%	Turnover during the day
384	Buses	150	Shuttles
300	Stalls	30%	Turnover during the day
12570	Typical CCC	13440	Peak CCC
(Typical Day = 100 people on-site, 100-offsite; Peak Day = all off-site)			
(Shown in TDM document)			
80%	Personal vehicle		
20%	Alternative modes		
646	Units	4.0	Guests per Unit
(Assumed that employees park off-site and shuttle in)			Vehicle per guest ratio from New PCM Base used
(Assumed that 20% stay in affordable housing)			
3.004	Guests per Employee (Based on New PCM Base Ratio)	5%	of trips are employee trips
80%	Personal vehicle		
20%	Alternative modes		
1064	Daily Trips (TIS)	249	Hotel
		149	Res. Ur
		4.0	Guests per Unit
(Employees will park off-site at Richardson Lot or will take transit)			
20% of employees (105) will stay in affordable housing			
5%	of trips are employee trips		
629	PM peak hour trips in/out of Three Kings Drive, Lowell Ave, and Empire Ave neighborhood entrances (2024)		
Assume ~20			

Parking		
60	142	0.219814
50	504	0.780186
40	646	
160		
50		
50		

(2074 total parcels within 1/4 mile based on City data, including multi-family complexes/unit groups)

(SE Group assumed 4 guests per unit and a 60% occupancy / skier rate)		
60%	occupancy/skier rate	4
		guests per unit

Peak Hour People-Based Mode Split Analysis (Peak Winter Day)																								
Mode	AM Peak Hour (8:15 - 9:15 AM)												PM Peak Hour (4:00 - 5:00 PM)											
	Winter						Summer						Winter						Summer					
	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell	# Vehicle Trips	Veh. Occ.	# People	Mode %	# Veh. on Lowell	# Peds X-ing Lowell
Walking	-	-	634	8.4%	-	507	-	-	100	14.1%	-	80	-	-	634	8.9%	-	507	-	-	100	7.1%	-	80
Biking	-	-	0	0.0%	-	0	-	-	30	4.2%	-	24	-	-	0	0.0%	-	0	-	-	30	2.1%	-	24
Town and Silver Star Lifts	-	-	282	3.7%	-	0	-	-	50	7.0%	-	0	-	-	282	3.9%	-	0	-	-	50	3.5%	-	0
Resort Drive/Park - Lot B	27	2.00	54	51.4%	8	14	5	2.00	10	39.0%	2	10	46	2.00	92	51.0%	14	92	17	2.00	34	51.7%	5	34
Resort Drive/Park - Lot C	295	2.00	590		89	0	56	2.00	112		17	0	355	2.00	710		107	0	128	2.00	256		38	0
Resort Drive/Park - Lot D	46	2.00	92		14	23	9	2.00	18		3	18	56	2.00	112		17	112	20	2.00	40		6	40
Resort Drive/Park - Lot E	100	2.00	200		30	0	19	2.00	38		6	0	111	2.00	222		33	0	40	2.00	80		12	0
Day Skier Drive/Park - Lot B	570	2.70	1,539		171	1,539	0	2.00			0		380	2.70	1,026		114	1,026	0				0	
Day Skier Drive/Park - Lot E	330	2.70	891		99	0	0	2.00			0		220	2.70	594		66	0	0					
Drive/Park/Stay - Existing Hotels	226	2.30	520		68	130	43	2.30	99		13	25	386	2.30	888		116	222	139	2.30	320		42	80
Bus	48	8.00	384	5.1%	14	0	12	2.00	24	3.4%	4	0	48	8.00	384	5.4%	14	0	12	2.00	24	1.7%	4	0
Personal Drop off / Pick up	450	2.50	1,125	14.9%	135	0	25	2.00	50	7.0%	8	25	250	2.50	625	8.8%	75	313	25	2.00	50	3.5%	8	25
Shuttle (hotel, private)	60	8.00	480	6.3%	18	480	10	8.00	80	11.3%	3	40	60	8.00	480	6.7%	18	240	10	8.00	80	5.7%	3	40
Ride-hail	200	2.00	400	5.3%	60	0	25	1.10	28	3.9%	8	0	100	2.00	200	2.8%	30	0	25	1.10	28	2.0%	8	0
Local Cut-through Traffic	314	1.15	361	4.8%	94	0	60	1.15	69	9.7%	18	0	767	1.15	882	12.4%	230	0	276	1.15	318	22.5%	83	0
Deliveries	10	1.00	10	0.1%	3	0	2	1.00	2	0.3%	1	0	10	1.00	10	0.1%	3	0	2	1.00	2	0.1%	1	0
TOTAL	2,676	2.83	7,562		803	2,693	266	2.67	710		83	222	2,789	2.56	7,141		837	2,512	694	2.03	1,412		210	323

Peak Hour Back-Check (2040 PP)	2,703			1,373			514				261		2,789			1,028			1,004			370
Lowell Capacity (veh/hr)				800							800					800						800
Volume / Capacity	16.0%	Multi-modal Reduction		0.84			0.0%	Multi-modal Reduction			0.10		20.0%	Reduction due to Transit		0.84			0.0%	Reduction due to Transit		0.26
Level of Service				D							A					D						A
	675	Vehicles on Lowell (post-reduction)					83	Vehicles on Lowell (post-reduction)					670	Vehicles on Lowell (post-reduction)					210	Vehicles on Lowell (post-reduction)		
	256	People shifted to other modes - in this case, all were assumed to move to transit					0	People shifted to other modes - in this case, all were assumed to move to transit					334	People shifted to other modes - in this case, all were assumed to move to transit					0	People shifted to other modes - in this case, all were assumed to move to transit		
	30	Bus Occupancy					30	Bus Occupancy					30	Bus Occupancy					30	Bus Occupancy		
	9	Additional Buses					0	Additional Buses					12	Additional Buses					0	Additional Buses		

V/C	LOS
0	A
0.3	B
0.5	C
0.75	D
0.85	E
1	F

Day Skier Parking - Lot B	760
Day Skier Parking - Lot E	440

Existing Hotels	710
New Development - Lot B	114
New Development - Lot C	167
New Development - Lot D	96
New Development - Lot E	103

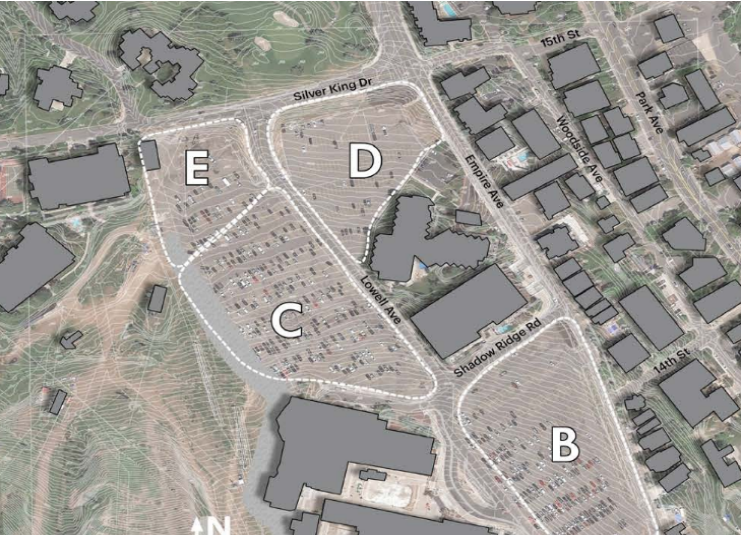
% of Stalls Transitioned - Day Skiers	
75%	AM Peak Hour
50%	PM Peak Hour

30%	AM Traffic on Lowell
30%	PM Traffic on Lowell

80%	of Off-site Peds X-ing Lowell
-----	-------------------------------

19%	AM Winter to Summer Modifier
36%	PM Winter to Summer Modifier

25%	of resort traffic crosses Lowell
50%	of shuttle and pick-up crosses Lowell





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Project Name: Transit Analysis of PCMR on
Quinn's PnR

To: John Robertson, City Engineer - Park City

Project Ref:

CC: Julia Collins, Senior Transportation Planner - Park City

From: Kordel Braley, PE, PTOE,
Andrew Ittigson

Date:
January 7, 2022

Memorandum

1 Executive Summary

As part of PEG's application to amend the Master Planned Development (MPD) Agreement for Park City Mountain Resort (the Resort), PEG is proposing to implement paid parking at the Resort base area and is proposing to locate a portion of their parking requirement off-site. If the MPD Amendment is approved, in order to reduce congestion at the base area and comply with the City's Level of Service (LOS) standards for the Resort's internal intersections, it is expected to be a Condition of Approval that PEG/Vail achieve a 20% modal shift away from single occupancy vehicles to other modes, such as transit and carpooling, by 2028 (or within five years of the occupancy of the parking garage on Parcel B). These changes will have a significant impact on the City's parking facilities, as well as transit services. While the Resort may propose alternative offsite parking and shuttle scenarios, it is possible that a significant number of Resort guests and employees will seek parking and transportation to the Resort from the Quinn's Junction area as the City currently has two Park and Rides (one available and one under construction) in this area.

In order to evaluate the costs associated with Park City Transit serving Resort guests with frequent and reliable transportation options from the Quinn's Junction area, Park City Municipal Corporation (PCMC) hired AECOM to analyze options for additional, or enhanced, transit capacity from the future Quinn's Junction Park and Ride (QJPR) to the Resort – adding ***additional transit service at 20-minute interval frequencies and a more direct route with less local stops, which would result in net 10-minute interval frequencies between QJPR and the Resort during designated times.***

PCMC and AECOM have developed two scenarios for PEG/Vail to enhance Park City Transit's baseline capacity from QJPR during the ski season:

- Scenario 1 – "As needed" Park City Transit service during peak times based on peak demand, parking capacity, and other factors as agreed upon during annual discussions between PCMC and PEG/Vail.

This would provide transit service from QJPR to the Resort at 20-minute frequencies during peak hours and peak days. For sake of comparison, this scenario contemplates 43 peak days per year.

- Scenario 2 – Park City Transit service at 20-minute frequencies from QJPR to the Resort seven days a week for the entire ski season estimated to be five months (November 15-April 15).

Table ES -1 – PEG Enhanced Transit Capacity Scenarios

Scenario	Route	Frequency	Annual Revenue Hours Cost	Annual Revenue Miles Cost	Annual Fixed Cost	Total Cost Per Year (2022\$)	Total Cost Per Year (2028\$)
Scenario 1 (As needed- 43 days)	Quinn's –High School/Afresh- PCMR	20 mins	\$82,289	\$24,413	\$323,825	\$430,537	\$544,727
Scenario 2 (5 months)	Quinn's –High School/Afresh- PCMR	20 mins	\$296,624	\$88,000	\$323,825	\$708,459	\$896,281

Park City Transit's Baseline Service/Route

Park City Transit service is based on a variety of factors centered around operational capability, available funding, transit ridership demand, bus and driver availability, federal requirements and more. Service scenarios and cost options are provided in greater detail in **Sections 4 and 5** of this Memorandum.

It is anticipated that QJPR will open in late 2022. Once QJPR comes online, Park City Transit will offer a baseline level of transit service connecting QJPR to other major Park City destinations. It is anticipated the local service route will consist of QJPR, the High School, Afresh Market, Park City Resort, Old Town Transit Center, and Deer Valley Resort with 20-minute frequencies. Over time and as demand warrants and the park and ride usage patterns are observed service may increase/decrease or the route may be modified.

PEG/Vail Enhanced Service

If PEG/Vail choose to rely on QJPR and Park City Transit to meet their off-site parking requirements, the QJPR service plan will include a combination of the Park City Transit baseline local route and enhanced (additional service and with less local stops) transit capacity provided by Park City Transit and paid for by PEG/Vail. Service would be interlaced between the baseline frequencies and PEG/Vail enhanced transit service to provide a combined 10-minute frequency for users from QJPR to the Resort.

The interlaced service has two options for users when connecting to the Resort, summarized below:

- Option A: Park City Transit Baseline Route – all year service from Quinn's Park & Ride to the ski resorts with stops at Park City High School, Afresh Market, PCMR, Old Town and Deer Valley.
- Option B: PEG/Vail Enhanced Service Route – ski season route providing peak period service to Quinn's, Park City High School, and/or Afresh, PCMR.

In conclusion, if PEG/Vail decide to rely on the City's off-site parking capacity and Park City Transit to meet their off-site parking needs, it is recommended that PEG/Vail compensate the City with an annual payment for Enhanced Service. PEG/Vail Enhanced Service will be interlaced with PC Transit Baseline Service, which

will provide users with 10-minute frequencies to the Resort, providing sufficient capacity and frequency of service for the expected number of Resort guests during the winter season.

Table ES-2 - Operating Costs for Scenarios

Scenario	Route	Annual Revenue Hours Cost	Annual Revenue Miles Cost	Annual Fixed Cost*	Total Cost Per Year (2022\$)	Total Cost Per Year (2028\$)
PCT Baseline	Quinn's – PCHS – Afresh – PCMR – OTTC - Deer Valley (All Year)	\$910,283	\$411,744	n/a	\$1,322,028	\$1,672,105
PEG Enhanced	Scenario A (43 days)	\$82,289	\$24,413	\$323,835	\$430,537	\$544,727
PEG Enhanced	Scenario B (5 months)	\$296,624	\$88,000	\$323,835	\$708,459	\$896,281

2 Study Approach

PCMC contracted AECOM to complete an assessment of “enhanced” transit service needs related to the PEG/Vail required modal shift and the potential for PEG/Vail to locate a portion of the parking requirement off-site, likely in the Quinn's Junction area linking the QJPR to the Resort.

The first part of the analysis includes defining baseline bus service provided by Park City Transit from QJPR to major Park City destinations including the Resort, Old Town Transit Center, and Deer Valley Resort, which would be provided regardless of the PEG/Vail project. The second part of the analysis includes defining what level of enhanced service and additional capacity is required to service PEG/Vail guests with frequent and reliable transportation from the QJPR over and above the City's baseline service. The purpose of this task is to assist PCMC in making decisions on transit service characteristics, fixed and variable costs, bus fleet requirements, and staffing needs for operating this enhanced service for PEG/Vail.

The enhanced transit service was developed based on the applicant's analysis of redirecting 633 guests traveling to the Resort during peak hours to the QJPR, supporting PEG/Vail to achieve their 20% modal split goal by 2028. This memorandum provides an overview of the potential for transit service from Quinn's Junction area to the Resort over the next seven years. Service plan recommendations and costs have been developed for the planning horizon year of 2028 when the hotel and Resort are scheduled to be completed and offsite parking will consistently be utilized due to the required modal shift and the implementation of paid parking at the base area.

AECOM worked with the PCMC staff and PEG to identify and collect existing data critical for the documentation of the baseline and enhanced PEG/Vail service plan options. Assumptions and baseline transit service characteristics were developed based on existing transit data and existing operating costs. The service scenarios included understanding the needs of PEG/Vail over the next seven years and recommendations for the most efficient transit service mode, level of service, and routing to meet these needs. **Section 3** summarizes the baseline assumptions and enhanced transit service assumptions that were used for service planning and assessing cost impacts to Park City Transit.

As part of the service planning process, major destinations were identified in coordination with Park City Transit staff and different routing options were recommended to serve these destinations. Round-trip travel times were estimated for each routing option based on existing bus travel time data for current bus service operations in Park City. Combinations of different routing options and service characteristics helped develop potential service scenarios that will evolve as ridership and destinations emerge. Part of this process included an operations model that estimated the number of peak buses, total revenue hours, total revenue miles and costs. **Section 4** provides an overview of each scenario.

Park City Transit cost allocation and wages were reviewed to understand operations and derive inputs and cost assumptions. The cost allocation models had actual costs and unit quantities for FY 19 to FY 21 and the cost per service hour and cost per service mile were projected by Park City Transit based on the previous year actual costs. Due to recent inflation trends PC Transit is using a 4% growth assumption. Based on the projected cost per service hour and cost per service mile, operations costs were estimated for the scenarios. In addition, a fixed cost was included for each bus based on the capital needs and ongoing maintenance of the buses based on FY22. **Section 5** summarizes the results of the cost estimates.

3 Enhanced Transit Service Characteristics and Assumptions

Based on the background documentation provided by Park City Transit staff, PEG/Vail, and the overall goal of the study, the following assumptions were considered:

1. Currently Park City Transit offers a different level of service during ski season and off-season. For the Park City Baseline Transit service and PEG scenarios, the same model was applied:
 - Ski Season: Usually from Mid-November to April (5 months)
 - Off-Season: Usually from mid-April to November (7 months)
 - The PEG/Vail Enhanced service would only operate during a portion of or the entire ski season.
2. The following stops were considered for both service routes. For Park City Transit Baseline service, it should be noted that few major stops were selected to achieve express bus service for faster travel time. The transit scenarios were developed based on the combination of the following stops.
 - Quinn's Park & Ride: end-of-the-line stop (Quinn's Junction; off Old Highway 40)
 - Park City High School (along Route 248/Kearns Boulevard)
 - Afresh Market (along Park Avenue for outbound)/ and Park Ave Condos (along Park Ave for inbound)
 - Park City Mountain Resort (PCMR)
 - Old Town Transit Center
 - Deer Valley Resort
3. PCMC views Park and Rides outside the City as an opportunity to provide no cost parking options and transportation opportunities to multiple travel markets (resort visitors and employees, old town visitors and employees, future Bonanza Park users, other employees and visitors). This allows the user a no-cost transportation option to park at the Quinn's Junction area and use the bus to access their end destination. This also benefits the City and overall transportation system by reducing the number of vehicles traveling to the City on the SR-248 corridor. During the peak winter season, Park City implements protocols for Peak

Traffic and Service. These days are defined based on current and historical traffic conditions. PCMC works with the resort and considers any day during events, weekend and even midweek a holiday period when visitation is high, a peak day. In 2020, there were 55 days classified as peak days. The total is reduced to 43 days when Sundance is removed from the number of peak days.

4. Because the High School and Afresh stops are highly utilized for Resort access, they are expected to be included in the Enhanced Service route.
5. The future Park City Transit Service will be provided using 35-foot electric buses. The current Park City Transit fleet is a mix of electric and diesel fleet. PCMC plans to eventually utilize all electric buses for this future service. This requires scheduling for adequate charging time in the service route. Additionally, the current buses have seating for 32 passengers and standing room for 18 passengers. Thus, each bus has a capacity of 50 which for the purposes of this capacity analysis is assumed during peak times.
6. Bus operator layovers will be taken at the Quinn's Park & Ride and/or Old Town (if space is available). It is assumed that opportunity charging will occur at these locations. Although the scenarios are not designed for timed transfers with the other routes in the Park City Transit system, passengers can transfer to other routes at the Old Town Transit Center or Afresh.
7. The scenarios assume a planning horizon of full buildout of the PEG/Vail Resort and the Quinn's Park & Ride lot.
8. Quinn's Park & Ride use assumptions as calculated by the Applicant from a memorandum dated September 15, 2021:
 - To achieve a 20% mode shift by 2028, 956 visitors must no longer arrive to the Resort via personal vehicle.
 - 798 of those visitors (83% of 956) will arrive by transit; the rest will arrive by alternative modes, such as walking (10%) Town lift (2%) and shuttles (4%).
 - Of the 798 transit riders, 633 (80% of 798) will park off-site at Park and Ride lots; the rest will take transit from their residence/accommodations.
 - Vehicles arriving at QJPR or other park and ride lots will have an average vehicle occupancy of 1.5 people (AVO).
 - Therefore, 422 off-site parking stalls are estimated to be needed to satisfy demand for parking off-site. This proposal is the maximum peak day scenario for planning analysis purposes.
 - As 70% of vehicles originate from the Wasatch Front or Jeremy-Kimball area, Hales estimates 290 vehicles will naturally seek to park in the 224-Kimball Junction area (Jeremy, Ecker, and Kimball Junction Park and Ride Lots). Due to expected capacity issues Hales estimates that approximately 140 vehicles will park in the Jeremy-Kimball Junction park and rides and that 150 vehicles will be re-routed to Quinn's which adds minimal travel time to the overall trip (less than five minutes).
 - 30% of vehicles originate from the areas other than the Wasatch Front that will naturally seek to park in the Quinn's Junction area. This equates to 132 vehicles plus 150 re-routed vehicles, or 272 vehicles that will seek parking in the Quinn's Junction area during peak hours.
 - However, in order to be conservative this study assumes all 422 vehicles may seek parking in the Quinn's Junction area.

