



**PARK CITY REGULAR PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
October 20, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the Planning Commission of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, October 20, 2021.

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

MINUTES APPROVAL

Consideration to Approve the Planning Commission Meeting Minutes from September 29, 2021.

[09.29.2021 Planning Commission Minutes - Pending Approval](#)

2.PUBLIC COMMUNICATIONS

3.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4.WORK SESSION

- 4.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 Off-Site Parking and Transportation, Draft Findings of Fact, Draft Conditions of Approval and Other Issues Raised in the Staff Report. PL-20-04475.

Public Input will be taken via e-comments and Zoom

(A) Work Session, No Action Will Be Taken

[PEG Staff Report](#)

Exhibit A: Parcel B Site Sections
Exhibit B: Revised Open Space Calculations
Exhibit C: Draft FOF 10202021
Exhibit D: Draft Conditions of Approval
Exhibit E: MPD Process Summary
Exhibit F: Project Background Information
Exhibit G: Public Comments

5.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 validations will be provided for meeting attendees that park in the China Bridge parking structure.**



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
September 29, 2021**

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

EX OFFICIO: Gretchen Milliken, Planning Director; Julie Schultz, Executive Office Administrator; Alexandra Ananth, Senior City Planner; Mark Harrington, City Attorney

1. ROLL CALL

Chair Phillips called the meeting to order at approximately 5:45 p.m. He noted the presence of all Commissioners.

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. MINUTES APPROVAL

There were no minutes for approval.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Chair Phillips mentioned that he and Planning Director Gretchen Milliken discussed allowing the public who attend meetings via Zoom to share their screen. He stated that they would do their best to allow that, however it may create a longer delay between speakers to allow them to be promoted to panelist. He urged the Commissioners to show themselves on screen more often. He added that

it is understandable if someone needs to turn his or her video off, but felt it helpful to have video on when speaking.

Planning Director Milliken reminded the Commissioners that the annual training could either be done either via a Work Session or online at the Commissioner's convenience. Chair Phillips suggested that due to the intensity of the meetings, they reserve as much meeting time as possible for Commission business. He expressed a preference that the Commissioners complete the training on their own but recognized the advantages of training in a group setting. Planning Director Milliken stated that they could schedule a Work Session for Commissioners who wish to complete the training in a group setting while also allowing online training for those who wish to do so. She confirmed that the training is three to four hours long and while it is similar to the prior training, it has been updated. She would communicate with the Commissioners to schedule the training.

She reminded the Commissioners of the site visit on October 27, 2021, at 4:00 p.m. at the Summit Blanc site. They would be looking at the site and transportation and potential road cuts. She noted that the site visit will be legally noticed and open to the public.

Planning Director Milliken reported that Staff would be suggesting a Snow Park site visit and would be reaching out to schedule that visit. She stated that ideally they would like to schedule this site visit before October 27 but would also look at dates in late October/early November. There was discussion regarding general availability and possible scheduling. Commissioner Suesser noted that she would be unavailable on October 20, 2021, and added that she would support the hybrid training, as discussed.

5. CONTINUATIONS

There were no continuations.

6. CONSENT AGENDA

There was no consent agenda.

7. WORK SESSION

- 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 Planning Commission Will Discuss Off-Site Parking and Transportation, Draft Findings of Fact, Draft Conditions of Approval, and Other Issues Raised in the Staff Report. PL-20-04475. **Public Input will be Taken via e-comments and Zoom.**

Senior City Planner, Alexandra Ananth, reported that tonight's meeting would address the smaller issues raised at the previous meeting and delve into parking and transportation issues. She anticipated that the next meeting would take place on October 20, 2021. She recalled that one of the issues that arose at the last meeting was separating the exceptions the applicant is seeking from the Land Management Code ("LMC") and the Development Agreement ("DA"). Planner Ananth explained that the applicant is seeking the following exceptions from the LMC:

- A reduction in the required perimeter setback in portions of Parcel B from 25 feet to 20 feet, which is the setback for Recreational Commercial (RC) zones. These setbacks are sought for locations on Shadow Ridge, Lowell Avenue, and Empire Avenue facades;
- A reduction in the required number of off-street parking stalls for the commercial and residential uses of the project. The applicant seeks a reduction of 502 parking stalls based on the applicant's shared parking analysis; and
- An increase in allowed building height from the RC zone height for all parcels.

Planner Ananth explained that the applicant is seeking the following changes from the 1998 Development Agreement:

- Replace the expired Exhibit D site plan with a new Master Plan;
- Transfer density to Parcel C to allow for a hotel use that was not contemplated in the 1998 DA;
- To allow the new housing mitigation plan to not include 600 underground parking stalls, as required by the 1998 DA; and
- Update several exhibits, including the Phasing Plan and Traffic and Parking Mitigation Plan.