4 Baseline Service and Scenarios for PEG/Vail Enhanced Transit Service

Over the course of three months the planning team evaluated over 12 different bus service scenarios based on various levels of frequency of service, spans of service, service days, number of buses, bus stops and travel patterns. The planning team has had ongoing meetings with PCMC staff, PEG, and has presented to the Planning Commission on two occasions. Based on a comprehensive technical analysis and ongoing stakeholder discussions, the project team has developed recommendations to best serve the transit demand at Quinn's as well as including a consideration for the most efficient and cost-effective options.

5 Transit Considerations

5.1 Park City Transit Baseline Service

Beginning in late 2022 Park City Transit will begin new bus service to the Quinn's Park & Ride lot. The route will provide connections from Quinn's to the ski resorts of PCMR and Deer Valley. In addition, buses will make intermediate stops at Park City High School, Afresh Market and Old Town. Based on ridership and the demand of other services in the Park City Transit system, it is anticipated the new route will operate at 20-minute peak headways and 30-minute off peak headways during the ski season and all day 30-minute headways the rest of the year. Peak service is intended to accommodate peak periods for work shifts and day skiers from 7am – 10am and 3pm – 6pm. For the purposes of this study the new PC Transit route will be referred to as the Baseline service.

5.2 Enhanced PEG/Vail Bus Capacity

During peak ski days it is projected that 422 of the 465 parking stalls at Quinn's Park & Ride will be required to accommodate the demand from day skiers and other visitors. This represents a total of 633 visitors (1.5 people per vehicle) parking at the park & ride lot during peak periods. Based on existing parking projections, it is estimated that about 50% of the people (317) will arrive during the peak of the peak between 8am and 9am for skiing.

PC Transit has a fleet of 35' buses that have a capacity of 50 passengers per bus at the maximum load. The Baseline service will operate every 20-minutes during the peak period which would carry a total of 150 passengers per hour. This is not sufficient to accommodate over 300 passengers during the peak of the peak and will mostly likely provide insufficient capacity for other hours during the peak periods.

To accommodate the projected high ridership demand during peak periods, it is recommended that PEG/Vail provide additional bus service with 20-minute headways. The combined headways between the Park City Transit Baseline route and the PEG/Vail service would create a 10-minute headway service which could carry about 300 passengers per hour.

5.3 Recommended Quinn's Park & Ride Bus Service Plan

Based on input from PCMC staff and PEG, the project team developed recommendations for service and financial plans. The team evaluated over 12 different potential routing scenarios. Based on the analysis of transit demand needs of the community, the proposed service scenarios are recommended to best serve the

projected demand for bus service from Quinn's at the opening of the park & ride in 2022 through the planning horizon year of 2028.

The recommended service plan includes the following:

1. Park City Transit Baseline Route – all year service from Quinn's Park & Ride to the ski resorts, seven days per week. During peak season this service will run 20-minute headways and during off peak it will be 30-minute headways.
2. PEG/Vail Enhanced Service Route – ski season route providing peak period service that supplements the Park City Baseline service to give users 10-minute headways to Park City Mountain Resort.
3. The combined services of Baseline and Enhanced would require a total of 7 peak buses in service (4 buses for Baseline and 3 buses for Enhanced) and 2 spare buses. When the PEG service is not utilized, and the service is running 30-minute headways requires 2 buses.

The next two sections outline the basis for these recommendations.

5.3.1 Park City Baseline Route: Quinn's Park & Ride – PCMR – Old Town – Deer Valley Resort

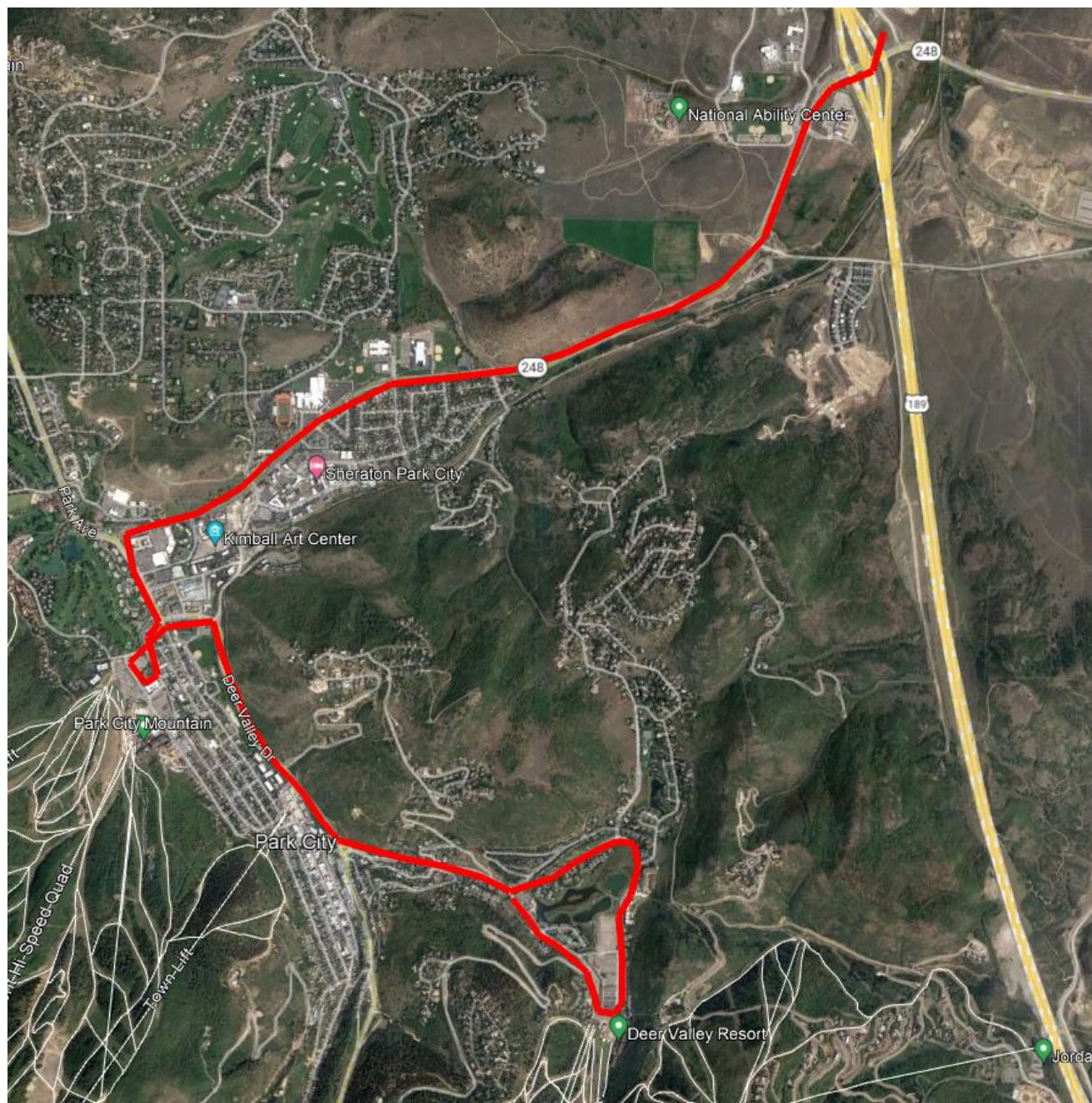
The Baseline Route is the core service to both resorts operated by Park City Transit when the Quinn's Park & Ride lot opens. The routing provides direct connections from the Quinn's Park & Ride lot to both the PEG/Vail resort and Deer Valley resort with intermediate stops at Park City High School, Afresh and Old Town. The route travels counter-clockwise on the Deer Valley Drive loop to serve the Deer Valley Ski Resort at the southern end of the route. The route is 13 miles round trip.

The total round trip peak travel time is 66 minutes and off-peak is 41 minutes. The route operates at 20-minute headways using four buses during peak and 30-minute headways using two buses during the off-peak and all day outside of the ski season. The route would operate from 6:30am – 11:30pm seven days per week with peak service from 7:00 am – 10:00 am and 3:00 pm – 6:00 pm. Baseline service is 365 days per year. Park City Transit is planning this route for 4 buses in service during operating hours with one spare. A spare ratio of 20 percent is maintained according to Federal Transit Authority (FTA) requirements as the PC Transit buses are funded with FTA funds. Allotting for a spare bus allows for the service to be uninterrupted in case some unexpected mechanical or electrical charging malfunction occurs.

Table 1 – Park City Baseline Service Characteristics

	Round Trip Time	Layover Time	Total Travel Time	Frequency	Buses
Baseline - Peak Period	66	8	74	20	4 (plus one spare – 5 total)
Baseline – Off-Peak	41	8	49	30	2

Figure 1: Baseline Scenario Routing



5.3.2 PEG/Vail Enhanced Route: Quinn's P&R – Park City High School - Afresh – PCMR (Peak only)

The route operates from Quinn's P&R to PCMR with stops at Park City High School and Afresh Market. The route would operate at a 20-minute headway during the peak period from 8am – 5pm using three buses. The peak period of 8am – 5pm was based on Park City Transit's driver shifts. Travel time for the route is 44 minutes for the 8.4 mile round trip.

Earlier scenarios for PEG service included a split shift peak period (7am – 10am, 3pm – 6pm), however due to driver shortages and the ongoing difficulty staffing part-time and split shifts, AECOM recommends a 10-hour straight shift that would include 9 hours driving and 1 hour for pre- and post- trip inspections.

There are two service scenario options for the route that include operating for 43 days or for the entire ski season.

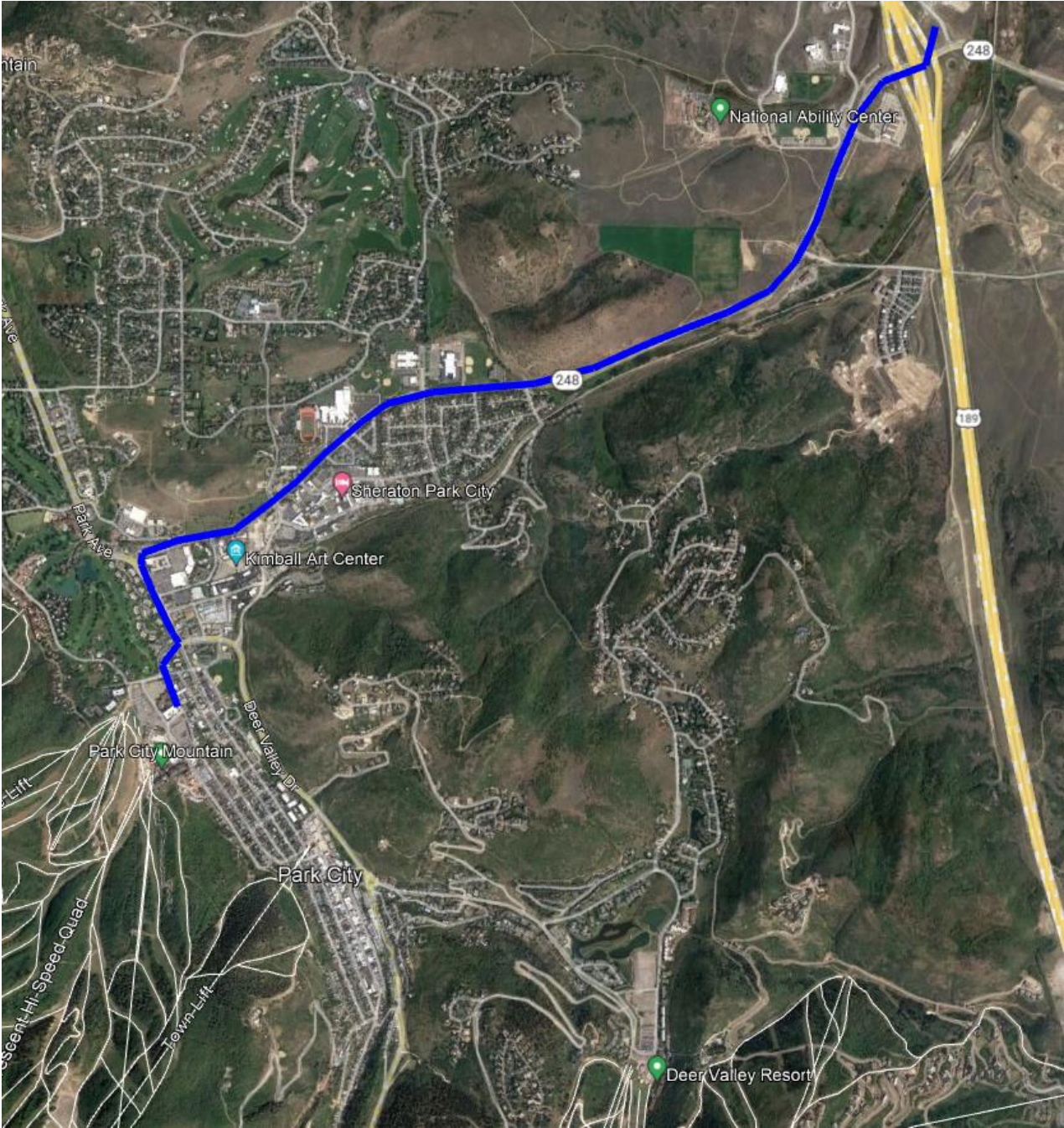
Scenario 1 – Peak Ski Days (43 days)

Scenario 2 – All Ski Season (5 months), seven days per week

Table 2 – PEG Enhanced Route Service Characteristics

	Round Trip Time (Peak)	Layover Time	Total Travel Time (Peak)	Frequency (Peak)	Buses (Peak)
PEG Enhanced Service	44	8	52	20	3 (+1 spare)

Figure 2: PEG/Vail Enhanced Bus Service Routing



6 Costs

6.1 Operating Costs

Tables 3 and 4 present the estimated service levels and costs for each scenario. The cost estimates include fully allocated costs of revenue hours, revenue miles and fixed costs. A vehicle revenue hour is the total amount of time a vehicle is in service (including end of line layover), revenue miles are the total miles traveled while the bus is in service and fixed costs include agency overhead.

The service costs shown in Table 4 reflect a \$80.71 (2028) unit cost per revenue hour, \$2.85 (2028) cost per revenue mile based on a 4% cost escalation from FY22. In addition, a fixed fee is estimated for the additional buses needed for Park City Transit to operate the PEG enhanced service. The fixed cost is estimated at \$107,945 per bus per year based on estimates provided by Park City. A detailed overview of cost estimates is provided in the **Appendix**.

Table 3: Annual Service Operating Characteristics

Scenario	Route	Avg Daily Revenue Hours	Annual Revenue Hours	Avg Daily Revenue Miles	Annual Revenue Miles	Peak Buses
PCT Baseline	Quinn's – PCHS – Afresh – PCMR – OTTC - Deer Valley (All Year)	46	14,270	548	182,758	4
PEG Enhanced	Scenario A (43 days)	30	1,290	252	10,836	3*
PEG Enhanced	Scenario B (5 months)	30	4,650	252	39,060	3*

*Requires 3 peak buses and 1 spare bus

Table 4: Operating Costs

Scenario	Route	Annual Revenue Hours Cost	Annual Revenue Miles Cost	Annual Fixed Cost*	Total Cost Per Year (2022\$)	Total Cost Per Year (2028\$)
PCT Baseline	Quinn's – PCHS – Afresh – PCMR – OTTC - Deer Valley (All Year)	\$910,283	\$411,744	n/a	\$1,322,028	\$1,672,105
PEG Enhanced	Scenario A (43 days)	\$82,289	\$24,413	\$323,835	\$430,537	\$544,727
PEG Enhanced	Scenario B (5 months)	\$296,624	\$88,000	\$323,835	\$708,459	\$896,281

Notes: * Fixed Cost is \$107,945 per bus per year with 4% assumed for inflation. This was calculated for three buses that would be operating the service.

Appendix A

Based on discussions with Park City Transit and the above assumptions, the following service characteristics were developed.

1. Days of service
 - Ski Season: Seven days a week with different level of service (difference between peak and off-peak period defined below in section 6)
 - Off-Season: Seven days a week with same level of service (no peak period)
 - No difference between weekdays and weekends
2. Number of days (ski-season and off-season)

Days	No.
Weekdays (off-season)	150
Weekdays (ski season)	110
Saturdays per Year (off-season)	30
Saturdays per Year (ski season)	22
Sundays/Holidays per Year (off-season)	30
Sundays/Holidays per Year (ski season)	23
Total	365

3. Span of service
 - Daily service from 6:30 am to 11:30 pm
4. Primary layover will be at Quinn's Park and Ride and possibly at Old Town.
 - Layover period: A minimum of 8 minutes per round trip. Some trips will have a longer layover to allow for opportunity charging.
5. Routing
 - It is assumed that the transit route from Quinn's Park & Ride to PCMR will follow the same routing pattern for both weekday and weekend service.
6. Costs
 - a. Cost per revenue hour is based on the PC Transit FY22 unit of cost of \$63.79 escalated 4% over six years to \$80.71 in FY28.
 - b. Cost per revenue hour is based on the PC Transit FY22 unit of cost of \$2.25 escalated 4% over six years to \$2.85 in FY28.
 - c. Fixed costs include administrative and overhead costs for PC Transit. Fixed costs are allocated per vehicle per year at a total of \$107,945 per vehicle. An overview of fixed costs include the following:

Description	Budgeted Expense	Vehicles
Full Time Employees	\$4,149,977	\$1,063,137
Part Time Employees	\$309,478	\$0
Insurance/Allowances/OT	\$3,158,937	\$960,325
Admin Supplies	\$177,800	\$149,800
Electricity	\$237,700	\$45,300
Fuel	\$43,500	\$43,500
Cellular/Phones	\$45,000	\$45,000
Waste/Sewer	\$29,600	\$29,600
Alarm	\$5,400	\$5,400
Contracted Services	\$570,666	\$162,000
Admin/Rent/Marketing	\$33,000	\$33,000
Licensing	\$16,500	\$16,500
Buildings	\$120,137	\$120,137
Office Equipment	\$17,600	\$17,600
Admin General Fund	\$1,118,181	\$1,118,181
Central Garage Maintenance	\$1,220,000	\$0
Central Garage Gas	\$460,000	\$0
Insurance Fund	\$508,321	\$508,321
Total	\$12,221,797	\$4,317,801

Alexandra Ananth

From: Bill Johnson
Sent: Friday, February 11, 2022 1:29 PM
To: Alexandra Ananth
Subject: FW: [External] Traffic at Base. Immediate Action Needed. PEG.

Importance: High

For the public record.

----- Original message -----

From: Trent Davis <tdavis@compass-management.com>
Date: 2/11/22 12:53 PM (GMT-07:00)
To: Nann Worel <nann.worel@parkcity.org>, Ryan Dickey <ryan.dickey@parkcity.org>, Max Doilney <max.doilney@parkcity.org>, Becca Gerber <becca.gerber@parkcity.org>, Jeremy Rubell <jeremy.rubell@parkcity.org>, Tana Toly <tana.toly@parkcity.org>, jula.collins@parkcity.org, Sarah Hall <sarah.hall@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, John Phillips <john.phillips@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Cc: Trent Davis <tdavis@compass-management.com>
Subject: [External] Traffic at Base. Immediate Action Needed. PEG.

[CAUTION] This is an external email.

Hello Mayor, Council, Planning Commission, and Transportation Manager.

I am the owner of the majority of the commercial space at the base of Park City and the manager of The Lodge and Village Loft. My offices have been located at the base for 25 years. I appreciate the effort to try to improve the traffic coming into the base but the new system is greatly impacting the merchants, guests, and owners. I would have thought that Vail and the City would have consulted the long-term base are owners and merchants before this plan was put in place. We know the issues better than most.

Once again the long-term owners at the base are not being considered when making plans that greatly affect the base. Too much effort is being put into taking care of Vail skiers than the long-term owners and merchants in this area.

This group must easily have access to their properties without having to wait in the lineup off of Lowell ave and wind through the parking lots to get to their properties. Employees must be able to come and go from base to service and respond to emergencies. Merchants must be able to make daily deliveries and pick-ups, such as Cole Sport. Guest and owners must be able to access their properties promptly. This morning my entire staff was 30-40 minutes late due to having to wind through the parking lots while avoiding skiers walking from their cars and were rudely confronted by Vail staff.

A highway patrolman stated to me "this is so stupid". My employees are going to quit if they have to wait in traffic at the base for another 30 minutes after already waiting to come into town and my merchants are no longer want to be at the resort.

The solution is to immediately allow merchants, employees, owners, and guests with a parking pass to enter The Lodge and Loft parking areas of Shadow Ridge drive and /or directly up Lowell without having to wind through the parking lots. The Lodge has parking beyond Vail ticket booth. In addition, Vail needs to start encouraging carpooling by free parking for autos with three or more passengers and charging for autos with less than three passengers. This will encourage more locals to ride public transit.

On another note, approve the PEG development! Their new Transit Center plan would alleviate many of these issues. The PEG plan is less density and UE's than the 1998 master plan. The opposition does not like to acknowledge this fact. Park City Resort area needs this development to be approved so it can become a premier summer and winter destination for years to come. I would hate to see the Olympics given to Utah and this resort not be first class. Once again the impact on the merchants and owners of not approving this development is not being made a priority. The City seems more concerned about the locals who live outside of Park City.

If this is the Park City experience, why would you ever come here? Please feel to contact me with any questions or comments. I look forward to seeing immediate adjustments to the parking.

Sincerely

Trent Davis

Compass Management Services, Village Venture, Resort Center LTD.

O=435-649-1842

C= 435-731-0115

tdavis@compass-management.com

compass-management.com

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Monday, February 7, 2022 11:18 AM
To: John Phillips; John Kenworthy; Douglas Thimm; Sarah Hall; Christin VanDine; Bill Johnson; Laura Suesser
Cc: planning; Alexandra Ananth
Subject: [External] PCMR Traffic - Monday, February 7th - PEG Proposal

[CAUTION] This is an external email.

All,

I apologize in advance for the broken record, but our community is suffering the consequences of poor management by Vail of PCMR. How can we believe it will be any better with the proposed development? We can't. PEG has made it clear they are building, then selling/turning back over to Vail.

It is my understanding the decision was made to have PCMR do their own notification when lots are full and the City has terminated the text message system. I personally believe it should be the resort's responsibility; however, they are not meeting that responsibility and enforcement/accountability needs to occur by the City. Today I had the opportunity with Nancy Lazenby to walk over and speak with one of the parking lot attendants for PCMR at 10:30am. The LOT FULL flipboard sign was up and cones with a rope were across the entrance at the north end of the lot on Empire (near Shadow Ridge). The gentleman working was very kind and also informative. The following is a recap of our conversation with him:

- The Parking Attendant shift is scheduled for 7:00am - 11:00am
- All lots were full today around 9:30am
- Attendants are instructed to turn people away once the lot is full; some people become quite angry and it is an unpleasant experience
- At 10:45am the attendants remove cones/rope from entrances to allow people to search for opening - circle or wait or whatever
- He stated "They need more parking."

Other observations are as follows:

- There was NO tweet by PCMR today; this is generally the case for Monday - Thursdays. They are not meeting their obligation.
- There is no overflow parking at HS Monday - Friday
- The Parking Attendants do not always wait until 10:45am to leave the premises
- There is no traffic facilitation for exiting lots at peak time on ANY DAY between 3:00-5:00pm
- We've had no snowfall greater than 3" since January 8th, 2022; it could be much worse with regular snow and it's terrible as it is.

Again, PEG has made it clear they are building, then selling/turning back over to Vail for management. Vail needs to become a better community partner and the City needs to demand it before we enter into any further transactions with them.

Thank you for your continued attention to this matter.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Monday, January 31, 2022 5:31 PM
To: Nann Worel; Tana Toly; Jeremy Rubell; Max Doilney; Becca Gerber; planning; John Kenworthy; John Phillips; Laura Suesser; Bill Johnson; Sarah Hall; Christin VanDine; Douglas Thimm; Alexandra Ananth
Subject: [External] Creative Departure Strategy - PCMR
Attachments: One Way on Lowell Creative exit strategy.3gp; Mon Jan 31st Lot Full.jpg; Wed Jan 26th Lot Full.jpg

[CAUTION] This is an external email.

All,

Attached is a video of how people decided to take it upon themselves to come up with an exit plan from the base area. They are using both lanes to exit northbound on Lowell - effectively creating a one-way departure. It wasn't seamless to say the least, but the arrival and departure experience at PCMR is an absolute mess.

In addition, there are photos of the lots FULL on Wednesday, January 26th and also on Monday, January 31st. This is the case just about every weekday. No snow, no event, no holiday and no Tweet by PCMR or the City. People are moving the cones and parking along snowbanks in some cases completely blocking the exit. Regardless of signage or tweets, cars circle throughout the day looking for a space or waiting for someone to leave. It would appear when this happens during the week and the High School lot isn't an option, we're willing to pretend it isn't happening or a problem.

Numerous shuttles are using 14th Street as a cut through between Empire & Park. St. Regis, Waldorf, Westgate, Sheraton, Marriott and others all do it.

The lines at the high school on the weekend to catch a bus are incredibly long. Buses are not running on schedule. No snow, no holiday, no event.

The Silver Star lift isn't turning and therefore increasing the number of shuttles to the base, the number of pedestrians along Three Kings (very dangerous) and the number of parking spaces needed at the base. Oh, and then there's the small businesses (Silver Star Cafe and Silver Star Ski & Sport) taking a huge hit. Vail is killing their business and eliminating the ski in ski out feature of the area. It's my understanding an offer was made to Vail to provide staff with proper training and Vail said no. Not much of a community partner. Becca Gerber expressed concern over this a few years back when she ran for election; it's happening without a doubt.

So many current issues that need to be resolved with **action**. But, please don't fall for PEG's proposal chock full of assumptions with absolutely ZERO guarantee of any improvement. Their Traffic Demand Management Plan and Parking Mitigation Plans are woefully inadequate. And, conditions of approval...please point me to the 23 employee housing units required for the development of the Marriott Mountainside.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 25, 2022 3:21 PM
To: Alexandra Ananth
Subject: Fw: [External] Insanity

For the public record

From: Michele Levy <mml357@aol.com>
Sent: Tuesday, January 25, 2022 3:07 PM
To: John Phillips; John Kenworthy; Douglas Thimm; Laura Suesser; Christin VanDine; Bill Johnson; Sarah Hall
Subject: [External] Insanity

[CAUTION] This is an external email.

To whom this may concern,
I am blessed to be a part-time resident of this cute quaint little town called Park city..I recently purchased an apartment in Silver King Hotel directly across the street from Park city Mountain, guess you can say I have a room with a view.
With that said I will attach what I witnessed here this weekend .Congestion ,lack of parking spaces and huge backup into town...Everyone knows these development plans are outdated and don't make any sense in the present form of this town..Please vote no to this ridiculous idea that they'll be enough room outside for all this construction and everyone will live harmoniously ..Please save this town and don't screw it up ..I love coming here..
Thank you
Best,
Michele Levy
1485 Empire Ave
Park city







Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Tuesday, January 25, 2022 12:48 PM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy; Alexandra Ananth
Subject: [External] Drop off/pick up at the base of PCMR

[CAUTION] This is an external email.

Dear Commissioners:

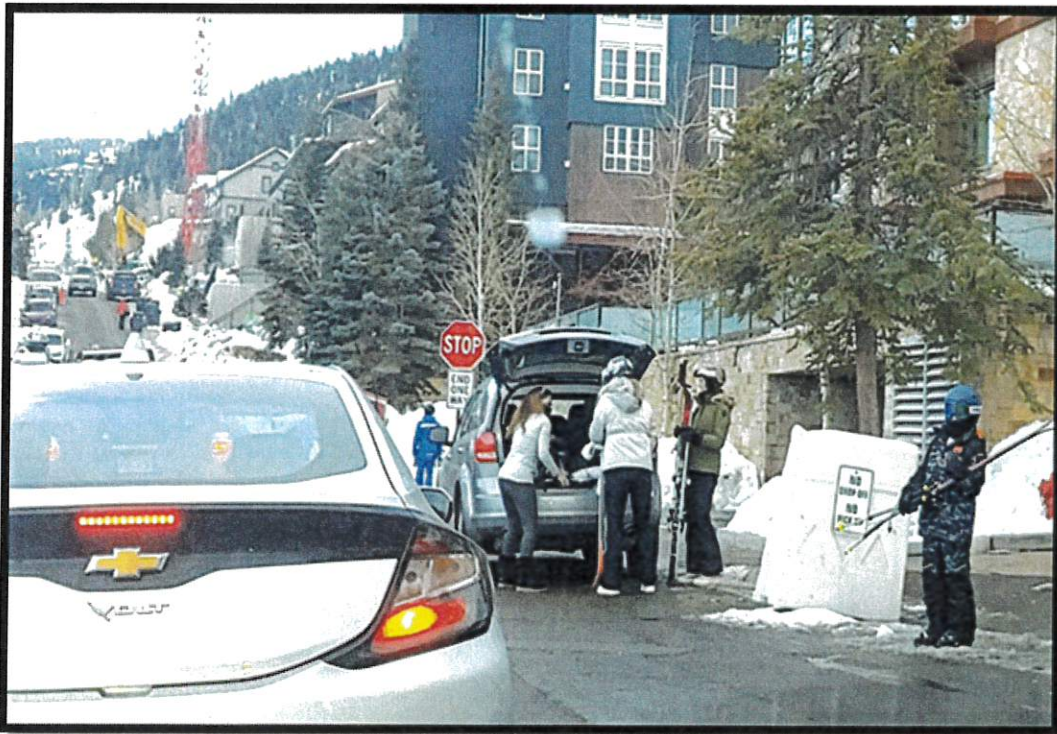
For those of us that visit and ski at Park City often, we know full well that what we are being told by the applicant regarding traffic, pick up and drop off does not match the reality of what really goes on.

Here's one example from this last Friday at 4pm - 4 COACHES, A SCHOOL BUS AND A CURBSIDE PICK UP . A single snapshot of the many real world scenarios ignored by this overly developed proposal.

Regards,

Clive Bush, Park City Resident





Virus-free. www.avg.com

Alexandra Ananth

From: planning
Sent: Monday, January 24, 2022 9:59 AM
To: Alexandra Ananth
Subject: FW: [External] Actual Shuttle Usage

From: deb <der0813@aol.com>
Sent: Thursday, January 20, 2022 10:04 AM
To: planning <planning@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>
Subject: [External] Actual Shuttle Usage

[CAUTION] This is an external email.

Dear Commissioners,

While I understand video will not load from the Planning Packet, please consider requesting this somehow be incorporated into the public record. It's a 47 second video and due to size, I'm sharing as a link to my Google drive: https://drive.google.com/file/d/1AHx-dUzNGQbdb3O12YSz_BI2_-aHkGwz/view?usp=drivesdk..

The proposed shuttle area conflicts with entry to the Resort Lodges, will be landlocked with no room for expansion, is at the furthest point from resort area entry and is insufficient to handle the number of shuttles. This video was shot just after 3pm on Wednesday, January 19th, 2022. It was a crowd free day on the mountain (I skied).

Please look at this and compare to the space proposed by PEG. PEG'S plan will not provide space for the bus at all and the other 6 shuttles will maybe fit if they arrive in the correct order. PEG has admitted there isn't necessarily enough room for shuttles to maneuver around one another once in the designated area. This will cause additional delays and congestion on Manor Way. Potentially blocking the garage egress on Manor Way and even back to Empire on high volume/traffic days/hours.

I've also attached a photo of a tour bus parked outside the shuttle area on Monday, January 17th as the lots were full. This is after 4pm on a holiday (MLK). Regardless, PEG'S proposal does not provide any designated area for a bus on any day unless it's a transit bus.

The proposed circulation plan fails in many ways and should not be approved.

Sincerely,
Deb Rentfrow



Alexandra Ananth

From: planning
Sent: Monday, January 24, 2022 7:56 AM
To: Alexandra Ananth
Subject: FW: [External] Parking at Kimball Junction

I've seen him speak more than once - <https://sites.google.com/view/usurobdavies/home> js

-----Original Message-----

From: Becky Elizabeth Bond <beckybond07@comcast.net>
Sent: Saturday, January 22, 2022 4:47 PM
To: planning <planning@parkcity.org>
Subject: [External] Parking at Kimball Junction

[CAUTION] This is an external email.

The proposals for extremely large housing developments and parking developments in and around Park City are counter intuitive to the climate crisis. I attended a zoom lecture in the last year given by a professor from Utah State. I believe his name was Davis. He was a physicist. He stated that the west has seven years until the effects of climate change can not be reversed. That is now around 6 years. Where will the water come from to sustain all of the people these projects are inviting. Have you looked into the reservoirs at the current water levels. I asked a pilot friend what do the reservoirs look like as you fly over. "They are all empty." Thirty years ago I moved to Park City. I got out of bed everyday in the winter to shovel my driveway before I could go to work. My neighbors would all be doing the same. Snow blowing/shoveling is now infrequent. It is January and there has not been any significant snow fall for the past two weeks and none on the horizon for the next 9 days per my phone app.

Leadership is doing the hard things before the disasters happen. Where are the visionary, knowledgable, insightful people who live in this community. Science and truth have been replaced by greed and real estate executives with lawyers.

Visit all of the reservoirs before you make your decisions. You do not have to be that brave.
Just show photos of what you see.

Becky Elizabeth Bond
beckybond07@comcast.net

Alexandra Ananth

From: planning
Sent: Monday, January 24, 2022 7:56 AM
To: Alexandra Ananth
Subject: FW: [External] Parking at Kimball Junction

I've seen him speak more than once - <https://sites.google.com/view/usurobdavies/home> js

-----Original Message-----

From: Becky Elizabeth Bond <beckybond07@comcast.net>
Sent: Saturday, January 22, 2022 4:47 PM
To: planning <planning@parkcity.org>
Subject: [External] Parking at Kimball Junction

[CAUTION] This is an external email.

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Visit all of the reservoirs before you make your decisions. You do not have to be that brave.
Just show photos of what you see.

Becky Elizabeth Bond
beckybond07@comcast.net

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 17, 2022 4:16 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Parking Lot

For the public record.

----- Original message -----

From: "carl capicclaw.com" <carl@capicclaw.com>
Date: 1/17/22 12:08 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] PCMR Parking Lot

[CAUTION] This is an external email.

RE: PCMR parking lot development

Dear Commissioners,

I reside at 5134 Heather Lane in the Silver Summit neighborhood.

In reviewing the proposed variance for development at the base of the Park City Mountain Resort, I urge you to limit any construction to a height not to exceed existing buildings at the base.

In addition, I urge you to require the developers, whether it be underground or above ground, to maintain the current number of available, free parking spaces.

Development in this community is a positive as long as a balance is maintained between development and a semi-rural mountain community. In my view, if the developer cannot construct a profitable commercial development while still preserving mountain views and aesthetics, the developer erred in his purchase. It is not our/your responsibility to correct the third party's mistake.

Thank you for your consideration.

Carl A. Piccarreta
5134 Heather Lane
Park City, UT 84098
(435) 200-8194

Alexandra Ananth

From: Bill Johnson
Sent: Saturday, January 15, 2022 4:29 PM
To: Alexandra Ananth
Subject: FW: [External] PEG

For the public record.

----- Original message -----

From: Tom <tom@MOORESMAIL.COM>
Date: 1/15/22 3:23 PM (GMT-07:00)
To: Bill Johnson <bill.johnson@parkcity.org>
Subject: [External] PEG

[CAUTION] This is an external email.

We live here full time in Deer Valley, tourism is out of control. The PEG project should not move forward. So what if Vail loses the deal, it's not like they have been good for our community. There is a reason that we have a new mayor and half of the city council turned over in this past election, people are fed up. Help us all by stopping PEG from turning our community into a circus. Thanks for your help.

Tom Moore
tom@mooresmail.com
Cell: 205 567 9

Tom Moore
tom@mooresmail.com
Cell: 205 567 9414

Alexandra Ananth

From: RICHARD & KELLY MILLER <rickkellymiller@msn.com>
Sent: Saturday, January 15, 2022 1:34 PM
To: Alexandra Ananth
Cc: planning
Subject: [External] ***ONE CHANCE TO GET IT RIGHT***

[CAUTION] This is an external email.

Planning Commission:

Please send PEG packing! They have nothing positive to offer our community! While the base village of Park City Mt. does need to be redesigned (think more foot traffic friendly) PEG offers NO solutions. Their plan is a complete nightmare to the quality of the ski experience. We need MORE skier day parking, not less. As you've probably seen, we don't even have enough skier parking for the current skiers. WHY would you entertain the idea of DEDUCTING parking? Send PEG down the road!

Sincerely,

Rick & Kelly Miller
Park City season pass holders since 1983

Alexandra Ananth

From: Juli Bertagnole <jbertagnole@msn.com>
Sent: Saturday, January 15, 2022 1:19 PM
To: Alexandra Ananth
Subject: [External] Fw: PCMR Development

[CAUTION] This is an external email.

Sending a copy of my email per Deb Rentfrow's suggestion.

From: Juli Bertagnole <jbertagnole@msn.com>
Sent: Tuesday, January 11, 2022 2:34 PM
To: Douglas.thimm@parkcity.org <Douglas.thimm@parkcity.org>; Bill.johnson@parkcity.org <Bill.johnson@parkcity.org>; Laura.suesser@parkcity.org <Laura.suesser@parkcity.org>; Christin.vandine@parkcity.org <Christin.vandine@parkcity.org>; Sarah.hall@parkcity.org <Sarah.hall@parkcity.org>; John.phillips@parkcity.org <John.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>
Subject: PCMR Development

Dear Planning Commission Members,

My family has lived in Park City for 51 years. My husband's Mother was born here and his grandfather was superintendent of the Silver King Mine.
So much for credentials.

We have seen many changes; some good (saving the Miner's Hospital and the Carl Winters School), some not so much (Main Street Mall into a monstrosity, for one).

When I worked at "Park West" you could see the mountain from the parking lot and the village. Go there now and you will have to hike to see anything but buildings.

Is that what we want at PCMC? Add the loss of view to the huge parking and traffic issues and the answer is absolutely not!

You have the power to stop this permanent nightmare and I, for one, hope you exercise it.

Thank you,

Juli Bertagnole
jbertagnole@msn.com
435 901-2754

Alexandra Ananth

From: Eileen Galoostian <eileengaloostian@gmail.com>
Sent: Friday, January 14, 2022 2:54 PM
To: planning; Alexandra Ananth
Subject: [External] Fwd: PCMR Base Area Project - Do Not Approve

[CAUTION] This is an external email.

Forwarding my email to you. Please include in the packet at the next meeting. Thank you.

Peace,
Eileen

Life ain't certain; ride your best horse first.

*_*_*_*_*_*_*_*_*_*

Eileen Galoostian
eileengaloostian@gmail.com

Begin forwarded message:

From: Eileen Galoostian <eileengaloostian@gmail.com>
Subject: PCMR Base Area Project - Do Not Approve
Date: January 13, 2022 at 20:00:14 EST
To: john.phillips@parkcity.org, john.kenworthy@parkcity.org, douglas.thimm@parkcity.org,
laura.suesser@parkcity.org, sarah.hall@parkcity.org, bill.johnson@parkcity.org,
christin.vandine@parkcity.org

Simply put, this project cannot be approved. It violates so many of the codes and plans put in place to ensure we, Park City residents, continue to enjoy the lifestyle we have had for so many years and our beautiful mountain setting. Approving this project means this council believes the developers and the big companies, like Vail, are their constituents. They are not. We, the residents, who voted, lobbied and supported the Park City community, are your constituents. Please do not forget that.

We, residents, donated money to save Treasure Hill from development. And for what? To have this council approve another this egregious proposal? If you approve this proposal it will be a slap in the face to residents.

Please do the right thing and stop this project from moving forward. It's wasted time, money and energy to even consider it. If this plan is put in place, it will forever change the face of our town and Park City resort.

Thank you for your consideration.

Peace,
Eileen

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 12:27 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: jeffrey perlowitz <jperlo@icloud.com>
Date: 1/14/22 12:22 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Council

My wife and I are Old Town residents and ski at PCMR frequently. We have been following closely the controversy over the development of the 2 parking lots at the Mountain. More importantly, we have been watching the manner in which PEG has been conducting itself throughout this process.

Obviously the council is closest to the actual negotiations but we would like to give you our opinions and views. The development itself seems to large, to dense, and doesn't appear to take into consideration how daily visitors and residents actually use the mountain. Shockingly, in a town that prides itself on mass transit with its free buses, it appears as if pedestrians and buses were a literal after thought. In our view, we will be a car free town in another decade (ok, mostly car free town), and this development does nothing to encourage any of that. The density, height of the buildings, etc will do nothing but ruin everyone's views and appreciation for our town. I'm not exactly sure what the correct answer is, but the current proposal seems to be the opposite of where we need to be. Transportation needs to be solved first and foremost.

Further, the manner in which PEG is conducting itself troubles us. There are many ways to negotiate , but asking for 200% of everything u want, and then giving back 25% while basically telling the Town not to worry , that we will be good partners, would not have been our first choice. My understanding is that PEG has given the town an ultimatum; this doesn't sound like a great partner. Vail's problems this year have been widely disseminated and we are not anti Vail. But clearly Vail over promised what the Town would accept for the development rights. This isn't Park City's problem. It's Vails, and it should remain so. We shouldn't be made to fit into Vail's vision of Park City.