Commissioner Suesser pointed out that the requested change to allow for a hotel use was made in lieu of a condominium building with skier services located on the first floor. Skier services were contemplated to include parking and drop-off, ski school, day care, and ski lockers. She emphasized that the change to a hotel use was requested to replace what was proposed in the 1998 DA. She added that the applicant requested to not provide 600 extra underground parking stalls, and clarified that the 600 parking stalls were in addition to the requested reduction of 502 parking stalls. Commissioner Suesser also noted that the proposed amendment to the Master Planned Development ("MPD") would be a bifurcation of the obligation contained in the 1998 DA that the resort operator would be involved in the development of the parking lot. Chair Phillips concurred with Commissioner Suesser's comments.

Planner Ananth requested that the Commissioners think about any additional information they need on the above issues so that they can be addressed prior to moving on to the parking and transportation issues. Commissioner Suesser stated that she would like to know what the drop-off within the garage would look like.

Robert McConnell, PEG's legal counsel, focused on proposed Finding of Fact No. 134 and addressed the issue of compatibility. He stated that compatibility is defined in the Code as the "characteristics of different uses or designs that integrate with, or related to one another to maintain and/or enhance the context of the surrounding area or neighborhood." Elements affecting compatibility include, but are not limited to, height, scale, mass, and bulk of a building; pedestrian and vehicular circulation; parking; landscaping and architecture; topography, etc. He reported that there is also guidance from the General Plan with respect to this project. The project is located within the Resort Center planning area identified in the 2014 Park City General Plan, which expressly contemplated the redevelopment of the property. The General Plan recognized that future development within the Resort Center would create a denser village core.

Mr. McConnell read from the General Plan, which contemplated development and redevelopment of the Resort Core to combine the ski experience with the lodging experience. It anticipated that such development would redefine the character of the base area and influence the entire Resort Center

neighborhood. The Plan also recommended flexibility in the execution of the existing Park City Mountain Resort ("PCMR") and MPD approval to facilitate public and private partnership opportunities for public transit, visitors, and locals. Parking and affordable housing, potential relocation and transfer of density, and new uses were also contemplated in the General Plan.

The General Plan recognized the few single-family homes that exist at the northern edge of the neighborhood; however, specifically identified the Resort Center neighborhood as one of the densest resort-oriented neighborhoods in Park City. He noted that the typical lot configuration accommodates multi-family structures. Mr. McConnell emphasized that the language used in the General Plan specifically addressed compatibility with the neighborhood. He further stated that the LMC provides guidance with respect to the RC zone, and this project is within that zone. The LMC identifies the purposes of the RC zone to allow for the development of hotel and convention accommodations in close proximity to major recreation facilities. The RC zone also allows for resort-related transient housing with appropriate supporting commercial uses to encourage the clustering of development with the preservation of open space, while keeping site disturbances and the construction costs of municipal services to a minimum.

Mr. McConnell reminded those present that the 1998 PCMR Master Plan sought to consolidate the uses within the various parcels and preserve open space with respect to the mountain area. He noted that PEG is providing additional open space that is mostly hardscape plazas, which are permitted by the LMC. He showed the Commission depictions of the open space included in this plan.

He added that the proposed open space was intended to limit new development on hillsides and sensitive view areas in conformance with the guidance provided by the LMC. It also provides opportunities for architectural variation in design and housing types and promotes pedestrian connections while minimizing the architectural impacts of the vehicles.

He noted that this project sought to comply with the purposes of development outlined in the LMC, which include the promotion of development of buildings with designs that reflect traditional Park City architectural patterns, the promotion of Park City's mountain and historic character, preservation, and rehabilitation of historic buildings. He presented images of historic Park City architecture, as well as from the General Plan for the Resort Center neighborhood. Mr. McConnell stressed that this project is trying to promote the same architectural interest that currently exists, as well as what was included in the General Plan. They tried to pay homage to the mining architectural influence. He acknowledged that the design is more mountain modern, however, it harkens back to some of the historical notions.

In terms of Code guidance, all of PEG's proposed uses are allowed uses in the RC zone, including parking structures, multi-unit dwellings, major hotels, and related amenities. He referenced the usage tables contained in the DA, on pages 4 and 5 (pages 381 and 382 of the recorded document) and noted that each of the Unit Equivalents ("UE") speak of motel rooms, hotel suites, hotel rooms, or hotels. Most importantly, the document states that "The residential development is intended to occur in the form of condominiums, hotels, and time-shares, and is intended to serve the visitor." He added that there is no express provision in the DA that prohibits hotel uses, and the usage table contemplates such uses. He added that the September 2, 1997 Notice of Planning Commission Action that was recorded with the DA (at page 554-555 of the recorded document) specifically indicates that it is intended to occur in the form of condominiums, hotels, and time-shares.

Mr. McConnell addressed the compatibility goals, which include complimenting natural features, ensuring neighborhood compatibility, and encouraging mixed-use, walkable and sustainable development, and residential uses. PEG has sought to achieve each of these goals in connection with this application. He referenced the guidance provided by the Development Agreement. He noted that it provides for certain vested rights with respect to the subject parcels and the City previously acknowledged that in the 2015 Amendment. PEG also recognizes the need to amend the DA. Mr. McConnell acknowledged that PEG is seeking to bifurcate responsibilities between the resort operator and PEG. He stated that PEG's proposal integrates with, relates to, and maintains or enhances the context of the surrounding neighborhood and area. He referred back to the depictions included in the Park City General Plan.

Mr. McConnell opined that the application responds to and satisfies each of the identified goals of the development of the Resort Center set forth in the General Plan, as well as the permitted uses and goals of the MPD. He added that the clustering of density was always contemplated within the Resort Center to achieve those goals. He reminded those present that Utah law expressly requires the City's ordinances to be strictly construed in favor of allowing a property owner's desired use. In terms of a standard of review of a Planning Commission determination, Mr. McConnell explained that the appeal body is required to "interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application."

Mr. McConnell stated that PEG recognizes that this is a complex application that implicates a wide variety of interests, objectives, and standards some of which are at cross-purposes. He referred to earlier presentations on the need to balance the various interests. He applauded the diligence of the Commission in reviewing the applicant's submissions, Staff input, and public input. PEG has tried to listen to and respond to the expressed concerns and has significantly modified the proposal where possible without affecting project viability. He added that it is his belief that it is not possible to resolve every concern at the MPD level, nor does the LMC require them to do so. On behalf of the applicant, Mr. McConnell stated that this project advances the City's objectives as stated in the General Plan and LMC. He requested that the proposal be evaluated in accordance with the requirements of Utah law and scheduled for final decision.

Robert Schmidt from PEG Development introduced Emir Tursic from HKS Architects who addressed the Commission's questions regarding Parcel D. Mr. Tursic referenced the east façade (along Empire Avenue) on Parcel D at the corner of Silver King Road and Empire Avenue. He clarified that Parcel D was strategically placed to maintain the mountain views and create a new arrival experience. In addition, it would create a wide-open space that would be a continuation of the open space from the mountain and through the plaza. He presented a depiction of the views. Since last year, they made several modifications based on the feedback from the community and the Commission. One of the major changes was the relocation of the top floor. He reminded the Commission that the building on Parcel D was originally proposed to be five stories. They relocated that density to Parcel C.

Mr. Tursic explained that the other significant change to Parcel D was to re-grade the area to make it more inviting for the pedestrians. There used to be a significant grade change, which has been pushed back to open up the corner for pedestrians and allow the retail spaces to have more presence. He added that they slightly re-oriented the garage entrance and the loading dock entrance away from the arrival sequence. They also articulated the Empire Avenue façade. He adjusted the façade to address concerns that it was still too stark. He emphasized that the arrival experience and sequence does not occur at this façade but at the corner. Mr. Tursic acknowledged that while they want to improve the façade, the primary focus in this area is the view to the mountain.

Mr. Tursic presented the first option for the east façade, which would further reduce the building height along Empire Avenue. To achieve this, they stepped down the condominium building. He noted that the glass element they included to soften the massing is a stair tower that is required by Code for egress and must remain as designed. In addition, he explained that because they have exposed a gable area that tends to emphasize the mass of the building, in Option Two they pushed the massing further back but maintained the same number of condominiums and height on the other side of the stairs. This design results in a slightly different expression, where the mass pushes away from Empire Avenue and provides more variation and architectural cohesion. Mr. Tursic presented comparisons between the current design and the proposed options. He expressed that the architectural design team preferred Option Two.

Chair Phillips commented that he personally preferred Option One because of the exposed gable end.

Commissioner Thimm expressed his appreciation for the applicant's efforts in addressing the massing concerns. He opined that Option One appeared disjointed, and offered that the glass box at the stairway might not be the best solution. He stated that Option Two appeared more softened and provided a level of interest. His eye was drawn to the central area and the layering rather than the vehicular entry. He felt that Option Two was a better solution and would provide for a better entrance.

In response to Chair Phillips, Commissioner Thimm stated that Option Two satisfied the concerns he previously expressed. He noted that it provides the layering starting at the corner and moving back and brings interest toward the north and away from the vehicular entrance. Chair Phillips agreed that these observations made sense.

Commissioner Kenworthy asked if the mountain ridgelines, ski lifts, and open space were accurately depicted in the renderings. Mr. Tursic stated that they did their best to ensure that the backgrounds were depicted as accurately as possible. He added that they compared their software with Google Earth and went to great lengths to make sure this was as accurate as possible. He acknowledged there might be slight variations that are neither intentional nor intended to reduce the scale of the building. He represented that the buildings depicted in the renderings were accurately sized, but as far as the backgrounds, there might be slight variations from the actual sizing and position.