We urge the Council to remain steadfast in its negotiations with PEG (and ultimately Vail). The Town faces numerous challenges with growth , parking etc This project should enhance our town , not add to the growing list of issues we need to surmount. If PEG wants to pack up it's bags and leave, we say good riddance.

Jeff & Nancie Perlowitz
1045 Woodside Ave

Mobile: 201-341-2645
Sent from my iPad

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 12:08 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Mary Whitesides <mary.whitesides@icloud.com>
Date: 1/14/22 11:35 AM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Dear Commissioners

I am sure you are all aware of the colorful history of Park City? Over the years it has developed a soul, charm and ambience that ultimately attracted conscientious citizens that had the desire to live, work play and preserve the essence of this village. Previous administrations and citizens alike have fought and won amazing open spaces that surround the town including Treasure Hill. What has been built here, cared for and taken care of has now attracted developers who do not share the same vision. It marks the end of a hallmark of intelligence, fortitude and dedication to the future

PEG is a project that promises to descend on Park City purely for exploration. It extorts our culture and does not contribute. It guts the vision insight and conviction of the citizens of this town. There is now a huge development at the base of the resort that has had a sign saying, the last big development on the mountain. But now that is not true. The PEG project promises to break Park City in an impersonal unconnected way as a commercial enterprise not concerned about community but only about dollars. They WILL NOT be an asset as they claim.

Hopefully our governing officials are here to protect the soul, history and ambience of our beloved village as they have done in the past. The very essence that attracts visitors to our town. Let's not negate what has gone before. Let us learn from our forebearers.

Mary Whitesides
42 year resident of
Old Town Park City
mary.whitesides@icloud.com

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 11:16 AM
To: Alexandra Ananth
Subject: FW: [External] PEG development base of PCMR

For the public record.

----- Original message -----

From: Kim Persky <kimpersky@gmail.com>
Date: 1/14/22 10:49 AM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] PEG development base of PCMR

[CAUTION] This is an external email.

Dear officials

I write to ask you to please represent the wishes of the Park City constituents and not bend to the wishes of the developer. Their request for variances is obscene relative to what was originally proposed and will forever scar the landscape and ruin the feel of Park City!!!

I really don't care if the developer can't make money with the original plans. That is their problem

Please vote in line with the wishes of the people that put you in office!!!

Thank you for your time

Kim Persky
Monitor Drive - Park City
Full time resident

203 984 0771

January 14, 2022

To the Planning Commission of Park City:

I'm reaching out to the Park City Planning Commission to urge you to only approve responsible, thoughtful development of Park City Mountain's base area, a development in keeping with PC codes and guidelines. Owning property at 235 Golden Eagle, we consider ourselves vested members of the Park City community.

Here are my concerns with the current proposal:

- With the excessive heights, over **90** feet (seven stories) in places, the surrounding neighborhoods will be dwarfed.
- There are limited pedestrian walk-throughs on the property, dis-incentivizing walking, riding, and biking to the base of the resort. Additionally, this poses an imbalance between resident and visitor quality of experience.
- The density moves toward rentals and visitors, and away from residents, community, and family; increasing residents' feelings of disconnect and reducing high-trust connections.
- The PEG parking plan is decidedly underserving everyone: resident and day skiers, employees and workers, maintenance crews, etc. Parking is supposed to be entirely underground and in satellite lots.
- Day skier parking will be located between two parcels, versus spread throughout the project.
- Increased traffic congestion in an already crowded area.
- **With busses sitting in the same traffic there is no incentive to use transit vs drive. A "transit-first" approach insists upon improved connectivity and safety for both pedestrians and cyclists.**
- The current development plans are dramatically different from the original 1998 plan.

In short, this development needs to reflect key values identified in the General Plan, Vision 2020 Plan, and required criteria for a Master Planned Development in the Land Management Code. **We ask you, our Commissioners, to please require the developer to follow the rules.**

Sincerely,



Paul & Roberta Pavlov

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 10:40 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Ruska <ruskadjerki@gmail.com>
Date: 1/14/22 10:15 AM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

It has been several times that I sent to you emails with comments concerning PCMR project. I am sending this one with the hope that someone does read it ... there are some new people and there is always hope...

Unfortunately, attending so many PCMR meetings I have a very strong feeling that some of you are completely ignoring public input, or to put it in different words, there is no sign of it that you are actually considering it, even less taking it seriously. So disappointing from people that are elected to protect public interest.

I do not want to repeat all concerns that so many of people from our neighborhood already pointed to you over and over. It is pointless now if you haven't considered all side of this project seriously. It will be on your conscience how you make decision and impact our community.

Ruska Djerki
1382 Empire Ave

Sent from my iPad

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 7:20 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Susan Primo <susanprimo@gmail.com>
Date: 1/14/22 5:50 AM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Good day,

As a full time resident of Snyderville Basin, I ask for the proposed new development to receive a vote of - NO.

RRAD has the right focus of maintaining our mountain ski & mining history with a mountain contemporary design without adding height to the project.

What happened to the plan for underground parking? Has the city ever considered what is a safe cap for people coming into the city to enjoy the mountain resort?

Park City mountain needs to consider parking and walkability for it's base. These should be of more concern than rooms added or residences. Congestion and safety issues for those walking the base are huge issues. A redevelopment has a chance to correct past issues. Let's not exasperate them.

As a resident and skier of PC Mountain since 1987, I care deeply for our community. I wish for people to experience our amazing location and ski/snowboard. I wish for us to have a long term focus.

Please, I respectfully ask you vote NO and ask for a redesign.

Susan Primo
1621 Cutter Lane
Park City, UT 94098

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 7:16 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project - just say no!

For the public record.

----- Original message -----

From: Tim Donnelly <tandedonnelly@gmail.com>
Date: 1/13/22 11:08 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project - just say no!

[CAUTION] This is an external email.

Honorable Planning Commissioners,

We have called Park City home since 1997 and currently live in Old Town (in our humble opinion, the jewel in the crown).

Please, please don't let the proposed resort base development go ahead in its current form. Not only is it a monstrosity, devoid of any pleasing architectural aesthetic... it is clearly in violation of our zoning ordinances.

To be sure, the resort base is desperately in need of an overhaul, but PEG is proposing to make it so much worse. Our charming town deserves better!

Thank you for your careful consideration of this very important matter...

Sincerely,

Tim & Erin Donnelly

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 8:03 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project - Do Not Approve

For the public record.

----- Original message -----

From: Eileen Galoostian <eileengaloostian@gmail.com>
Date: 1/13/22 6:00 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project - Do Not Approve

[CAUTION] This is an external email.

Simply put, this project cannot be approved. It violates so many of the codes and plans put in place to ensure we, Park City residents, continue to enjoy the lifestyle we have had for so many years and our beautiful mountain setting. Approving this project means this council believes the developers and the big companies, like Vail, are their constituents. They are not. We, the residents, who voted, lobbied and supported the Park City community, are your constituents. Please do not forget that.

We, residents, donated money to save Treasure Hill from development. And for what? To have this council approve another this egregious proposal? If you approve this proposal it will be a slap in the face to residents.

Please do the right thing and stop this project from moving forward. It's wasted time, money and energy to even consider it. If this plan is put in place, it will forever change the face of our town and Park City resort.

Thank you for your consideration.

Peace,
Eileen

Life ain't certain; ride your best horse first.

*_*_*_*_*_*_*_*_*_*

Eileen Galoostian
eileengaloostian@gmail.com

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 8:02 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Howard Kantor <hkantor49@gmail.com>
Date: 1/13/22 5:54 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

As full-time residents of Park City, we urge you to honor the Land Management Code that is in place now. Please do not allow PEG to build buildings that will interfere with people's ability to view the mountains of PCMR and also reduce the parking available to skiers. Parking and traffic are already a huge problem for all of us that live in the Park City area. Do NOT make compromises that will benefit the PEG developers at the expense of the residents of Park City. You represent us, your constituents, the people of Park City. Not the developers or Vail.

Respectfully,
Howard and Anna Lea Kantor

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:41 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record

----- Original message -----

From: Corinne Crandall <ccwvmm@yahoo.com>
Date: 1/13/22 2:24 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Dear Commissioners,

As stakeholders in Park City, our home, you know that adding bodies and traffic with their accompanying congestion is not what our home needs.

Please do not succumb to any pressure to approve the outrageous proposal for the development of the lower PCMR parking lots. Time and effort went into the existing codes and plans and they should be adhered to. We, the residents of Park City, owe neither PEG or Vail any accommodation to this proposal.

Please do not become part of the "progress" that destroys our home.

Thank you for your time,
Corinne Crandall

Alexandra Ananth

From: planning
Sent: Tuesday, January 18, 2022 8:08 AM
To: Alexandra Ananth
Subject: FW: [External] Fwd: PCMR Base Area Project

Julie Schultz
Executive Office Administrator
Park City Municipal - Planning Department
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5061
www.parkcity.org



From: Linda Lee <lindadlee77@gmail.com>
Sent: Friday, January 14, 2022 5:09 PM
To: planning <planning@parkcity.org>
Subject: [External] Fwd: PCMR Base Area Project

[CAUTION] This is an external email.

Please see email I sent below to individual councilors. I have been advised that I should send this to this email address as well.

Thank you for your time in reading my concerns.

Sincerely,

Linda Lee

Begin forwarded message:

From: Linda Lee <lindadlee77@gmail.com>
Subject: PCMR Base Area Project
Date: January 14, 2022 at 12:38:08 PM MST
To: john.phillips@parkcity.org, john.kenworthy@parkcity.org, douglas.thimm@parkcity.org,
laura.suesser@parkcity.org, sarah.hall@parkcity.org, bill.johnson@parkcity.org,
christin.vandine@parkcity.org

To all - I am not a Park City resident, instead live in Summit County in the Silver Creek area. However, what happens at the PCMR base area will affect my life style so am sending comments to you. With so many variances being requested by the developer, I do not understand why this proposal is even being considered. So many reasons that this project just doesn't fit in the nature of our town. I've been a resident in the Park City area since 1995 and have held a Park City Ski pass for all those years. Not to be a NIMBY, I realize development to the existing parking lots has to happen, but the development really needs to fit within the nature of our town - this proposal just doesn't cut it. To begin with why would it be approved for them to supply LESS than the required parking spaces? Already there is a shortage of parking spaces which makes it quite unpleasant to try to ski out of the PCMR base unless you get up at the crack of dawn. I guess the reason is it will encourage more people to use the buses which I think can be accomplished in other ways than making it even harder for locals to access the mountain. And why should increased density be allowed in an area that is already too crowded? The developers bought the land knowing what the restrictions were with the land, so they should develop something that fits the plan which from what I can tell was come upon after lots of discussions and thought - why allow them to change that just so they can make more profit and thus be allowed to ruin the inherent quality of what we already have? The plan as proposed by PEG will destroy the character of our town. The land management codes that exist were developed by people that were elected to come up with a reasonable growth plan, and the plan as it stands should be honored, not changed arbitrarily for developers that have no interest in keeping the sanctity and inherent culture of our town.

Please stand up for the people of our town and not bow down to these developers. Help us keep Park City the special place that it is. We don't need this massive development. Stick with the plan that has been well thought out and come upon because the people of the town prefer it that way.

Thank you for taking time to consider my point of view and for your service.

Sincerely,

Linda Lee
1311 Crescent Dr N
Park City UT
435 640 3474

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Friday, January 14, 2022 10:24 AM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy; Alexandra Ananth; David Everitt; Sarah Pearce; Mark Harrington
Subject: [External] Re: Problems with the work Session for PCMR Application Dec 15, 2021

[CAUTION] This is an external email.

Dear Alex, Commissioners and City Hall Executive Staff.

There was confusion throughout December's work session. While Alex did her utmost as usual to present the proceedings, we were ultimately let down by the inability of the review body to put the record straight. Simple questions were left un-answered or answered incorrectly. Reference to overflow parking and the High School wrongly associated with mode split. And while the impact of this development demands the City's consultant evaluate the applicants' assumptions - we learnt instead - they merely agree philosophically with the methodology (answer to a question from Commissioner Thimm).

The applicant wants you to believe they are bogged down in the midst of 'analysis-paralysis' – whereas in truth - unverified assumptions are being relied upon in negotiations with City Hall Executive Staff in an irresponsible manner that avoids proper discovery and analysis of the applicants' chosen global strategy.

The future traffic model used by the applicant and city executive to negotiate off-site parking predicts very little global traffic growth (3% total over 20 years bypassing the resort), while at the same time it predicts thousands of new employees. It seems likely, therefore, that the model includes undisclosed local transportation initiatives such as transit, park & ride that adds to the applicants' global obligation. The paid parking deterrent predicted by the applicant adds more offsite parking year round and is ignored.

We must expect a far more robust analysis of assumptions and revealing of missing information in order to understand the full magnitude of subsidy currently being afforded the applicant. Further observations are included below of questionable assumptions, missing data that very legitimately prescribe an off-site parking obligations far greater than currently being deliberated.

Regards,

Clive Bush, Park City

DECEMBER 15th PLANNING MEETING AND REVIEW OF TRANSIT NUMBERS

As the applicant would rather point the finger at City Hall and AECOM than correct the record, I will correct it here as best I can:-

- (a) It was a failing of staff to not fully disclose where the 272 cars to be parked at QJPR was derived from. This is an entirely new number never seen before. It requires piecing together the Hales memo of September 8th with a slide presented by PEG at the September 29th work session to figure out that the number is in fact 282 not 272 and for the mode split only and nothing to do with overflow as referenced at the meeting.

Starting with the applicants' unverified total of over 700 cars to be taken off the roads during a SINGLE HOUR that is whittled down by unverified assumptions to 422 cars to be parked and shifted to buses, and whittled down again to 282 we get to the applicants number of cars to be parked at QJPR.

It's entirely speculative that only 282 cars need parking at QJPR. The applicant assumes ONE SINGLE HOUR OF CONGESTION. That 140 stalls in the Kimball area will be available for their use years from now. And ZERO OVERFLOW PARKING.

(b) Overflow parking is distinctly different than the mode split and although referenced many times during the meeting - was not 'officially' covered during the work session - the applicant foretold at a previous work session that they no longer foresee ANY need for overflow parking at the High School or ANYWHERE ELSE - that the existing overflow (300 cars or more) as well as the 1000 skiers held in reserve from the existing Comfortable Carrying Capacity will all be staying in new accommodation on-site and able to walk to the slopes. A sort of magical conversion of people driving up from surrounding areas to staying in hotel beds.

Taken as gospel by City and its consultant, while ignoring the obvious:-

- (i) That the Comfortable Carrying Capacity, as VERIFIED by Vail - is merely a planning metric and not indicative of actual skiers on the hill or indeed a limiting factor.
- (ii) That cheaper and plentiful off-site accommodation will still be used by visitors to ski and visit Park City Mountain as they do today.
- (iii) That surrounding community residents will continue to day ski as they do today.
- (iv) That the private ski club will displace existing day skiers to offsite parking
- (v) That the paid parking deterrent forecast by the applicant (15 % or 180 cars) that falls outside of the peak period is an additional offsite overflow parking requirement.

(c) It's inexplicable that AECOM, backed by City Hall, subscribes to a plan that spreads a peak hour arrival of skiers to over 3 multiple hours to suit a drawn out bus schedule. The applicants' own mode split calculus from February 2021 accounts for skiers arriving in the hour as they do today which accounts for many more buses than assumed by the City's consulting team.

TRAFFIC MITIGATION CALCULATION FOR 20% MODAL SPLIT

We have yet to see any examination on the applicants forecast of THE TOTAL NUMBER OF 422 cars or 633 NET riders to be shifted to buses during a SINGLE PEAK HOUR from 8AM to 9AM.

There are several factors that question this metric to breaking point.

- (a) The assumed AVO range was questioned by staff and remains UNVERIFIED; specifically that cars with two people or more, are more likely to pay to park at the resort vs single occupancy cars. This would skew AVO's for park and ride cars lower from statewide averages currently used which in turn increases off-site parking.
- (b) The single hour of congestion was derived from counts in 2020 that were lower than the original 2017 counts. However, when taking into consideration available 15 minute increments it's calculable that more than one hour of traffic congestion needs to be mitigated. **EACH ADDITIONAL 15 MINUTES OF CONGESTION ADDS 100 PLUS STALLS TO THE OFF-SITE PARKING REQUIREMENTS.**

Adding to the very likelihood that congestion is greater than just one hour and up to two, is that the traffic counts are out-of-date; field observations of queuing omitted; and this year's congestion that severely question the metric collectively and exhaustively.

(c) The applicants UNVERIFIED assumption that an additional 20% of the required 20% mode split that ordinarily arrives by car will in the future arrive by transit directly from home or be dropped off somewhere via

rideshare to then ride transit to the resort is tested by the fact that these users are locals who, if not shifted to transit from home, will continue to drive to the resort, or if deterred by pricing will be dropped off at the resort adding to peak hour traffic rather than taking away from it.

IN SUMMARY:

The applicants' assumptions are wildly optimistic and not resolved via by-annual meetings – or indeed necessary when the mitigation obligations are calculable upfront.



Virus-free. www.avg.com

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 14, 2022 7:25 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Craig Williams <craig@midgley-huber.com>
Date: 1/14/22 6:36 AM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Hello Park City Planning Commission, Summit County Planning Commission/Council and Park City Council and Mayor;

I am writing y'all this email to express my deepest concern about the proposed PEG development at the base of the PCMR in the parking lot (and all new developments actually).

There was a reason former planners and representatives for Park City who had a long term vision of what it meant to "Live PC" wrote the Land Management Codes and Ordinances in order to protect the quality of life and lifestyle of the people who live here, invested in their homes and families here.....to sustain and maintain that quality of life.

You are not in your positions for the benefit of developers or Vail. They will turn this place into Los Angeles if they had their way. Make a buck and then leave the mess for others (us !) to deal with it. Thats what corporations and devopers do!

This city and the county have continued to approve developments (The Ascent, Deer Springs, Deer Vista, Deer Waters, Park East III, The Ridge at Canyons Vilage, Sommet Blanc, the Tech Center catastrophe, and the proposed Lincoln View on Rasmussen Road) that continue to stress and exacerbate traffic issues.

Its got to stop and the 'Buck Stops' with YOU !! Tom Fisher is floating the idea of a moratorium on new development applications for the County until a new (and hopefully a more stringent, that takes into account more public input) code can be written, and so should the Park City planners and commissioners! PLEASE !!!!

To use some very appropriate cliches, "JUST SAY NO" to developments and developers that want to violate every building code ever written with a request for an exemption. "NO height exemptions" and protect the view. "NO reduced parking" let alone winter ski parking, have you seen that parking lot for mountain biking in the summer?

To be honest, Park City starting with you the planning commission, should tell the arrogant developer 'No changes to our plan. Vote on our plan as is' their plan is 'Rejected'. Let the developer and Vail taste utter defeat to the point other developers will walk away, devalue that property, then have Park City buy it, build a (2) level free parking structure (stay under the height restriction by having one level be under ground... maybe (2) levels under ground) to replicate the available parking spaces now on site, and the rest of that space is worker housing. To use more cliches " DO THE RIGHT THING" for once and "QUIT KICKING THE CAN DOWN THE ROAD" .

Sorry to raise my voice in all caps, BUT NO ONE IS LISTENING !!! There has been a sea change in the community led by RRAD, Tom Clyde in his razor sharp, bur humerously written evisceration of you our government, Amy Roberts and many others et al.

We did the right thing on Treasure Hill and Bonanza Flats. We need to continue down that road. We are improving bus service (except for the 'Genius' who decided the #10 White should not go to the PCMR transit stop before heading to Old Town Transit Center, DUH ! Now I drive in if I want to ski the PC side).

We need to build worker and affordable housing in 84060 !!! Not the 84098. That will reduce traffic on 224 and 248. The county has to stop approving anything in the 84098. That just adds to traffic that will drive in. How hard is that to figure out ?

All you have to do to avoid the developer pressure and law suits is say ... "It does not meet our code,". "Nope, sorry, it does not meet our code". "Again, it does not meet our code" Repeat after me. " No, sorry, it does not meet our code".

Sorry this is so long. I wanted to let every office and elected position know what the community thinks and I have been wanting to write this for a long time.