Commissioner Kenworthy referenced the public comment regarding views and scale as compared with the adjacent buildings. He expressed his desire to see accurate building heights so that they can visualize the scale in comparison to the neighborhood, which is a critical component as outlined by Mr. McConnell.

Commissioner Thimm appreciated the need and desire to have an absolute scale but noted that in addition to scale, there must also consider perspective. It is not an exact and precise science to look at the imagery and guarantee that this would be exactly what would be seen. Perspective is a difficult concept to include in the analysis. In response to a comment by Commissioner Kenworthy regarding expectations based on the rendering, Commissioner Thimm stated that it would depend to some degree on the location of the camera. He noted that there are various dynamics involved in creating the representative perspective to know if the view was absolutely accurate. With respect to other buildings in relation to Building D that could potentially block views of the mountain, Commissioner Thimm stated that if they asked for the camera to be set at a specific height and/or location and to include all the surrounding buildings to scale, the rendering should come in accurately.

Chair Phillips commented that he utilizes the same software for his work and agreed with the comments of Commissioner Thimm. He added that on these renderings, the camera is set at an elevated view and the illustration was created for the Commission to visualize the building. He stated that accurately sized buildings could be included within a Sketch-Up model that would include the surveyed terrain of the site, and then set the eye level of the camera. Terrain that could be imported within the software program would show the outline of the ridgeline.

Chair Phillips added that there would be complications in making these renderings look accurate. He thought there may be a way to achieve a better depiction, however, the question remains as to where they would want the camera positioned. He explained that different camera positions would show different views or blocked views of the mountain. He commented that this occurs everywhere. He queried as to whether the applicant would be willing to go through that process but noted that it could be a simple exercise to create a crude outline of the buildings and import the terrain. He referenced his own work in creating augmented reality, and although he would not expect that in this case, if the Commission wanted a specific perspective, they should discuss the camera location.

Commissioner Johnson referenced the Summit Blanc application and how that applicant used a drone to illustrate the adjacent buildings in context. His concern was ensuring that the depictions paint an accurate picture of the project's compatibility with the neighborhood. He asked if there was a way to include an actual photo depiction. Mr. Schmidt stated that this presentation intended to demonstrate their ideas to soften the end of Building D. They did not intend to get into a detailed discussion regarding the background photographs. He recalled that over the course of meetings on this application, they have gone over building size, volume, architectural comparison in relation to neighboring properties, cross-sections, and blocking, and massing. At the risk of getting stuck in an analysis-paralysis loop, Mr. Schmidt suggested that the applicant has presented a compelling case as to why this project merits the requested heights, how it compares to the 1998 Plan, how they preserved view corridors, and how they have responded to Commission requests. He saw no reason to re-open the discussion.

Chair Phillips agreed with Mr. Schmidt's statements and clarified that he was seeking to provide an explanation on some of the concerns raised. He opined that the purpose of the rendering was to show how the end of the building was softened and, to him, it was adequately demonstrated. His experience allows him to visualize the size and mass of the buildings on-site because that is what he does for a living. Chair Phillips stated that he feels comfortable that the proposed heights are in line, and he would not expect to see the ridge from every perspective. He stated that he does not need any more information to make his decision on this point.

Mr. Tursic appreciated the comments of Chair Phillips and Commissioner Thimm and stated that they are accurate. The elevation of the camera is higher than a person would be. They imported a photograph that would match as accurately as possible the terrain that is in the software program. He reiterated that it is likely not 100% accurate but opined that the depiction was in the high 90% for accuracy. He added that these renderings are not always created to show the street perspective and concurred with the statements that from a personal view, almost any building would block views from the street.

Commissioner Johnson expressed that he would like to see better photo simulations depicting the adjacent buildings. Based on the setback and building height exceptions requested, he stated that he does not feel comfortable with the exceptions until he sees a better context of what the buildings surrounding the development would look like with the new buildings. Chair Phillips agreed that this

is a valid concern and queried the extent of the request given that they have never made a similar request of an applicant. Due to the sensitivity and the exceptions sought, he agreed that it might be warranted for this application.

Commissioner Suesser agreed with Commissioner Johnson's concerns, particularly with regards to the existing buildings that would be remaining in the Resort Center. She would like to see a good depiction of the relation of the new development to Silver King and Shadow Ridge and the building along Manor that is occupied by Vail.

Chair Phillips requested the applicant to create a couple of different views to allow the Commission to see the scale of the adjacent buildings as well.

Commissioner Kenworthy reminded that he had asked for the exact same thing for Summit Blanc, from the intersection of the roundabout to include The Montage, Empire Pass, and the proposed development. He reiterated that he is not looking at this from a professional view and there have been concerns about these issues. He added that he asked Deer Valley to provide as much scale as possible with the surrounding neighborhoods.

Mr. Schmidt stated that he feels that, to a large extent, they have already provided this information. He expressed confusion as to what the Commission was requesting and stated that there have been three to four meetings on volumetrics and comparisons and felt that they keep going backward in time.

Commissioner Kenworthy expressed his understanding that the Commission would like the camera in a lower position that would show the relationship between the buildings to the left. This would give them an indication from a human scale of what would be seen as one walks or drives to the project. He offered that there could be several views from different angles and stressed that this is one of the critical issues in this very sensitive and complicated in-filling project. Commissioner Kenworthy continued by stating that he has not been satisfied with the information provided on volumetrics and stressed that they have to get the compatibility right.

Mr. Schmidt referenced the multiple revisions made on Parcels B, C, D, and E in response to the comments regarding compatibility. Commissioner Kenworthy stated that he needed to see it on a much larger scale from different angles now that it is coming together where he can evaluate it from a higher perspective. He stressed that they need to look at this with an equal understanding so that Staff, the Commission, the public, the applicant, and Vail all understand the exact same project.

Chair Phillips referenced the site visit with balloons and offered another site visit with balloons as an alternate solution.

Commissioner Van Dine expressed her understanding of the volumetrics and viewpoints; she would like to know how visible the ridgeline would be from the entry corridor, which she commented is the most important view they are considering. She expressed it would be difficult to believe that the extent of the view of the ridgeline, as depicted, was accurate. She suggested that showing the location of current buildings might help, but reiterated that this entry view corridor is important to maintaining the overall feel of the town and the Resort Center. She expressed an understanding that the view of the ridgeline is dependent on perspective; however, she stated from the current entry corridor, the entire part of the mountain can be seen. She referenced that people in Park City do not like change, and stressed the importance of maintaining things that are important to the residents.

In response to Chair Phillips' inquiry regarding a height exception on Building D, Mr. Schmidt responded that because they removed an entire floor, this building would be lower than what was approved in the 1998 Development Agreement. Chair Phillips commented that the 1998 DA must have contemplated a building of this scale when they set the elevations and suggested that this is what happens when buildings are clustered. In his mind, this affirmed that it would be an improvement on what was included in the 1998 DA because they are proposing a lower building. His position on building heights remained unchanged from those previously expressed.

Following Commissioner Van Dine's comments, Commissioner Suesser requested a visual of what it would look like for those in vehicles at the corner that borders the north end of the resort lot. Commissioner Johnson added that he would also like to see a similar view from 14th Street and suggested aerial drone shots to provide more information. City Attorney, Mark Harrington suggested starting with the one photo, and then for the October meeting, they could cull out what was previously provided so that the applicant would not be required to provide something already presented to the Commission. If the Commission still needed more information, they could address it then.

Planner Ananth confirmed her understanding that the Commission would like to see a photo-realistic visual at the corner of Building D from either a vehicle or human eye perspective that shows Building D in relation to the mountain and the proposed open space plaza. Commissioner Van Dine added that the applicant should include the Silver King building in the photograph for perspective and that the photograph should be of the entire view corridor and not just Building D. Commissioner Suesser added that Buildings C and E should also be depicted, and questioned whether Silver King could be included from this vantage point.

Commissioner Kenworthy agreed with these requests and stressed the importance of understanding the compatibility of the project as a whole with the existing buildings. The ability to see the mountains and lifts as one enters the resort was an important goal and he would like to see if this actually would achieve it.

Mr. Schmidt stated that they cannot show every perspective in every location; and agreed to provide a photograph from this location at eye level. He reiterated that PEG has made a compelling case in relation to the 1998 DA and neighboring properties that this would be a beautiful, viable quality project. He reminded those present that the proposal is 100 units under the allowed density, and they have been sensitive to the area. He confirmed that PEG would provide one perspective from street level at this location and Staff would explore what other materials had been submitted and make those available to the Commissioners.

Mr. Schmidt moved on to answer the questions regarding parking that were raised at the prior meeting. With respect to parking for sprinter vans, Mr. Schmidt stated that the first level of structured parking in Parcel E would have a clearance of 14 feet floor-to-floor, with a 13-foot garage clearance. He noted that average sprinter vans are 9.5 feet tall, so they could be accommodated in Parcel E. Mr. Schmidt added that there is plenty of space in this paid parking location. Commissioner Suesser asked if a sprinter van could fit in the other garages, which are 10 feet high. Mr. Schmidt stated that it would be too tight for a sprinter van to access the other garages.

Commissioner Thimm asked if the proposed skier drop-off areas would be located in garages with a 10-foot deck-to-deck dimension. When Mr. Schmidt answered in the affirmative, Commissioner Thimm expressed that this would not work, given the height of a Suburban with a Thule rack, and accounting for opening to access the skis. Mr. Schmidt presented a slide depicting the 10-foot floor-to-floor parking structure clearance for the standard parking stalls. They depicted a Suburban with

a Thule rack, which was measured to be 7'7" to the top of the rack; this configuration would provide 1-½ feet of clearance from the top of the rack to the bottom of the deck, which should be ample to open the rack to retrieve skis. Commissioner Thimm commented that in his experience, this would not provide enough room.