Regards;

Craig Williams
Pinebrook resident
Skier, Mountain Biker
VOTER

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:39 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record

----- Original message -----

From: John Frontero <john.frontero@gmail.com>
Date: 1/13/22 1:26 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

To the Planning Commission of Park City:

I'm reaching out to the Park City Planning Commission to urge you to only approve responsible, thoughtful development of Park City Mountain's base area, a development in keeping with PC codes and guidelines. Owning property at 1003 Empire Ave, and 1007 Empire Ave, we consider ourselves vested members of the Park City community.

Here are my concerns with the current proposal:

- With the excessive heights, over **90** feet (seven stories) in places, the surrounding neighborhoods will be dwarfed.
- There are limited pedestrian walk-throughs on the property, dis-incentivizing walking, riding, and biking to the base of the resort. Additionally, this poses an imbalance between resident and visitor quality of experience.
- The density moves toward rentals and visitors, and away from residents, community, and family; increasing residents' feelings of disconnect and reducing high-trust connections.
- The PEG parking plan is decidedly underserving everyone: resident and day skiers, employees and workers, maintenance crews, etc. Parking is supposed to be entirely underground and in satellite lots.
- Day skier parking will be located between two parcels, versus spread throughout the project.
- Increased traffic congestion in an already crowded area.
- With busses sitting in the same traffic there is no incentive to use transit vs drive. A

"transit-first" approach insists upon improved connectivity and safety for both pedestrians and cyclists.

- The current development plans are dramatically different from the original 1998 plan.

In short, this development needs to reflect key values identified in the General Plan, Vision 2020 Plan, and required criteria for a Master Planned Development in the Land Management Code. **We ask you, our Commissioners, to please require the developer to follow the rules. Do not cave into PEG's egregious plan. I plan to attend the next virtual meeting.**

Sincerely, John Frontero

John Frontero

cell 908-400-3099

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:38 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record

----- Original message -----

From: Victor Janulaitis <victor@e-janco.com>
Date: 1/13/22 1:05 PM (GMT-07:00)
To: "Nan Chalat-Noaker (editor@parkrecord.com)" <editor@parkrecord.com>
Cc: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

It is time to stop the pillaging of Park City by greedy corporate interests. PEG development of the parking lots is NOT in the best interest of Park City.

1. They will make Park City look like Vail which is a total disaster and geared only to transient tourists.
2. If PEG says they are adding 500 new employees for the completed project, PEG should be tasked (as a first step) with building housing units for at least 250 of the employees and parking with subsidized bus service for the balance of the new employees.
3. The existing model DOES not consider any parking for residents who are not a reasonable distance from a bus stop while dressed for skiing. On-street parking is prohibited in the winter and it does not make sense to drive to Kimball to get on a bus. More traffic and more pollution. Parking spaces need to be added for Park City residents that are available at no cost or a nominal fee – Perhaps a sticker on the windshield for property owners.
4. The structures are way too tall and will eliminate the view from most Park City residents of the mountain. In addition, they will obstruct access to PCMR year-round.

Just consider what Vail Corp has done this year with the resort. They only hired 4 groomers instead of 10. The result is the concentration of all skiers to lifts that support the few groomed runs with long lift lines. I talked to an individual in operations in Vail's management team and their response was "We are a publicly-traded entity and answer to our stockholders. We are controlling cost." That is the same mindset as PEG.

PEG will destroy Park City for the sake of a profit. Stop this project now and use the Land Management Code to control this and all other projects – including Deer Valley.

Have a great day

Victor Janulaitis
843 River Birch Ct
Park City, UT 84060
☎ Mobile + 1 435 659-0500

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:37 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record

----- Original message -----

From: MICHAEL ATKIN <michael.atkin@mac.com>
Date: 1/13/22 12:53 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Commissioners:

I write as a full time resident of Park City; my kids went to school here and we view ourselves as vested members of the community.

As I have followed PEG's proposals for the PCMR base area over the years I have been consistently of the view that it is simply undesirable. I am no lawyer, and do not wish to speak to the legal rights the developer has, but it seems clear to me that the project, throughout its various iterations, is simply not compatible with current zoning regulations and the LMC. Indeed, the developer is asking for variances.

As a community member, I am struck by the sharp deterioration in the quality of life in recent years. The traffic coming and going to the resorts almost every day in the ski season is now such that normal life is increasingly difficult; it's not possible to make medical appointments or social arrangements at certain hours of the day because of the length of time it takes to get across town. You may have heard the recent remarks by city councillor Becca Gerber about her family effectively hiding out at home in the late afternoon and early evening in the weeks around Christmas and New Year. Councillor Max Doilney echoed these concerns on KPCW the other day. The Summit County community made its views on the Dakota Pacific project at Kimball Junction crystal clear recently, and while I understand this was not a project under your purview, I hope you all understood the intensity of feeling.

Remember also the willingness of the community to protect Treasure Mountain from the startling development proposals that were initially floated. We don't want these huge projects spoiling our views and eroding our ability to lead our lives.

Please bear in mind that Deer Valley plans to expand its base area; the City is considering development in the new Arts and Culture District. The strain these projects will place on our infrastructure is huge, and may well push it to breaking point.

I understand you cannot vote down PEG's project because of what Deer Valley is hoping to do; but you should be aware of the intensity of public feeling about the threats to the quality of life in Park City. I urge you to insist that the PCMR project be consistent with the LMC and be of a scale and nature that will not further erode what makes this area special.

Michael Atkin
7835 Aster Lane
Park City UT

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:36 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Joette Hessick <jhessick@comcast.net>
Date: 1/13/22 12:52 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Please vote no on this outrageous project!

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:33 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project (against granting variances)

For the public record.

----- Original message -----

From: TR <trparkcity@gmail.com>
Date: 1/13/22 12:45 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project (against granting variances)

[CAUTION] This is an external email.

Thanks for your work on this.

Certainly, allowing a developer to build what is entitled and allowed under code is required. Granting significant variances is not, in my opinion. Please don't.

Thanks,

Todd Rooney
Aeries Lot 88.

LMC code violations, like height, density, setbacks, open space and traffic, as reasons to deny the application. Choose one, the PEG project doesn't conform on any of the above

Here's a New Year's challenge the Park City community, the Park City Planning Commission and the City Hall Planning Department has been pondering lately.

1. A developer plans to develop 10 square acres. Their plan leaves 6% open space within the proposed area; however, they claim that it will have 60% open space. What's the difference?

- 54%

- 2%

- There is no difference

2. One of the proposed structures is 103 feet high; others range from 71 to 87 feet. The building code for that parcel caps heights at 35 feet. How many percentage points over the limit is the tallest proposed building?

- 294%
- 2%

• There is no difference

3. Your milk expired in 2004. What do you do?

- Call HAZMAT
- Throw it out

- Open the carton and smell it — who knows, it might still be OK
- Drink it anyway. There is no difference.

If you checked “There is no difference” on any of the above questions, you are going to love the enormous development currently being proposed for the Park City Mountain Resort parking lots; however, if you did not check those boxes you may be wondering why this monstrous proposal is still being considered.

It's that easy to cut through the BS in the PCMR proposal. The open space allotted to the 10-acre parcel is 6%, the remaining 54% of the required 60% is coming from the ski runs and mountain; the proposed buildings heights are so far over the limit that you don't even need a calculator to just say “no,” and the 1998 Development Agreement, which the developer, PEG Companies, has cited multiple times when discussing variances, was pulled during the Clinton era and it expired in 2004 when George W. Bush was still in office — back when your neon-colored ski jacket was still cool, snowboarding was a fad, and you could almost always find parking on Main Street.

When the original permit was issued for the PCMR parking lot parcel in 1998, Park City's demographics were vastly different than they are now. Traffic wasn't even a consideration, the population was small, and the town was doing everything it could to find ways to stimulate the economy. Canyons Village, as we now know it, was still on the drawing board and Kimball Junction was only that, a junction. The enormous expansion of Park City over the past 24 years has sparked growth in every other area, including dining, retail, transportation, entertainment, food, health care, etc. Hence, the 1998 permit, which expired in 2004, belongs in a time capsule, not on the bargaining table.

The developer has declared that they are done making concessions to the plan. Well OK. So let's have a last look at it. And while we do, instead of considering the proposal in all its complexity, why not consider it in its simplicity? Because, simply put, 90% of its required open space is coming from another parcel of land, the tallest building is 294% over the height limit, and the dehydrated cherries the developer is picking from the original 1998 Development Agreement are 24 years old.

The math is simple, the facts are obvious, and no amount of smoke and mirrors could ever mitigate the impact this proposed complex would have on traffic and our community.

And that leaves just one more silly New Year's brain game to ponder:

4. There's a 12,000-pound elephant in the room but you're being told it's a beautiful butterfly. What do you do?

- Look at it again. You're probably imagining it
- Call in a host of experts and debate whether it's an elephant for several months
- There is no difference

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 2:29 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Shawn Stinson <sshawnstinson@gmail.com>
Date: 1/13/22 12:32 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

As a 35+ year resident of Park City, I am sick and tired of developers "trading" this or that for exceptions to our community's long-standing building codes - increased height variances for add'l low-income housing or greater density. Enough is enough and the building codes should be followed for ALL developments, particularly PEG's. Please uphold the intent of Park City's building codes as there are no "do overs" once the development is completed.

If you have questions or would like to further discuss my concern, please call me at 435-649-1949.

Thank you,

Shawn Stinson

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 10, 2022 11:22 AM
To: Alexandra Ananth
Subject: FW: [External] Please reconsider the growth of PC mega development projects

Forwarding for the public record...

----- Original message -----

From: Michelle Rankin <michellerankin33@gmail.com>
Date: 1/10/22 11:02 AM (GMT-07:00)
To: ohn.kenworthy@parkcity.org, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] Please reconsider the growth of PC mega development projects

[CAUTION] This is an external email.

Hello Council,

I appreciate you taking the time from your schedules as council members to read my email.

I am writing to ask you as our community representatives to say no to proposed mega projects in Park City. As long time residents, both seasonally and full time, we have watched how Vail resorts is turning Park City into, well, Vail.

The biggest challenge, is that Park City is a livable mountain town, that is turning into a resort village. These large projects cater to a very small population, for a very limited time of the year.

Park City, has charm, has a true community. We don't want to see this town continuing to grow into only a hotel/ condo bubble.

I can tell you that the traffic has been very challenging. My husband and I have to frequent the Huntsman Cancer Center, and the drive has changed from a 30 minute commute to over an hour with the only two routes out of town, congested constantly through winter and summer seasons. I may be a bit personal here, but I'm starting to feel like this town has changed so much- locals are leaving. The locals are the people who built this town.

I completely understand the challenges you face as planning commissioner members, and I thank you for work and time you sacrifice that is not recognized. You have a duty to help the town grow responsibly, and also to keep residents happy, which is an almost impossible job.

I know there have been many reasons already shared as to why we as the community don't want to continue building out in DV and PCMR. I'm sure you have heard it all. But I ask that we keep PC quaint and cozy, please don't pave paradise and put up a parking lot (or another large development).

I do hope you receive the respect you deserve in this challenging time. I thank you for your work as our town planning commissioners.

Michelle Rankin

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 10, 2022 11:21 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR parking lot development.

Forwarding for the public record...

----- Original message -----

From: Bruce <Kbkbl@comcast.net>
Date: 1/10/22 10:46 AM (GMT-07:00)
To: Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>
Subject: [External] PCMR parking lot development.

[CAUTION] This is an external email.

Dear Commissioners,

As a resident of Park City and an active user of PCMR for the last several years, I have watched the ongoing discussion of the development of The PCMR parking lots by PEG corporation with great interest. I have read every meeting package, every article in the local press, every comment on Facebook and other social media and watched the entirety of every zoom meeting.

PEG's plans have met with voluminous objections from members of the community which are too numerous to recount here. Their continued efforts to sell their plan on a "its better than what we have" basis is not grounds for approval. They fail to meet even the most basic requirements for approval without the granting of significant variances to existing codes and master plans. They are pressing for a vote.

Please, if you care about our community, just vote NO! if PEG is unwilling to put forth a plan which complies with our town's codes and existing agreements. You owe it to your community to be the responsible stewards you were appointed to be.

Thank you,
Bruce Reeves
2784 Four Lakes Drive, Park City.

Sent from my iPad

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 10, 2022 11:20 AM
To: Alexandra Ananth
Subject: FW: [External] PEG

Forwarding for the public record...

----- Original message -----

From: Sean Kelleher <sskelle@gmail.com>
Date: 1/10/22 10:38 AM (GMT-07:00)
To: ohn.kenworthy@parkcity.org, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Cc: Halsey John <johnhalsey@mac.com>
Subject: [External] PEG

[CAUTION] This is an external email.

I'd like to add my voice to the Park City residents that oppose granting any height/scale/density/etc. variances for the PEG development project on the PCMR parking lots and property. The reasoning is simple: Utah state law notes that "a variance is a modification of a zoning requirement needed because some unique aspect of a particular parcel makes strict application of the requirement burdensome or unfair." That's not how PEG is approaching this issue, simply because there is nothing burdensome or unfair about the overall development rights ("DRs"). The owners of the DRs (and their eventual developer) will do just fine financially if they just follow the pre-existing DR agreement.

All of you live in town, and I doubt many of you have conversations with your neighbors regarding how exciting the volumes of people and traffic have been since the holidays. The PEG proposal is a step in the wrong direction; it's time to set the precedent (for this and future DR discussions, such as the upcoming lower DV parking lot development) that the City's quality-of-life is more important than excessive development, and that large scale, legacy DRs will be strictly adhered to.

Thank you for serving on the Planning Commission & Best Regards,

Sean Kelleher
409 Echo Spur

Alexandra Ananth

From: planning
Sent: Monday, January 10, 2022 9:47 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR base development.

-----Original Message-----

From: Julie Breslin <breslinbd@icloud.com>
Sent: Monday, January 10, 2022 8:47 AM
To: planning <planning@parkcity.org>
Subject: [External] PCMR base development.

[CAUTION] This is an external email.

Just say "no". This concept is ridiculous and would destroy what is left of our Park City charm.
Julie Breslin
2217 Three Kings Ct. 84060
702-234-3230

Sent from my iPhone

Alexandra Ananth

From: J Moira Howard <moira_howard@yahoo.com>
Sent: Thursday, January 13, 2022 1:39 PM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; Laura Suesser; John Kenworthy; Douglas Thimm; Bill Johnson; Christin VanDine; Sarah Hall
Subject: [External] PEG Proposed Development

[CAUTION] This is an external email.

Please review, consider and include in public comments:-

** OPEN SPACE:

Per the Municipal Code, "*Open Space may not be utilized for Streets, roads, driveways, Parking Areas, **Commercial Uses**, or Buildings requiring a Building Permit.*"

PEG proposes using the lower part of the ski slopes to fulfill the majority of their Open Space requirement. While this is part of the parcel, the area is used for commercial purposes as it is utilised by Vail for lift access and skiing. It surely therefore cannot be counted as "Open Space" in the development. Or is Vail going to move lifts and *their* terrain further up the hill??!!

Should Open Space not be *within* a development? Density increases fire dangers and the amount of eyesore.

The fact there are ski slopes and a golf course adjacent is IRRELEVANT when considering PEG'S Open Space plans.

** AFFORDABLE HOUSING:

PEG'S project and the resulting creation of jobs EXACERBATES the need for affordable housing. It DOES NOT solve the current situation let alone the projected!

Will there be sufficient employees to man the completed project? Vail and others are currently struggling.

** TRAFFIC:

Congestion will increase. Limited paid parking will result in more people being dropped off and picked up. Drop-off zones, as planned, are extremely inadequate.

I understand limited bus stops make for faster travel but remember, if you want locals to use the bus, *they* must also have convenient frequent services.

Curious if the following is being met at ALL intersections considering the increased traffic hazards which will be incurred due to this project:

"SITE DISTANCE TRIANGLE. A triangular Area at the intersection of two Streets formed by the Streets at Property Line and a line connecting them at points twenty-five feet (25') from the intersection of the Street lines."

**** PEG O and M CONTRIBUTIONS for parking/buses:**

Are these in perpetuity? What if PEG goes bust?

The applicant and Vail should be required to find parking and transit resolutions for THEIR guests.

**** BUSES:**

Who is going to drive the required extra buses and where are the drivers going to live? City is currently seeking drivers for *today's* requirements.

**** VALET PARKING:**

Apparently tandem parking is back on the menu. I thought it was said in earlier meeting(s) that this was illegal or at least disallowed.

**** HELIPAD (LACK OF):**

The vast majority of Life Flights currently lands at the base of the mountain, NOT ON the mountain. Surely figures could be obtained.

If a person is seriously injured in the half-pipe or neighbouring terrain park/jumps, is (s)he going to be hauled up the mountain to a safe helicopter-landing/hoist up site? Tall buildings are not conducive to safe landings/take-offs.

**** GENERAL:**

PEG says they won't make any substantial changes to plans. They are NOT the ones who rule! If they won't change, you must say NO!

What is the point of a Code if you don't ENFORCE it??!!

PEG has consistently shown false, misleading depictions. They have refused to provide a scale model. They have provided dubious figures re traffic, drop-off requirements, claimed a hotel will reduce the number of people driving to the Resort, requested **ridiculous** exceptions especially re heights.....
Can they be trusted??

It sure would be nice to see a list of the "additional valued community amenities" this project provides!

Please DO NOT be manipulated or blackmailed into approving this project as is. THE CHARACTER AND AMBIENCE OF PARK CITY WILL BE FOREVER RUINED AND OUR MOUNTAIN VIEWS OBLITERATED.

MAKE NO MISTAKE, once PEG makes their money, THEY ARE OUT OF HERE! It is *us* who will be left with the consequences!

Thank you.

Moir Howard

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 10, 2022 11:22 AM
To: Alexandra Ananth
Subject: FW: [External] Re: Base of Park City Mountain

Forwarding for the public record...

----- Original message -----

From: Mike Florance <mflorance@gmail.com>
Date: 1/7/22 4:19 PM (GMT-07:00)
To: Gary Auerbach <garyauerbach50@gmail.com>
Cc: David Racz <davidracz@hotmail.com>, John Halsey <johnhalsey@me.com>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>, Mindy Halsey <mindyhalsey@gmail.com>, Charlie Halsey <charliehalsey14@gmail.com>, Tommy Halsey <tphalsey@gmail.com>, Duncan Halsey <buddydog300@gmail.com>, Eric Kamisher <ekamisher@gmail.com>, Brent Clapacs <brent@clapacs.com>, marvin Kabatznick <kabatzm@hotmail.com>, Frode Jensen <skipjen@aol.com>, Jon Sprole <jonsprole@gmail.com>, Bill Oppenheim <billoppenheim@gmail.com>, Ellen Oppenheim <ellen.opp@gmail.com>, Angela Moschetta <angela@noseitall.com>, Kintner Eileen and Pete <eileenandpete@mac.com>, Peter Black <petermblack@yahoo.com>, Bob Christie <rchr56@gmail.com>, Thomas Baynes <bascombaynes@gmail.com>, Bob Wilhelmy <bob.wilhelmy@yahoo.com>, Brzoska Jeffrey W <jeff@vegasgroupent.com>, Gary Coleman <gcoleman0415@gmail.com>, Mike Curtis <curtis003@gmail.com>, Dan Cone <dcone21@yahoo.com>, Dave Farrell <davefarrell100@gmail.com>, Bray <dbraymitch@gmail.com>, William H Mitchell <whmitchell79@gmail.com>, Michele Cone <michelecone3@gmail.com>, Zucky Z Zuckerman Joel <joelzuckerman317@gmail.com>, Earnshaw Craig <pearshaw@ebixlife.com>, Greg Conway <gregconway27@gmail.com>, David Greenholtz <davidgreenholtz@gmail.com>, Nick Holt <nick_holt1@outlook.com>, Todd Miceli <tmiceli1@yahoo.com>, Kathy Pederson <klpinpc@aol.com>, Kim Persky <kimpersky@gmail.com>, Michael Persky <mbpkrp@gmail.com>, Maryanne Mulvey <maryannemulvey@hotmail.com>, Patty Moran <moranmail@yahoo.com>, Michael Harkins <michael.harkins@me.com>, Nate Miceli <Natetmiceli@gmail.com>, Pete Iacobelli <pete@9and10news.com>, Scott Rabin <scott@utahrabin.com>, Jack Rubin <jacklrubin@yahoo.com>, Andy Beerman <andy@parkcityandy.com>
Subject: [External] Re: Base of Park City Mountain

[CAUTION] This is an external email.

i suspect most of you will, or already do, appreciate this: epicliftlines.com

On Fri, Jan 7, 2022 at 7:52 AM Gary Auerbach <garyauerbach50@gmail.com> wrote:

Thanks John!

Gary Auerbach

On Jan 6, 2022, at 9:42 PM, David Racz <davidracz@hotmail.com> wrote:

Well written. I concur 100%.