Mr. Schmidt stated that adding six inches or more, floor to floor, would not be sustainably responsible due to the amount of concrete, excavation, and carbon input to accomplish that. He added, however, that they would consider adding six inches to each floor if requested by the Commission. He further commented that they do not want to build something that their clients and customers would not be able to use.

Commissioner Thimm suggested that there should be a 9 ½ to 10-foot clear dimension between the lowest obstruction, and noted that the depiction did not show sprinkler pipes, plumbing, and other elements that would be dropped to the bottom of each deck. He added that if this is going to be a skier drop-off, which he is accepting as part of the solution, it must be functional. That would mean 9 ½ to 10 feet of clearance to allow a Suburban to pull in, open their Thule and remove skis and poles. Mr. Schmidt noted that they strategically place plumbing and clearances within parking structures. In the lower decks, they do not have plumbing above and they have the flexibility to consolidate the plumbing in drive-aisles. Commissioner Thimm agreed and reiterated that he would just like to see a functional solution.

Mr. Schmidt confirmed that they would agree to a condition that on the decks with skier drop-off, they would have 9 ½ feet of garage clearance. Commissioner Thimm agreed that this condition would be reasonable. Mr. Schmidt confirmed that other decks would be as depicted in the graphic, with 9-foot clearance from floor to bottom-of-deck. He further confirmed that they would be agreeable to adding six inches on the two day-skier drop-off levels in Parcels B and E.

In response to an inquiry from Commissioner Sarah Hall, Mr. Schmidt stated that he does not have the height measurements for sedans with bike racks. He stated that vehicles with bicycles would stage in the drop-off area along Empire Avenue before parking in the garage. It would be up to drivers to responsibly gauge whether they could enter the garage with bikes on top of their vehicles. Commissioner Hall reiterated that she was interested in ensuring feasible parking for bike users, and noted that it had become a bigger issue in the past few years.

Mr. Schmidt next addressed the questions regarding pedestrian accessibility, staging, and crossing at Lowell Avenue at the northwest corner of Parcel B. He explained the graphic presented to the Commission. He noted that there would be approximately 2,600 square feet of sidewalk in that location and explained that pedestrians would cross at the signalized intersection and the driveway. He noted that they could add more sidewalk area to the back if they needed to accommodate pedestrian staging. He stated that their plans show that 800 pedestrians per hour would cross at this location. In response to an inquiry, Mr. Schmidt noted that he highlighted the sidewalk in blue on the graphic and tied it into the 12-foot sidewalk along Shadow Ridge.

Planner Ananth added that the sidewalk juts out in that location to narrow the crossing. Mr. Schmidt reiterated that this detail would be addressed specifically at the Conditional Use Permit (CUP) stage but highlighted that this location is 66 feet from the staircase, with 25-foot setbacks around the corner. There would be ample room for the sidewalk, and ample room to increase the size as well.

Commissioner Suesser asked about the width of the road and whether it would accommodate the buses. Mr. Schmidt stated that the roadway is approximately 25 feet at a minimum. He also stated

in response to an inquiry that the pedestrian crossing is timed for a 1 or 1 ½ minute cycle. They estimate 30 – 35 buses an hour going through that intersection. Josh Givens, Hales Engineering, confirmed that there would be a bus every minute or so. They calculated approximately 13 pedestrians per minute and 17 pedestrians per cycle of the signal. That would result in 20 pedestrians or less waiting at a given time to cross, with very minimal vehicle conflict. Mr. Schmidt confirmed that the travel lanes would be 12 feet wide, and the buses would be approximately 8 ½ feet wide. The design is 25 feet curb-to-curb, which would allow two buses to go through the intersection side-by-side.

Mr. Schmidt noted that the graphic presented was a snapshot from the geometric plan already submitted as part of this application. He next addressed the drop-off plan and which they reconsidered after taking the concerns raised by the Commission into account. He explained the re-designed plan to the Commission with a graphic and reported that they decided to designate a drop-off staging area that would be in effect from 8:00 a.m. to 9:30 a.m. The times and days could flex depending upon demand and it would be managed by the parking operator. Mr. Schmidt explained that vehicles could enter off of Shadow Ridge Road, circulate in a one-way fashion, and then stop to unload gear and children into a temporarily designated staging area. He stated that they would work with coaches and program organizers to meet their skiers in the drop-off and staging area, and once groups were gathered, they could depart together up to the hill. From inside the garage, there would be elevators and stairs on both ends. They could accommodate 20 vehicles in a queue. Ski lockers would be located one floor above this location.

Commissioner Johnson asked if this drop-off zone would include temporary parking as well. Mr. Schmidt stated they would have 30-minute free parking across all stalls in the garage, so any available stall could be used if needed.