Sent from my iPhone

On Jan 6, 2022, at 3:13 PM, John Halsey <johnhalsey@me.com> wrote:

As members of the Park City Planning Commission it is my understanding that you are charged with ruling on the fate of the base of Park City Mountains ski resort. Aside from the very obvious destruction of the character and quality of life of Park City that Vail Corporation has presided over, I have two questions. First, and maybe I have somehow missed the answer, is there a plan in place for parking at the resort during the years of construction? As it is currently, the parking process is horrible as you know. Where would skiers park while the base is being redone? My second question; why would PEG be granted any variance, whether a variance in building height, square footage, or whatever, beyond what may have been grandfathered many years ago? As a fifteen year resident I was confused during the debates regarding Treasure Hill why any variances were discussed. I personally do not know what has been permitted to be built at the base of Park City Mountain, but it's my understanding that the permits allow something far smaller than what PEG is asking for. If PEG can't make money by building a project within the guidelines that were approved many years ago, so be it.

Enough is enough. Do not vote to give PEG one more inch than they are entitled to under their existing permits. Obviously Park City cannot return to the lovely town that I moved to, but there is no need to continue the destruction that the Epic and Ikon passes have brought to our once wonderful town.

Respectfully,

John Halsey
1391 Little Kate Rd
435-659-0020

Alexandra Ananth

From: Bill Johnson
Sent: Friday, January 7, 2022 7:35 AM
To: Alexandra Ananth
Subject: FW: [External] Base of Park City Mountain

FYI

----- Original message -----

From: John Halsey <johnhalsey@me.com>
Date: 1/6/22 3:13 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Cc: Mindy Halsey <mindyhalsey@gmail.com>, Charlie Halsey <charliehalsey14@gmail.com>, Tommy Halsey <tphalsey@gmail.com>, Duncan Halsey <buddydog300@gmail.com>, Eric Kamisher <ekamisher@gmail.com>, Brent Clapacs <brent@clapacs.com>, marvin Kabatznick <kabatzm@hotmail.com>, Frode Jensen <skipjen@aol.com>, Jon Sprole <jonsprole@gmail.com>, Bill Oppenheim <billoppenheim@gmail.com>, Ellen Oppenheim <ellen.opp@gmail.com>, Angela Moschetta <angela@noseitall.com>, Gary Auerbach <garyauerbach50@gmail.com>, Kintner Eileen and Pete <eileenandpete@mac.com>, Peter Black <petermblack@yahoo.com>, Bob Christie <rchr56@gmail.com>, Thomas Baynes <bascombaynes@gmail.com>, Bob Wilhelmy <bob.wilhelmy@yahoo.com>, Brzoska Jeffrey W <jeff@vegasgroupent.com>, Gary Coleman <gcoleman0415@gmail.com>, Mike Curtis <curtis003@gmail.com>, Dan Cone <dccone21@yahoo.com>, Dave Racz <davidracz@hotmail.com>, Dave Farrell <davefarrell100@gmail.com>, Bray <dbaymitch@gmail.com>, William H Mitchell <whmitchell79@gmail.com>, Michele Cone <michelecone3@gmail.com>, Zucky Z Zuckerman Joel <joelzuckerman317@gmail.com>, Earnshaw Craig <pearshaw@ebixlife.com>, Mike Florance <mflorance@gmail.com>, Greg Conway <gregconway27@gmail.com>, David Greenholtz <davidgreenholtz@gmail.com>, Nick Holt <nick_holt1@outlook.com>, Todd Miceli <tmiceli1@yahoo.com>, Kathy Pederson <klpinpc@aol.com>, Kim Persky <kimpersky@gmail.com>, Michael Persky <mbpkpr@gmail.com>, Maryanne Mulvey <maryannemulvey@hotmail.com>, Patty Moran <moranmail@yahoo.com>, Michael Harkins <michael.harkins@me.com>, Nate Miceli <Natetmiceli@gmail.com>, Pete Iacobelli <pete@9and10news.com>, Scott Rabin <scott@utahrabin.com>, Jack Rubin <jacklrubin@yahoo.com>, Andy Beerman <andy@parkcityandy.com>
Subject: [External] Base of Park City Mountain

[CAUTION] This is an external email.

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square footage, or whatever, beyond what may have been grandfathered many years ago? As a fifteen year resident I was confused during the debates regarding Treasure Hill why any variances were discussed. I personally do not know what has been permitted to be built at the base of Park City Mountain, but it's my understanding that the permits allow something far smaller than what PEG is asking for. If PEG can't make money by building a project within the guidelines that were approved many years ago, so be it.

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Respectfully,

John Halsey
1391 Little Kate Rd
435-659-0020

PS: As you can see, I have CC-ed a few locals who may be wondering the same.

Alexandra Ananth

From: John Kenworthy
Sent: Friday, January 7, 2022 5:32 PM
To: Alexandra Ananth; Gretchen Milliken
Cc: John Phillips
Subject: Fwd: [External] Empire Ave & PEG

FYI.

Sent from my iPad

Begin forwarded message:

From: Jody Whitesides <jody.whitesides@icloud.com>
Date: January 6, 2022 at 10:44:40 PM MST
To: John Kenworthy <john.kenworthy@parkcity.org>
Subject: [External] Empire Ave & PEG

[CAUTION] This is an external email.

Hi John,

I dislike the fact that I have to write this as the opening to a request about PEG...

To you as a planning commission person, I am deeply disappointed in your continued ruination of Old Town and more specifically Empire Ave. The gross dereliction that you've allowed at 802 and 806 Empire, property that used to be a single lot that housed a single A-Frame house. Has since been razed and now split into two lots with two poorly designed structures without regard to the neighborhood. Allowed by your commission when you didn't have the balls to actually give us at 812 Empire a chance to oppose it or even discuss it. A situation that has destroyed the view of our town from our home.

I invite you to come over to my house and see the blatant disregard for our neighborhood in person - so you can understand why myself and my family members and neighbors are so disappointed about your complete lack of communication on the issue. Especially when you know full well the post office does not deliver notices to homes in Old Town.

Instead, this is about the monstrosity that is being worked on from PEG. It's time to do the right thing at the Empire Ave parking lot of PCMR after blowing it at the top of Empire with 802 & 806.

DO NOT. DO NOT. DO NOT allow any variance beyond what had already been approved. Better yet, let's have the city buy this land and keep it as a parking lot. We residents along Empire, Lowell, 10th, Crescent and 8th, do not need any more traffic. Our roads can't handle the traffic, nor the construction and definitely not an increase in tourists. We are beyond capacity and I witness close calls on traffic collisions between cars and also pedestrians daily (all year round) on Crescent. I've got plenty of videos that I've already been sending to the city. I'm happy to send them to you as well.

IT'S TIME TO STOP! The city doesn't need this. The resort doesn't need this. The local residents don't need this.

STOP ALREADY.

We have a land management code that's been getting the blind eye for too long. Stop allowing our town to be overrun by corrupt developers of all kinds and especially the PEG developers. Either hold them to the original project with no variance or tell them to take a hike.

Enough. This is destroying the town and the quality of life in it. It's time to stick to the city's guns and prepare for whatever fight is necessary to stop this.

Jody Whitesides

p.s. - I really do want you to come and see what you allowed to happen right next to my house in my neighborhood. I want you to understand it in person. When can you come see?

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Monday, January 3, 2022 6:00 PM
To: John Phillips; John Kenworthy; Douglas Thimm; Laura Suesser; Christin VanDine; Bill Johnson; Sarah Hall
Cc: Alexandra Ananth; Gretchen Milliken
Subject: [External] PCMR project public comments

[CAUTION] This is an external email.

Dear Commissioners and Planning Staff;

As we prepare for the January 2022 Planning Commission meeting, I wanted to take a moment to recap my comments from the last meeting.

There are two points I touched on during my public comments. The first addresses the open space being proposed for the PCMR Development. The second is a comparison between Deer Valley's SnowPark proposal and PEGs Park City Mountain proposal.

- 1) **Open Space and Project Profile:** PEG claims to have 60% open space within their proposed development, but this is deceptive.
 - 54% of that 60% open space is coming from the ski mountain, not the proposed development area, which is the 10-acre parking lot. So, the reality is only 6% of open space is within the area – not 60%.
 - 94% of the proposed development (parking lot) will be completely built-out.
 - The Developer, after receiving multiple requests by staff and Commissioners, has refused to submit street views of the project from Lowell, Silver King, Empire or Manor Way. They have also declined to provide views from the 14th Street Corridor. Further, PEG has declined to submit views from the mountain ski area or from the plazas. In fact, despite the numerous requests made by the public, the Commissioners, and the City Planning staff for the afore mentioned views, the Developer has only submitted one street level view, and that is of the proposed 'View Corridor' on Empire and Silver King.
 - The Community and at least one Commissioner have requested a physical 3D model of the proposal which has also been declined by the Developer. Chair Phillips has suggested that the builder submit a computer-generated 3D model that is less expensive to create, and PEG has declined to submit that either.
 - (As an aside, I propose that the Planning Commission ask PEG, in writing, if they already have a working digital 3-D plan of the development. Most people would find it very surprising, at this point in the process, if they do not.)
 -
- 2) **Comparison between Deer Valley and PEG development proposals:** Because Deer Valley Ski Resort is also currently proposing to develop their parking lots, we have a unique opportunity to visualize the inherent differences between the two projects. Here are a few comparison points to consider:

<u>Deer Valley - SnowPark</u>	<u>Park City Mountain Resort</u>
Building heights of 28-45 feet	Building Heights of 45-103 feet

400,000 + square feet developed on a 15 acre parcel	800,000 + square feet developed on a 10 acre parcel (If we were comparing apples to apples, on a 15 acre parcel, PCMRs project would translate to 1.2 Million square feet developed)
SnowPark has 60% Open Space within their proposed development space	PCMR has 6% Open Space within their proposed development space

A major philosophical difference between these two projects is that as owner/operators, Deer Valley has approached their proposed plan as a capital investment with an eye on the long-term viability of the resort and the impact it will have on the community. Vail, on the other hand, is under contract to sell the land to PEG contingent upon approval of the new plans. PEG's end game is to maximize their investment, build big and tall and then immediately sell the developed property to the highest bidder. To do so, they plan to use every square inch of space to build something they can sell for maximum ROI. There is no room for people movers, escalators, skier amenities, or community benefits. Every inch of the development must be something sellable.

Further, by declining to even submit 3-D views of the project in its totality, PEG has communicated loudly and clearly that transparency will only cloud their goals. Their refusal to deliver actual street level views or a 3D model of the resort, that would show what it feel like to be in the development, and its impact on the surrounding area, is a red flag warning that as an outside developer with a short-term exit strategy, they can't be trusted to build in a responsible way that won't forever alter our unique town as we know it.

When the 1998 proposal was submitted, it was approved for the owner/operators to build and manage the development. Builders who had a stake in the integrity and well-being of our existing town.

PEG has no vested interest in Park City, the community, or the resort. Once they have fulfilled their goal, and they have gone back to Provo and moved on to their next project, the aftermath of the development will be of no consequence to them - but it will have a lasting effect on Park City and its thousands of residents, visitors and business owners.

The community is now speaking loud and clear that they are all for progress and responsible growth, but this excessive fatally flawed plan, using an outside developer, cannot work. The new proposal that is currently on the table bears no resemblance what-so-ever to the expired original plan, and no amount of debate, sugar coating or slight-of-hand will change that reality.

Thank you for taking the time to read my thoughts, and for working so diligently on behalf of our community.

Sincerely,

Nancy Lazenby

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Thursday, December 16, 2021 3:09 PM
To: John Phillips; John Kenworthy; Bill Johnson; Laura Suesser; Sarah Hall; Christin VanDine; Douglas Thimm; planning
Cc: ndeforge@fabianvancott.com; Margaret Plane; Mark Harrington; Alexandra Ananth
Subject: [External] PCMR - Meeting Recap December 15th, 2021

[CAUTION] This is an external email.

Dear Planning Commissioners and Staff,

Thank you for your continued efforts reviewing this project. In listening to the meeting last night, it was extremely frustrating to once again be asked to rely on assumptions. A very clear indication of how assumptions often fail is the fact that last weekend Vail "assumed and was surprised" there was a demand for overflow parking. It was the weekend after the first real snow in the area and it's actually more surprising the Resort didn't anticipate a large turn-out. As pointed out in Public Input, it's doubtful this was a surprise to the locals.

The following are some points for consideration in recap of last night's meeting:

There is currently no monitoring of day-skier parking at locations other than the base and the school. The number of vehicles parking at the library, city park, AFresh, Walgreen's, neighborhood streets (legally and otherwise), etc is unknown.

The LMC requires the applicant to reduce the impact on surrounding neighborhoods. There is no data which supports this is being accomplished for arrival via Three Kings or throughout the day on Empire. The burden is on the applicant to prove all criteria are being met.

There is cause for concern on the legal ability of the city to collect funds from the applicant with regards to Quinn's Junction Park and Ride due to UDOT rules. Reassurance from City Attorney Mark Harrington was lacking.

There is cause for concern regarding UDOT revoking the usage of Quinn's due to overburden/access to off-ramps, intersection locations and required left turns. Commissioner Kenworthy pointed out the issues of I-80 with two right turn lanes backing up and how it's equally likely to occur on northbound 40 with Quinn's Park and Ride. Southbound 40 was not discussed. Even today, the 248 ramp backs up onto 40; we've sat in traffic from just beyond the Home Depot exit on more than one occasion. It was a 45 minute drive from Home Depot to Old Town just the other day. Per the applicant's own figures, an additional 160 vehicles will need to route past Kimball to 40 to access Quinn's. This will result in further back up on the 40 and the 248 exit ramp and will then require a left turn onto 248. The vehicle will then desire to stay in the left lane to travel east on 248, through the off-ramp intersection east of the overpass for another left turn into the park and ride. If the northbound traffic has filled up this lane, there will be nowhere for the arriving southbound to join and get in queue for access without extreme congestion and potential for conflict. UDOT will not be pleased. Or conversely, if the southbound traffic has filled up this lane, there will be no access for the northbound exit traffic to jump over into the left lane.

Are we comfortable granting a parking exception to the applicant based on Quinn's when these concerns exist and are very real?

The High School begins construction in the spring of 2022 and is expected to take until the fall of 2024 if no issues. The availability of the lot during construction and then after is questionable. It is also questionable whether the same number of spots would be available. Consequently, to rely on the high school in any of the metrics or analysis would seemingly be poor judgement.

Does the applicant have those currently parking at the High School parking included in the 272 figure which many are questioning?

It was asked if the 272 "overflow" cars today assumes NO increase in traffic. The applicant confirmed this is correct - no increase is anticipated. This is unrealistic.

The need for overflow parking per the applicant is 4% or 15 days while the city believes it to be 12%+ or 43 days. The Vail representative clearly stated the High School lot was used 25 days last year. How can the applicant argue 15 days?

It was pointed out many may opt to use a park and ride instead of paying for parking at the Resort which is what the City desires; however, it sounds as if the developer isn't wanting to contribute to the coffers for this factor. Essentially, they want the garages filled to maximize profits and then only pay for the overflow. How is this going to be accurately measured and then agreeable to both parties?

Vail representative firmly stated they would advise the City of when overflow parking needs to be activated. The City needs to be able to dictate such activation.

The price of parking is unknown. Planning staff has clearly stated the amount will fluctuate to get the desired result. As pointed out by Commissioner Suesser, the pricing needs to be figured out as if the Valet at hotel is more expensive than the day-skier spot, then guests may opt to drop off their items and then park at the cheaper rate - cutting into the day-skier count. Where can one valet park at a 4 star hotel for less than \$30/night?

Tracking mechanisms. There are few today (high school lot may be an exception) and no concrete mechanisms included in the applicant's proposal. The applicant could not state how many cars were diverted to the Canyons this past weekend. Without accurate current data or concrete measurements required at this time, the applicant will continue to use this reasoning. To believe the city will have recourse and be able to "force" such data collection is unrealistic.

Planner Ananth stated the Commission could task the applicant with collecting more data. The applicant stated the Commission could task the City with it. The LMC clearly states it is the applicant's burden to provide necessary data for an informed decision by the Planning Commission. PEG is simply unwilling and again, this should be a very bright red flag as to future dealings with regards to the TDM, PMP, COA's. We better have all of our i's dotted and t's crossed before approval as anything that isn't spelled out with very specific requirements and consequences will be considered non-binding by the applicant.

One of the exhibits shown by AECOM (Baseline Transit Service slide) showed the buses from Quinn's using Shadow Ridge to exit the Resort area rather than the northbound dedicated bus lane. This potentially provides some service to the current Empire Transit stops, but is it enough?

Day-skier spots are actually less than 1,200 when considering the drop-off eliminates a minimum of 38 spaces in Parcel B and 28 spaces in Parcel E (refer to 2021 CMP posted to City website). These spaces are unavailable for a minimum of 90 minutes during peak arrival time. Then there's ski club being counted in with day-skier and if the hotel is 48 short and they can not tandem park (prohibited by LMC), there is potential for hotel usage of day-skier spots as well. Service vehicles for condos (maintenance, deliveries, cleaning crews, etc) will need to park somewhere as well - buses aren't really an option for these services.

There is no dedicated pick-up for ski school or any other program. There is no Uber/Lyft staging location.

Scenario 2 is the applicant finds other off-site parking and operates without use of City resources. If this is the scenario chosen, should we not require they show proof of ownership or 99 year lease of space to use for this purpose before an approval? If not, then how long are they allowed to look for or search for options? How long will the community suffer?

Stated multiple times in prior months and again last night by Mr. Schmidt "...a certain percentage of guests will now be staying on site which will reduce traffic..." Do we believe this to be true? A 47% increase in pass sales this year. And even if sales don't continue to increase, why is Deer Valley increasing their vehicle count for their proposed hotels with 60 less hotel rooms?

If Scenario 1 - Quinn's partnership is chosen, another 3-6 buses will be operating an hour from Quinn's. Does this mean we now need 38-41 buses per hour in and out of the new Transit Hub?

Applicant pulled up the table reviewing the parking exception request and stated "...the 600 stalls expired with the '98 plan and we're proposing a new plan...". Same applies to building heights, setbacks and other facets of the application. All of these aspects of the '98 plan have expired. Therefore, the LMC governs and its criteria must be met for all of these aspects of the project.

Meeting space in the hotel was discussed and at first it was stated it wouldn't be available during peak ski season. There's that word "peak" again... Anyway, then it was changed to it wouldn't be available to non-guests during peak ski season. So, if someone is getting married during peak ski season and the bride's family is staying in the hotel and desires to hold a reception or otherwise, it will be allowed and there are zero spots being allocated for the meeting space. Interesting.

Although included in packet, there was little discussion on Open Space.

Though not mentioned, it's relevant - the economy. We are all aware construction beyond Parcel A was halted for whatever reason with regards to this MPD. This entire proposal is based on many ifs. Here's another one...what if the the applicant for whatever reason decides not to develop any other parcels beyond B? In short, there will be 1,700 parking spaces. Parcel B accounts for 388 out of 1,200 today leaving 812 spaces on parcels C, D & E. Parcel B built as proposed has over 900 spaces which will put us at over 1,712 spaces.

Yet to be provided by applicant per requests from Commissioners: Shared Parking Agreements, NAC Integration, heli-pad location near base, quantifiable data supporting shuttle drop off is sufficient, additional perspectives, detailed phasing of parking and re-allocation throughout the construction/development and much more.

But, applicant has no intention of providing anything more other than working out details of payments and overflow parking. As stated in October, there will be no more changes and the application stands. Mr. Schmidt stated this again last night and when asked to repeat it, did.

Let's vote.

Sincerely,

Deb Rentfrow

Alexandra Ananth

From: Deborah <glidefar16@yahoo.com>
Sent: Tuesday, December 14, 2021 8:09 PM
To: John Phillips; John Kenworthy; Laura Suesser; Douglas Thimm; Bill Johnson; Sarah Hall; Christin VanDine; Alexandra Ananth; planning; ndeforge@fabianvancott.com; Margaret Plane; Mark Harrington
Subject: [External] PEG OVERDEVELOPMENT

[CAUTION] This is an external email.

Hello Park City Planners:

While I listened to the presentations for Snow Park, Sommet Blanc and Founder's Place during your meeting last week, I was perplexed by the different treatment those developments are receiving compared to the Base Area Development and PEG. Very legitimate concerns were expressed by the Planners in regard to traffic safety and flow, reduction of automobiles by providing shuttle services, the inflow of employees and service people once they are built, BUILDING HEIGHTS, light pollution, effecting the surrounding existing neighbors in a negative impact, following the LMC requirements, Fire Safety and safe pedestrian walkways and general access to the mountain for the PUBLIC and Youth Programs. Will you apply the same standards to the PEG developer? So far, too many concessions have been granted. Please do your JOB!

It is your **DUTY** to protect the existing Park City from over zealous developers. It is your **DUTY** to follow the Land Management Code and make it apply to all who wish to develop land in Park City.

We are experiencing an enormous growth with the effects of Covid and migration to this town, We pay our taxes for the lifestyle we presently have... as others followed the LMC. Now, let's **NOT** allow a developer to ruin the style and function of our town. PEG has not reduced but always asks for more exceptions so they can earn greater profits while the town would struggle to enjoy access to ski and live at the Base Area.

Here is a collection of my images taken during the last year.

First photo: The apparent training session for Emergency Medical team happened this week. They practiced loading a stretcher and moving around the moving helicopter rotors. PEG does not care about the skiers well being and has ignored this critical service in their plans. Shameful!!

Second photo is a typical traffic scene on a weekend ... full lots by 8 am and circling cars.

Third photo: 7am morning skiers who climb in the dark and ski down with the early sun! There are a hundred cars arriving at 6 am. Also, there are more than 100 cars picking up youth ski programs in the dark at 5 -6pm.

Fourth photo; departure on a snowy day... image this issue with the Overdevelopment and less road space.

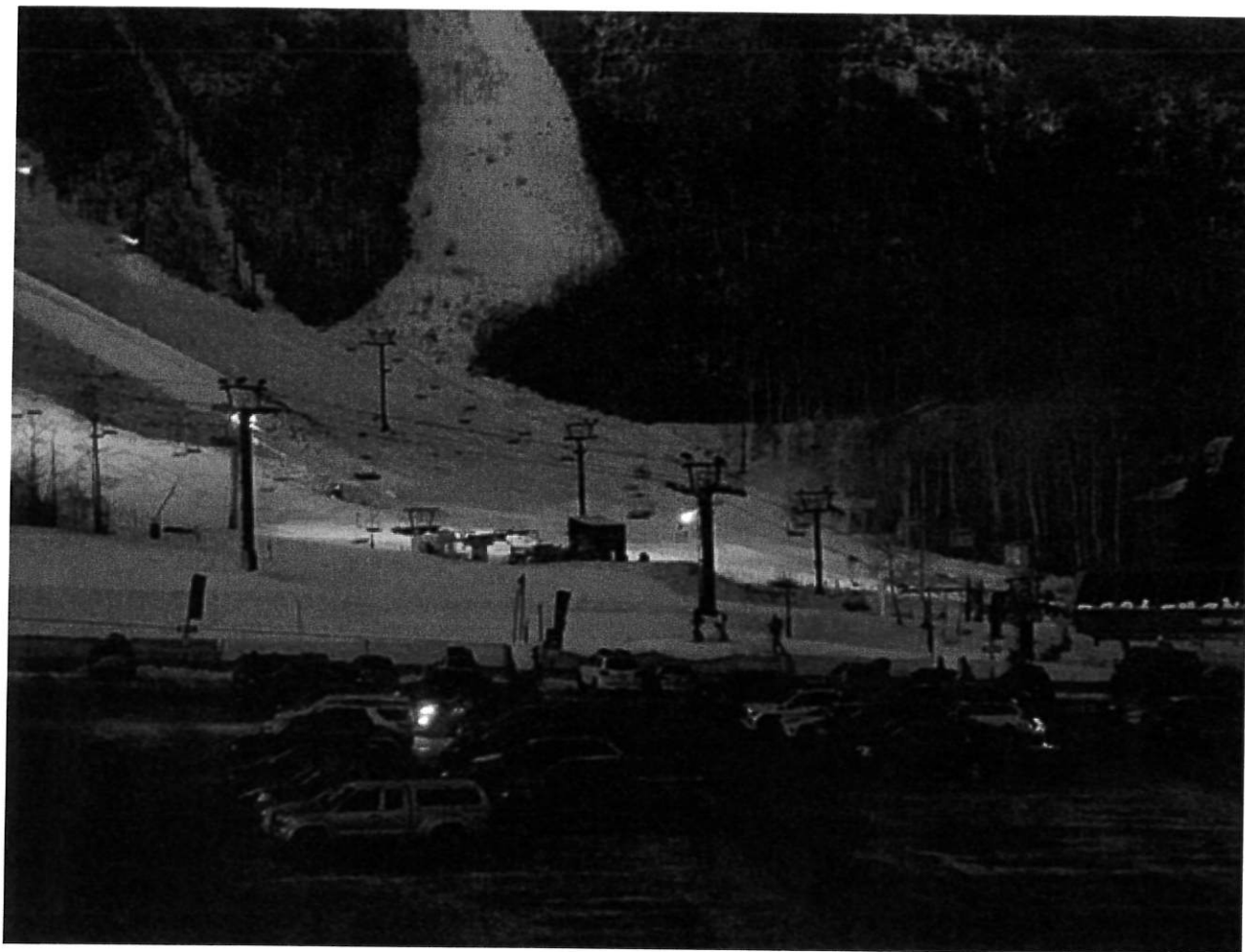
Fifth photo: The Snowed Inn Restaurant horses and cowboys have unloaded their working horses in this parking lot for more than 20 years! They need space to safely handle the horses and trailer. They are a magnificent addition to the Base Area and would be lost with the BIG SQUEEZE! PEG!!

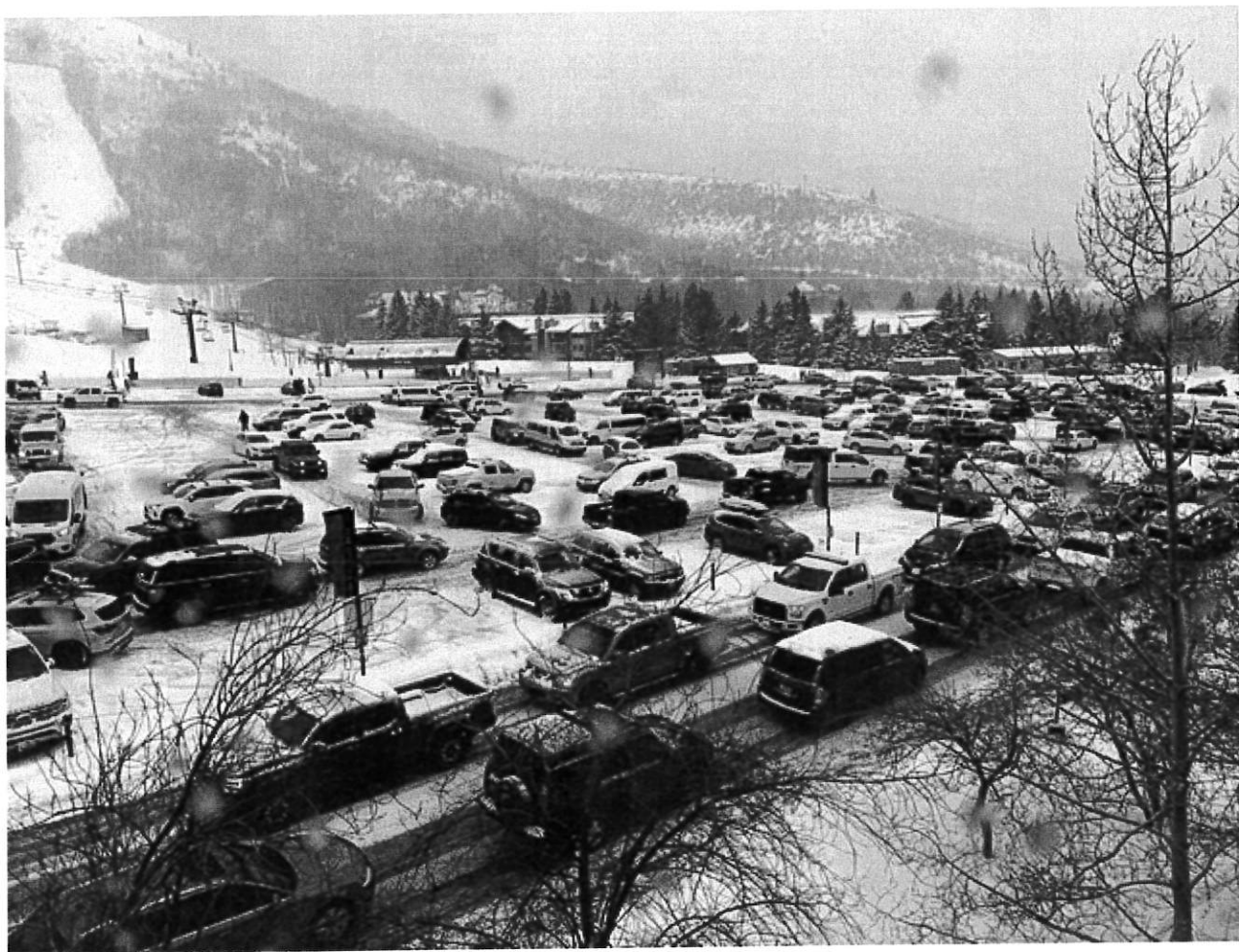
Please consider this community and dont bow to the pressure of the corporate giant Vail. They didn't buy all of this town and thus should enhance the local experience and not KILL IT!

Thank you for using your conscience and do your **DUTY**.











6) Staff states the number has not yet been finalized with regards to the number of peak days where Quinn's would be needed for day-skier overflow parking. In the current staff report, the applicant is being assigned only 4% or 15 days of an entire year. This is befuddling as staff then goes on to say the City is anticipating 43 peak days for this ski season. Why then isn't the applicant being assigned 43+ days for the year instead of only a fraction of it? Is it not their operations which drive the usage?

Applicant's Mode Split Transit and Parking Mitigation

7) Once again, the figures being used for the number of vehicles needing access to park and rides from 224 and 248 do not account for any additional traffic generation from their project or any other Park City project. Believing off-site parking for 272 vehicles is all we need to worry about is unrealistic. Pass sales were up 76% in 20-21 over 19-20 and are up an additional 47% in 21-22 over 20-21.

8) The applicant is proposing a one-time capital contribution to the City for parking capacity at Quinn's based on the current pricing for Quinn's. Quinn's was put out for bid last year and had no takers. How do we even know what the current pricing is? We don't and with the economy and supply chain issues we're currently facing, it would be risky to "make a guess" and hope it's enough. In addition, it is my understanding there aren't really any expansion options for Quinn's. Once reality sets in and it's clear Quinn's is not enough how much is the applicant on the hook for?

9) As to Richardson's Flats for Employees: Is the City setting a contract term for the shuttle agreement; for example, 99 years or as long as the resort is in operation? Is the City setting a term for the annual commitment to operations and maintenance cost? And again, will the shuttles be accessible to ALL employees at the existing and new base areas or only "Vail" employees? Or, will non-Vail businesses have to come up with their own plans or pay Vail for access to such services? These are details that must be ironed out before acceptance of the transportation plan.

10) With regards to shared parking analysis, issues remain and the applicant has not agreed with City Executive staff on a payment in lieu figure. At the very least, a steep "escrow" payment in lieu should be required in the event the applicant's plans turn out to be insufficient. Return of such funds should only occur after the 20% mode split has been achieved and maintained for a specified period of time/years.

Open Space

11) On page 30 in the 4th from bottom paragraph, it states the ski beach has been included in the Open Space calculation. In the new 2021 CMP posted to the City website, the ski beach is listed as an amenity to the hotel.

12) In 3rd paragraph from the bottom on page 30, it states plaza could be used similar to Farmer's Market. This is misleading as there is no market - farmer, silly or otherwise - which could use these plazas in a similar manner due to the proposed design of plaza and elevation changes as well as access to plaza by motorized vehicles/trailers.

Impact Mitigation Framework with Methodology:

- 2nd bullet states peak hour of peak day = 1 hour in the morning of a Saturday. First, it lasts more than an hour - people begin arriving at 8:00am and continue to do so until well after 10am and on more than just Saturdays. There is no mention of the end of day peak hour(s).
- All info is based on inaccurate, irrelevant or old data and the number of vehicles has been questioned already by the commissioners.
- There is no mention of any 24/7 hotel or 24/7 HOA shuttle service to reduce number of vehicles arriving/departing on site which should absolutely be required given they are also requesting a 502 parking space reduction for the hotel and condos.
- The bus only lanes are from the intersection of 224, Empire and Park Avenue up through Lowell and back to Empire near resort. How does this reduce parking? The buses beyond this intersection are mixed with general traffic other than a small stretch inbound on 248. And, we've all just learned the County did not receive the \$25 million dollar grant for BRT.
- The applicant list as an "other consideration" the affordable housing requirement will have a significant impact on revenues. The applicant knew there would be an affordable housing requirement prior to submitting an application. And, the meeting of this requirement is not legal justification for leniency in meeting another requirement.
- This project will result in a substantial increase in tax revenues - here it is once again. When residents have asked what benefits this project is bringing to the community, this is a typical response along with "it's better than what you have now". Yes, there will be covered parking (at a price) and more sidewalks, but that's really about it for the

local. In exchange, we get exceedingly tall buildings, more difficult mountain access for hikers/bikers, loss of mountain views, poor circulation and increased congestion, strain on natural resources and so on.

Recent & Other Observations:

- 1) The parking at PCMR was at capacity this past Saturday with very little terrain open. The first alert stating no parking at PCMR went out via twitter at 9:15am. Vehicles continued to circle and back up until well after 10:00am.
- 2) Multiple tour buses have been parked at PCMR since last Friday. Here's an example of people using a bus instead of individual cars which is what we want; yet, the proposed plan has NO location for buses to unload. These buses would not be able to navigate the shuttle drop off and are too tall for the garages. Surely we don't expect them to unload at Quinn's, reload multiple city buses (tour buses have greater capacity) and then repeat at end of day. This applies to school buses and all other non Park City transit buses visiting the resort.
- 3) Ski Patrol and helicopter training took place this week outside the existing medical clinic. There is still no location identified for this necessity in spite of numerous requests including in writing by our staff in the October report.
- 4) No further detail on NAC integration in spite of requests by both commissioners and staff. Per the staff report in October, applicant was to provide more details for November meeting which was canceled. There is no information pertaining to the NAC in the current staff report.
- 5) No evacuation plan has been submitted to date.
- 6) Staff receives a sort of "nasty gram" with deadlines and expectations for the December meeting upon their cancellation of the November meeting. Yet, the applicant either ignores or refuses to meet requests made clearly in staff reports month after month. It raises the question of who is calling the shots; if they are now, they certainly believe they will be for the duration of this project.

In summary, the applicant continues to put forth the same information in hopes we'll give up and let them move forward. Please do not approve this project as currently proposed; it can be done better. It may cost more for the developer, but that is not the City's concern. The City's responsibility is to its residents.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Tuesday, December 14, 2021 10:45 AM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy
Cc: Alexandra Ananth
Subject: [External] Re: Planning meeting Dec 15, 2021 PEG Application

[CAUTION] This is an external email.

Dear Commissioners:

Re: PCMR Proposal.

There are two issues that continually plague this proposal.

The first is the persistent cherry-picking of the 1998 Development Agreement. Highlighted again in the applicant's attorney letter this week. While it attempts to justify height exceptions as a result of specific discussions in 1998, it ignores the discussions that detailed skier services, daycare, and dedicated drop-off for Parcel C.

"Status quo" with respect to allowed "Building Heights" is not achieved by this application as stated – instead, additional and excessive height is proposed due to the applicants artificially and self-imposed restriction on excavating deeper. Community amenities have been stripped, and substituted with private and exclusive facilities such as a luxury hotel and a private ski club.

Continually overlooking the full intent of the 1998 agreement, while at the same time seeking relief under the current code and self-imposed excuses is a scornful and purposeful tactic that ignores the accuracy of complete evidence. Honoring the desire of the applicant to piggyback on the 1998 development agreement must come with inclusion of the community benefits that this application ignores.

Secondly, there continues to be inadequate data supporting the applicants' offsite and overflow parking and shift to transit measures. The Summit County/Wasatch County Modal Model now used to project 0.5% traffic growth or less each year for the next 20 years, also projects 8,000 (eight thousand) more employees in our region (84060/84098) over the same time period. This strongly reasons that the reported 0.5% traffic growth looks beyond just future land use as the applicant explained, but also future and even speculative regional transportation initiatives (like shifts to buses) to reduce future traffic in addition to the applicants theorized 20% global modal shift.

These figures need to be reported and resolved as they directly impact the applicants' untested assumptions of available parking stalls 20 years from now, and whether the city has any meaningful ability or authority to reserve or otherwise take payments for non-exclusive parking and transit.

Likewise; assumptions that an hours' worth of mitigation from 8AM to 9AM resolves all congestion; that on-site accommodation resolves all overflow and increased capacity parking requirements are unproven in theory and reality - they ignore the acuity of existing 15 minute traffic counts, veracity of hypothetical growth predictions, as well as real word metrics and behaviors. They ignore the simple fact that Park City is growing in every category that refutes a theory that this proposal will shift visitors from off-site accommodations. These hopeful wishes of the applicant buck every reported trend of this increasingly popular resort town; they conflict with publically reported revenues, forward looking statements from the lodging industry and accelerating growth of rental properties.

Wishes are not facts - lets get to the facts.

Regards,

Clive Bush. Park City Resident



Virus-free. www.avg.com

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Saturday, December 11, 2021 10:20 AM
To: John Phillips; John Kenworthy; Laura Suesser; Douglas Thimm; Bill Johnson; Sarah Hall; Christin VanDine; Alexandra Ananth; planning
Cc: ndeforge@fabianvancott.com; Margaret Plane; Mark Harrington
Subject: [External] PCMR Base Area Correction

[CAUTION] This is an external email.

All,

When submitting an email to make points, obviously, it should be accurate. Unfortunately, I misstated one of my larger points and now must hope it has the impact I desired in my previous email.

Under **Specific to Snow Park**, I compared curb cuts along Doe Pass to those along Empire. Doe Pass according to Google maps is approximately 528 feet long between West Deer Valley Dr and East Deer Valley Dr and Empire is approximately 388 feet long between Manor Way and 14th Street. My curb count figures were correct; however, the difference in distance between the DV location and PCMR location was way off.

I incorrectly stated the Empire section was only 40 feet shorter when in fact, it is 140 feet shorter. Therefore, Doe Pass has a total of 4 curb cuts on both sides in a 528' stretch and Empire is proposed to have 13 cuts in a 388' stretch. As stated before, 8 of the 13 curb cuts intersect with the 12' multi-use pathway. This is a pedestrian safety issue and will also result in additional congestion along Empire.

I apologize for the additional email on this subject.

Sincerely,
Deb Rentfrow

-----Original Message-----

From: deb <der0813@aol.com>
To: john.phillips@parkcity.org <john.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>; laura.suesser@parkcity.org <laura.suesser@parkcity.org>; douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>; bill.johnson@parkcity.org <bill.johnson@parkcity.org>; sarah.hall@parkcity.org <sarah.hall@parkcity.org>; christin.vandine@parkcity.org <christin.vandine@parkcity.org>; alexandra.ananth@parkcity.org <alexandra.ananth@parkcity.org>; planning@parkcity.org <planning@parkcity.org>
Cc: ndeforge@fabianvancott.com <ndeforge@fabianvancott.com>; margaret.plane@parkcity.org <margaret.plane@parkcity.org>; mark@parkcity.org <mark@parkcity.org>
Sent: Fri, Dec 10, 2021 12:36 pm
Subject: PCMR Base Area Project

All,

This week a site visit was held at Snow Park for the proposed development at that location. It was very helpful and efficiently completed; thank you for taking the time to do it and allowing the public to attend.

The meeting following was quite long, but three big projects were on the agenda as you know. In listening in, there were a few comments which stood out to me which I believe should be considered as we prepare for another meeting to review the PCMR Base Area Project. In summary, it seems the Vail/PEG project is like the wayward child that you've given up on

so anything from them is better than building nothing. While some aspects of their project would definitely be an improvement (covered parking, additional sidewalks), many aspects fall short of what our community needs and desires. Please consider the following:

Specific to Snow Park

1) Deer Valley went back and re-calculated their trip generation counts. It was discovered their previous figures understated the trips generated by the hotels which have a combined 192 rooms. In fact, DV upped their trip generation by 15% of existing trips to more accurately reflect the impact.

The PEG hotel has 249 hotels and the applicant has stated over and over this will not generate additional traffic and in fact has stated it will REDUCE trips due to slope-side accommodations. Please do not believe this statement and approve their proposal for circulation and reduced parking without accurate information and analysis. To rely on a TDM and PMP plans based on a bunch of ifs will not serve our community well.