Commissioner Suesser inquired about having elevators or stairs in the middle that would allow users to be brought to the crossing on the west side of Lowell Avenue. Mr. Schmidt reiterated that stairways and elevators would be located on the ends of the garage. He explained where pedestrians would exit the garage and stated that they could cross at the intersection just discussed, or walk to the mid-block crossing and then up through the ice rink plaza. Alternatively, they could come up through the fire alley.

Mr. Schmidt confirmed that this drop-off area in the garage would be a 9-½ foot clear height dimension. In response to an inquiry, he stated that the ski lockers on the level above would open onto the retail frontage side and would have a 9-foot clear height. Mr. Schmidt stated that at this location along Lowell Avenue, the floor at this level would be one level below grade. At Shadow Ridge, the entrance to the garage would be at grade, while at Empire Avenue, this section of the structure would be above grade.

Commissioner Suesser confirmed the route that ski students and instructors would need to take from the drop-off staging area.

Commissioner Johnson asked if the applicant could design a similar configuration in Parcel E since that garage has a 13-foot-high clearance. He noted that any ski team or competitive group would likely drop off in this location. It would also add drop-off area, as he opined that they would likely need a lot more than a 20-vehicle drop-off. Mr. Schmidt confirmed that they have structured a similar drop-off configuration in Parcel E that would include a temporary drop-off staging zone. Skiers could then make their way up to the plaza where they would be slope-side. He added that utilizing the portico on Parcel E for drop-off could also present another option.

Commissioner Kenworthy asked about the staging areas included in the drop-off zones. Mr. Schmidt explained that they would cone off the drop-off area at given times so that people could not park in the area. The areas would also be managed to move people through.

Commissioner Van Dine stated that this new design presented a much better option than the set-aside parking stalls; she also noted that having these zones at both locations was a significant improvement over the previous proposal. Commissioner Hall concurred with these sentiments and opined that this would work effectively by knowing exactly where the coach would be located. Chair Phillips and Commissioner Thimm also agreed that this design was a significant improvement.

Commissioner Suesser expressed concerns about having teams wait in the garage for their whole team to congregate and then having to walk to their destination. Commissioner Van Dine reiterated that this would work effectively as it is a short window of time. It was noted that younger children would most likely be dropped off in Parcel B, but Commissioner Van Dine felt that for the ski teams, she offered that this is a great adjustment.

It was noted by Commissioner Van Dine that most of the resort ski programs would likely use the Parcel B drop-off area, and this plan brings them closer than the current drop-off.

Commissioner Johnson expressed concerns about pick-ups. He further commented that he wanted a number to compare with the 267 projected drop-offs and ride-share number. He continued to have concerns as to whether ride-share was allocated into this plan.

In response to a concern expressed by Commissioner Kenworthy regarding the vertical parking of cars, Mr. Schmidt stated that the intent of the drop-off area is to accommodate the scheduled arrival of children and the efficient moving of cars in and out of the parking structure. He acknowledged that the afternoon hours present a different scenario because a parent could arrive 10 minutes early while their child is still on the mountain. Typically, vehicles pull in and wait to meet their children and there are stalls available for that in the afternoon.

It was noted by Commissioner Van Dine that part of the rationale behind the 30-minute free parking and the temporary staging areas was to allow parents to park and go meet their children. This would maximize day-skier parking, while still allowing plenty of spaces for pick-up. The program does need to be able to flex to see how it would all come together. She added that achieving the mode split would be critical, and much of their intent is to get families to come to the resort using transit. Commissioner Van Dine added that this drop-off plan would also cater to those children that ride the bus.

Mike Gore, General Manager of the Park City Mountain Resort, commented that from an operations standpoint, this plan is a significant improvement for parents and children getting to the resort. He noted that it is far more organized than the system in place today. He added that this plan allows them to work with the teams to organize their arrival and get them centralized in a better location. Today, some of the teams are moving their meeting areas daily, depending on their training and other factors.

In response to a question from Commissioner Suesser regarding vehicle exit after dropping off, Mr. Schmidt stated that they anticipated that they would temporarily block off these stalls during the designated drop-off time to effectuate a one-way circulation out of the garage. Commissioner Suesser asked who would be operating this parking garage so that this plan could be

accommodated. She noted that the applicant's Traffic Demand Management ("TDM") plan stated that they could not guarantee shared parking agreements and questioned how they could bind the operator of the garage in Building E to this plan. Mr. Schmidt stated that PEG Development and its' successors would be the owner of the parking garage. They would hire PCMR as a parking operator to specifically manage parking. He confirmed that the drop-off staging would be perpetual; what would flex would be the amount of vehicle availability they would need.

With regard to shared parking agreements and the TDM, Mr. Schmidt clarified that the comment in the TDM regarding shared parking agreements has to do with the inability to guarantee agreements with existing third-party owners already at the base. He added that they would have shared parking agreements amongst Parcels B, C, D, and E.