2) Concerns were expressed about the number of curb cuts along Doe Pass. The distance between Deer Valley East and Deer Valley West along Doe Pass is around 528 feet per Google maps and there is concern about the number of curb cuts. There are none proposed on the north side and four on the south side. In addition, they are proposing the 12' multi-use pathway be on the north side so as to prevent conflict between vehicles and pedestrians.

Now, let's compare this to PCMR Base curb cuts. On Empire between Manor Way and 14th Street, there are currently 5 curb cuts for the existing single family homes. The PEG proposal adds 8 curb cuts (townhomes & garage entrance) on the west side of Empire for the same stretch. The distance between Manor Way and 14th Street is approximately 388 feet per Google Maps. And, the plan is the multi-use path will be on the west side intersecting with all 8 curb cuts. A 40' SHORTER stretch of roadway and 13 curb cuts.

On Silver King drive there are currently no curb cuts between Lowell and Three Kings Drive on the north side and only one on the south side. The proposed project will have 3 cuts on the south side in a short distance of 276 feet, all of which intersect with the pedestrian pathway on Silver King.

Safety of pedestrians and cyclists will be compromised and potential for additional congestion also an issue with all of these curb cuts.

3) Concern over the over-burdening of Deer Valley East was expressed. Under the DV proposal, all transit including shuttles will have access to the Mobility Hub via Deer Valley West and Doe Pass without having to use the longer loop of Deer Valley East designated primarily for general traffic. In addition, DV admits enforcement and measures will have to be put in place to prevent general traffic from using Deer Valley West and also to prevent use of transit lanes. They clearly stated enforcement will be a major component of keeping the transit lanes restricted to transit vehicles.

Let's compare this to PCMR. Empire will be extremely overburdened as now a 900+ vehicle garage (760 day-skier) will exist compared to the 388 space lot today. In addition, all non-bus transit vehicles (shuttles) will be forced to use Empire both on arrival and departure to access the shuttle drop off at the south end of Lowell. The majority of the skier drop-off is being located in Parcel B as well, which again, requires departure via Empire and could include arrival traffic in attempt to avoid Lowell congestion. No discussion of enforcement of transit lane usage has occurred for the transit lanes on Lowell. It is frustrating the concerns expressed for one resort area are overlooked or minimized for another.

4) The Commission also noted during the meeting after the site visit, it was good because it appears the view corridors will be maintained.

PCMR view corridors will be drastically reduced, perhaps a small sliver will be maintained. Deer Valley is asking for no height exception - 45'. Do the Old Town citizens and visitors to PCMR not deserve more than one "hurry up, look, don't miss it" view?

Specific to Sommet Blanc

1) Public Safety should be #1. Multiple commissioners made a comment to this effect.

The number of opportunities for pedestrian conflict along Empire and Lowell with the PCMR Base project definitely does not put safety first.

2) Commissioners sought verification the Sommet Blanc development would include shuttle service to Old Town which the developer assured was included.

Comparing to PCMR, no shuttle service has been discussed with regards to the Master HOA implementing a shuttle service and this should be a requirement. In addition, PEG has stated their hotel will offer shuttle service with 24 hour advance booking. People on vacation do not always know their plans 24 hours in advance and this reduces the responsibility of the developer/hotel and offers minimal benefit overall.

3) It was raised by the Commission the development will increase the number of employees, service workers, deliveries, etc to the area and this needs to be factored in as well.

The PCMR project is expected to create over 500 positions and will house potentially 30%; the others will have to commute in via transit, shuttle or personal vehicle. Are we confident the trip generation numbers put forth by this developer accurately reflect this additional traffic as well?

4) There was much discussion over the building height and whether an increase in height is truly necessary for architectural interest. Concern was also raised about "screening" and light pollution.

Where is this same level of concern re: architectural interest and building height for PCMR? There is limited stepping - a balcony jutting out is hardly stepping. The building height is completely out of line with the LMC and even very different from the '98 CMP with exception of Parcel E.

When have we discussed light pollution for the PCMR Base Project? It has been limited to "they will follow the LMC requirements". I'm sure Sommet Blanc plans to follow LMC lighting requirements as well, but that doesn't necessarily prevent light pollution and clearly wasn't enough for the Commission. More discussion should occur on common area lighting impacts, glassed in sections of buildings, circulation lighting and egress lighting for individual buildings, etc.

Specific to Founder's Place (Deer Hollow)

1) Shuttle service will be available within 15 minutes of ordering and transport employees, owners, guests throughout Park City.

PCMR has no such arrangement included in their plans and this should be required of their Master HOA and 4 Star hotel.

2) The developer presented different roof form designs and explained the importance of safety with regards to snow shedding appropriately. They expressed concern over preventing snow from falling off roofs onto plazas, walkways, service access pathways, etc.

What do we know about PEG's roof design and safe snow shedding from their 45' - 103' tall structures?

Other

Snow Park and Founder's Place each have pedestrian bridges in order to provide additional safety for visitors. PEG has a HAWK signal along an extremely busy and sure to be congested stretch of Lowell.

Snow Park has escalators with a canopy to facilitate movement up through the plaza to lift service. Further push from the Commissioners for the developer to add something similar to get pedestrians slope-side up to the existing resort area would not be inappropriate.

In conclusion, please set the bar as high for the PCMR project as is seemingly being set for other projects around town. And, thank you again for continuing to push for a better project.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Friday, December 10, 2021 12:37 PM
To: John Phillips; John Kenworthy; Laura Suesser; Douglas Thimm; Bill Johnson; Sarah Hall; Christin VanDine; Alexandra Ananth; planning
Cc: ndeforge@fabianvancott.com; Margaret Plane; Mark Harrington
Subject: [External] PCMR Base Area Project

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Sincerely,
Deb Rentfrow

Alexandra Ananth

From: Timothy Herbst <bin@herbstmail.net>
Sent: Friday, December 10, 2021 10:12 AM
To: Alexandra Ananth
Subject: [External] Re: Park City Base Plan

[CAUTION] This is an external email.

To the Commission:

Last year I wrote you to emphasize the importance of keeping the Transit Center, or at least a substantial stop, in the current location. Since then PEG has modified their proposal to greatly improve on the current Center, and we fully support that plan.

Best Regards,

Timothy J. Herbst, Manager
Waterfall Holiday Properties, LLC
2115 E. Vaughn St.
Tempe, AZ 85283-3343
480-839-8827
bin@herbstmail.net

On Friday, January 8, 2021 4:26:46 PM MST you wrote:

> Hi Timothy,
>
> Thank you for your email.
>
> The Staff Reports are sent to the Planning Commission the Friday before the meeting so your email was not received in time for the packet that week. However, I did receive it, and it was forwarded to the Planning Commission in advance of the 12/16 public hearing. It will also be included in the comments included for the 1/20 public hearing, which will include all comments received after 12/11.
>
> Thank you for your interest in this project.
>
> Best,
>
> Alexandra Ananth
> Senior Planner
> Park City Planning Department
> Marsac City Hall
> 445 Marsac Avenue
> Park City, UT. 84060
> Ph: 435.615.5066
>
>
> WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

>
> Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

>
>
>
> -----Original Message-----

> From: Timothy Herbst [mailto:bin@herbstmail.net]

> Sent: Friday, January 8, 2021 3:36 PM

> To: Alexandra Ananth

> Subject: Fwd: Park City Base Plan

>
> Ms. Ananth,

>
> Looking at the published Public Comment about the PEG Development through 12/18/20 it appears my note below did not get to you.

>

>

Alexandra Ananth

From: Bill Johnson
Sent: Thursday, January 13, 2022 12:31 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Project

For the public record.

----- Original message -----

From: Cindy Phelan <cbible@hotmail.com>
Date: 1/13/22 12:06 PM (GMT-07:00)
To: John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

Dear County Commissioners,

We respectfully share our disapproval of the planning commissions plans to overlook the Park City land management code and ordinances in support of the PCMR Base area project proposal. These ordinances are in place to keep our city functioning — roads, public services, transportation, traffic and more. Please abide by the ordinances that have been adopted and working. We voted for you to represent us and our town. We expect more from our county commissioners.

Warm regards,
Cindy and Michael Phelan
3193 homestead Rd
Park City, UT

Alexandra Ananth

From: Bill Johnson
Sent: Wednesday, January 12, 2022 8:09 PM
To: Alexandra Ananth
Subject: Fw: [External] Stop the PEG building at the base of PCMR

For the public record.

From: Maureen Murtaugh <maureen.murtaugh@gmail.com>
Sent: Wednesday, January 12, 2022 6:14 PM
To: John Kenworthy; Douglas Thimm; Bill Johnson; Laura Suesser; Christin VanDine; Sarah Hall; John Phillips
Subject: [External] Stop the PEG building at the base of PCMR

[CAUTION] This is an external email.

Dear Planning Commission,

I am a 19 year Summit County resident and I have enjoyed the skiing and other resources that Park City Provides. It is increasingly obvious that the infrastructure (transportation) is inadequate to support the increased building and hotel rooms in the area.

I have moved within the Park City limits because the traffic to the resorts made the start and end to many ski days feel like commuting in Chicago or Washington, DC.

Tom Kelly has written some excellent pieces about the crowding, building and other issues.

Why do you not consider the built environment as a contributor to global warming and use it to slow the sprawl?

Please stop the PEG building at the base of PCMR and other large projects until the infrastructure of the community can handle more cars and more people safely.

Maureen Murtaugh

Alexandra Ananth

From: Bill Johnson
Sent: Wednesday, January 12, 2022 3:26 PM
To: Alexandra Ananth
Subject: FW: [External] PEG

For the public record.

----- Original message -----

From: Gwen Reddish <gwenreddish@gmail.com>
Date: 1/12/22 3:15 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PEG

[CAUTION] This is an external email.

Dear Planning and Council,

We are all begging you to deny the PEG project. Please, think about community, think about design, think about more people cramming into our small town, think about the traffic, the construction, the impacts of another poorly planned project in Park City. This is our last and only chance to shine, to show the world we are thoughtful and considerate about our population, our community and our town. This is our only opportunity to show the world we can design both for present and future, not simply to build for building sake and to increase the fortunes of the developers. It is time to slow down and say no. We are looking at a design similar to Draper, to West Jordan, to Anywhere USA. There is no progressive intention, no nod to any environmental aspects we need to be addressing as a planet, no sustainability, little respect to transportation or public open spaces where, as a community, we can gather. Every inch is dense, from the height to the flow, to the thoughts and lack of innovation of the developers and to the thoughts of our city officials. It is time to say no until we can finally say yes as a community. Lets look for new and innovative design processes, lets force all cars underground no matter what the developers have to pay, lets think about the 4 seasons rather than winter transportation, lets keep open space and views open for all to use and enjoy, lets create new and environmentally ways of thinking and design, lets look to Europe and their progressive handling of operating a ski resort and community, lets look at the bigger picture. Please step back, listen to your constituents, listen towards the future, and just say no.

Sincerely,

Gwen Reddish

Alexandra Ananth

From: planning
Sent: Wednesday, January 12, 2022 12:30 PM
To: Alexandra Ananth
Subject: FW: [External] Park City parking lot plans

Julie Schultz
Executive Office Administrator
Park City Municipal - Planning Department
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5061
www.parkcity.org

-----Original Message-----

From: David DiBiase <davidtdibiase@gmail.com>
Sent: Wednesday, January 12, 2022 11:30 AM
To: planning <planning@parkcity.org>
Subject: [External] Park City parking lot plans

[CAUTION] This is an external email.

NO VARIANCES! Start taking the interests of locals to heart.
Dave DiBiase, property owner for 31 years

Sent from my iPad

Alexandra Ananth

From: Bill Johnson
Sent: Wednesday, January 12, 2022 10:30 AM
To: Alexandra Ananth
Subject: FW: [External] Opposed to PEG development at PCMR base

For the public record.

----- Original message -----

From: Philip Palmintere <phil.palmintere@icloud.com>
Date: 1/12/22 10:00 AM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] Opposed to PEG development at PCMR base

[CAUTION] This is an external email.

I'm OPPOSED to the PEG Development request for a variance to develop their proposed project at the PCMR base. Their proposed project violates Park City Land Management Code and there is no justification to issue the variance.

1. The building height violates LMC code.
2. The footprint violates LMC open space requirements.
3. The project provides no money to mitigate traffic per LMC code.

Please vote "NO" on Peg's current request for a variance. Vote "NO" on the project.

Philip Palmintere
3798 Solamere Drive
Park City UT 84060
435-655-0077
phil.palmintere@gmail.com

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 11, 2022 6:57 PM
To: Alexandra Ananth
Subject: FW: [External] STOP THE BUILDING AT PCMR

For the public record.

----- Original message -----

From: Jennifer Bevilacqua <jennifer@drinkh2o.net>
Date: 1/11/22 6:25 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] STOP THE BUILDING AT PCMR

[CAUTION] This is an external email.

Dear Planning Committee,

I'm writing you to urge you to put a stop to more building at PCMR. There is hardly enough room for more people, let alone cars and the parking lot has become dangerous. There was a fistfight a couple weeks ago over a spot. Can you imagine? This quaint and beautiful mountain town is getting destroyed by developers, mass tourism, and greed.

It's your responsibility to protect this town. Please do the right thing.

Thank you,

Jennifer Bevilacqua
Park City Full-time Resident

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 11, 2022 1:47 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Development

For the public record.

----- Original message -----

From: Juli Bertagnole <jbertagnole@msn.com>
Date: 1/11/22 1:34 PM (GMT-07:00)
To: Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>, John Kenworthy <john.kenworthy@parkcity.org>
Subject: [External] PCMR Development

[CAUTION] This is an external email.

Dear Planning Commission Members,

My family has lived in Park City for 51 years. My husband's Mother was born here and his grandfather was superintendent of the Silver King Mine.
So much for credentials.

We have seen many changes; some good (saving the Miner's Hospital and the Carl Winters School), some not so much (Main Street Mall into a monstrosity, for one).

When I worked at "Park West" you could see the mountain from the parking lot and the village. Go there now and you will have to hike to see anything but buildings.

Is that what we want at PCMC? Add the loss of view to the huge parking and traffic issues and the answer is absolutely not!

You have the power to stop this permanent nightmare and I, for one, hope you exercise it.

Thank you,

Juli Bertagnole
jbertagnole@msn.com
435 901-2754

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 11, 2022 1:03 PM
To: Alexandra Ananth
Subject: FW: [External] PEG

For the public record...

----- Original message -----

From: Marilla Magill <marillamagill@gmail.com>
Date: 1/11/22 12:56 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] PEG

[CAUTION] This is an external email.

I am quite opposed to the development of another hotel in Park City let alone one at the resort. Parking is at a premium... and cutting the number of spaces while adding to the population in the area is totally unacceptable to me.

Adding hotels is adding water use. It is adding environmental issues. It is adding traffic issues. PLEASE say NO to the PEG developers or any others as well. Our lovely small town is overgrown and overdeveloped already.

Marilla Magill
2829 Holiday Ranch Loop Road
84060

Please extend information to Sarah and John as the e mails I had for them would not send.

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 11, 2022 12:30 PM
To: Alexandra Ananth
Subject: FW: [External] STOP THE BUILDING

For the public record.

----- Original message -----

From: Claire Diepenbrock <cldiep@gmail.com>
Date: 1/11/22 12:25 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] STOP THE BUILDING

[CAUTION] This is an external email.

Please listen to the full time residents of this town and stop the development. Park City is a great place to live but the quality of life is going down...we're relying on our elected officials to help preserve it.

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 11, 2022 12:29 PM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area Development

For the public record.

----- Original message -----

From: Brian Tosch <brian@tosch.com>
Date: 1/11/22 12:19 PM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, John Phillips <john.phillips@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>
Subject: [External] PCMR Base Area Development

[CAUTION] This is an external email.

Hello, I am reaching out to you because a post on Nextdoor offered this email list as a contact point for feedback on the PCMR base area development. The assumption there was that we would be against development but I would like to assure you that at least some nearby home owners like us are very much in favor of development. We are on Crescent Road and so that area is something we see and use on a near daily basis.

We feel the empty gravel parking lot is an ugly scar on the city and look forward to seeing it developed. In fact, our primary issue is the lack of ambition in the development proposal including much too much parking. We would like to see the city aim for car free experience and push developers to minimize the amount of parking available. This parking induces road demand and creates the traffic we see every day.

Now, what we would really like to see is the city golf course developed into car free affordable housing and a trail network for everyone's year round use...

In short, we want to build the future, not cling to the past.

Thanks,
Brian Tosch

Alexandra Ananth

From: Bill Johnson
Sent: Tuesday, January 11, 2022 9:20 AM
To: Alexandra Ananth
Subject: FW: [External] Parking at PCMR/Development

For the public record.

----- Original message -----

From: Carol Burr <ccburr@me.com>
Date: 1/11/22 8:42 AM (GMT-07:00)
To: John Kenworthy <john.kenworthy@parkcity.org>, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] Parking at PCMR/Development

[CAUTION] This is an external email.

Hello:

My husband and I have been in Park City this time for 11 years. We lived here, in Old Town from 1991-1997. And my husband spent his winters here as a child from 1974-1980 and raced on the Park City Ski Team. We have seen so much change - good and bad.

I am writing to remind you that you are our elected officials. Your first loyalty is to the taxpayers of this community. It's citizens. We owe NOTHING to large corporations and real estate developers. It is not this town's responsibility to make sure they maximize profits for their shareholders. You as a group must say no to more development. Our wonderful community is being ruined and our way of life has been so compromised bc of over development. It is time for you to stop making concessions to these folks. Start serving your constituents.

Thank you,

Carol Burr

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 10, 2022 2:14 PM
To: Alexandra Ananth
Subject: FW: [External] HEY PC COMMISSIONERS: SAVE OUR SOUL

For the public record...

----- Original message -----

From: kate sonnick <kate@katesonnick.com>
Date: 1/10/22 1:50 PM (GMT-07:00)
To: kenworthy@parkcity.org, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] HEY PC COMMISSIONERS: SAVE OUR SOUL

[CAUTION] This is an external email.

Dear Park City Planning Commissioners:

Park City is fast losing the charm, quality of life and local base that made it irresistible as a tourist destination in the first place. The traffic is a nightmare and can't be fixed with only two roads in and out. Vail's Epic pass is turning our town into a luxury playground for the rich and famous—all for profit to their shareholders and soul-crushing loss to our locals. Setting aside the development at Kimball, PC is looking at two (at least) massive projects that will make today's congestion look like Walden Pond. The projects at the base of both DV and PCM will be years of construction and disruption. Enough is enough. No more irresponsible development.

For the love of snow, dirt and sustainable tourism, check yourself before you wreck yourself—and our beautiful Park City.

Thanks for listening,

Kate Sonnick

kate sonnick
creative director | writer
1776 park ave, 4-371
park city, UT 84060
585.766.9924
katesonnickcreative.com
creative without borders

Alexandra Ananth

From: Bill Johnson
Sent: Monday, January 10, 2022 2:12 PM
To: Alexandra Ananth
Subject: FW: [External] PEG - Vail

For the public record in the next PEG packet.

----- Original message -----

From: Jim Christensen <jimchristensenmail@gmail.com>
Date: 1/10/22 1:31 PM (GMT-07:00)
To: ohn.kenworthy@parkcity.org, Douglas Thimm <douglas.thimm@parkcity.org>, Bill Johnson <bill.johnson@parkcity.org>, Laura Suesser <laura.suesser@parkcity.org>, Christin VanDine <christin.VanDine@parkcity.org>, Sarah Hall <sarah.hall@parkcity.org>, John Phillips <john.phillips@parkcity.org>
Subject: [External] PEG - Vail

[CAUTION] This is an external email.

Hi Folks,

Vail needs to be required to supply their own parking like just about every business is required to do. Vail should be increasing parking not reducing it. Because of this PEG should be shut down now! We need all that parking area and more for parking and a big easy drop-off system from additional off-site park and shuttle systems that Vail should be required to supply for their own business needs. For functionality, Aesthetics, and for safety, PEG needs to end!!

Traffic congestion, Parking nightmare, massive lift lines, over development in a very tight congested mountain area. All this in the face of drought, water, and fire issues, it would seem to me you have every reason you need to shut down PEG.

You are all commissioned to do what is right and in the best interest of Park City. To at least try to maintain the town's unique and historical mountain and ski culture. To allow those two parking areas to be developed, and allow Vail to not provide their for own parking needs is a total sell-out!! Who is running the town of Park City? Vail and developers?

Thanks!

Jim Christensen
Cell. 435-640-2062
Email: jimchristensenmail@gmail.com
Internet: jimchristensen.evusa.com