Commissioner Thimm confirmed with Mr. Schmidt that this would include all of the parking that is taking advantage of the shared parking analysis and that the management of the parking could be a Condition of Approval. Mr. Schmidt agreed that there could be a condition that there be active management of the parking facilities. Commissioner Thimm stated he would like to see this as a Condition of Approval, and if it were to change, then it should come back before the Commission.

The discussion next turned to mode splits and off-site parking. Andrew Erickson, Transit Planner with AECOM, identified himself and explained that he is working with Kordel Braley, AECOM. He was specifically tasked with looking at Quinn's Park and Ride. He stated that their goal is to look at the bus service with a planning horizon of five years to estimate the amount of transit service that would be needed to serve that area. Looking forward, they are looking at a 20% mode shift by 2028. He stated that they would be assessing the existing plans to develop a transit service plan by the end of October that outlines the revenue hours of buses and drivers. They would ultimately put together a technical memo.

He listed the key milestones as follows:

- Summer 2022: New electric buses would replace existing diesel buses;
- Late 2022: Completion of the Quinn's Park and Ride lot;
- 2023: Begin construction of the parking garage in Parcel B;
- 2028: Completion of the resort, and achievement of 20% mode split; and
- 2030: Implement an all-electric fleet.

Mr. Erickson addressed the Quinn's Park and Ride specifically, and stated that their technical memo would include routing, travel time (including layovers), and frequency of service. Ultimately, they would create a package that would include revenue hours, which equals costs and the number of vehicles and drivers. He stated that Year 1 of the planning horizon would look different than Year 5 as the different milestones are completed. Within this analysis, they would include the consideration of the replacement of electric vehicles.

In response to an inquiry from Commissioner Suesser, Mr. Erickson stated that they would be factoring in the Richardson Flat lot in the creation of their technical memo, which would include the consideration of how employee parking would work. Commissioner Suesser expressed her opinion that the Quinn's lot should be dedicated to visitors and locals who would be encouraged to ride public transit into town, while the Vail and PEG employees should use Richardson Flat as a permanent lot.

Commissioner Kenworthy explained that the reason he was shocked when he first saw the Park and Rides was because he recalled the discussions about choosing Ecker and Quinn's. He emphasized

that there are only 330 parking stalls available that can be controlled at Ecker and Quinn's. They have been using 200 additional spaces that belong to the development group CVMA at Ecker. These represent the only satellite parking lots available, and according to Carolyn Rodriguez, there are no other lots on the horizon. Planner Ananth confirmed the accuracy of this summary.

Commissioner Kenworthy stated that they have been using 424-500+ spaces on peak snow days, which results in a shortfall of approximately 150 spaces. The plan seeks to push those spaces that are already in use over to SR-248. They do not have any capacity to run buses over the next five years into SR-224. He emphasized that SR-224 accounts for 69% of the day-skier traffic to Park City Mountain and 74% to Deer Valley. The majority of those people are coming from Jeremy, Kimball, and the Wasatch Front. He stated that they would not only have to get people on the buses, but they also have to encourage people to travel to SR-248. Planner Ananth understood that current usage has resulted in a shortage in parking demand from the SR-224 direction, therefore, the applicant has proposed signage to direct people towards Quinn's where there would be 465 stalls to be constructed. Commissioner Kenworthy added that the additional 40 spaces at the Kimball Transit Center are node spaces and should not be considered satellite parking. He stressed that these spaces defeat the goal of "transit first," which is to capture people before they get to that intersection.

Planner Ananth agreed that the SR-224 Park and Rides are not as ideal as Quinn's would be, because you do not have to drive through major intersections when the goal is to capture people outside of those areas. She added that they have been modeling for peak days. Commissioner Kenworthy commented that the usage presented to the Commission by the County is that it is 80 – 90%; therefore, on peak days they have to transfer 100 – 150 cars from SR-224 to SR-248.

Commissioner Suesser commented that they were trying to get people to park at SR-248 because of the paid parking. More people are going to want to park out there, and the planning should not just be for peak days or worst-case scenarios. She emphasized that they are trying to encourage people to park out there all the time, not just on a peak day, and people would be encouraged to do so because of the cost of parking. Planner Ananth stated that this is what the City is doing to ensure that there is sufficient bus service for the Quinn's Park and Ride.

Commissioner Kenworthy added that they are not aware of any other satellite parking lots in the foreseeable future. Planner Ananth agreed and stated that it has been generally acknowledged that SR-224 has been underserved. Commissioner Kenworthy stated that if SR-248 were the main corridor, there would have to be a public/private deal to address employee parking, which is why they need Vail at the table. He recalled Mr. Gore's statement that they would provide the Commission with the number of daily employees. He questioned how they would condition approval if Vail removes all of their employees, or if Vail has a plan for all of their employees.

Mr. Schmidt reported that to achieve the required mode split on peak days, they would need to shift 956 people from their vehicle to an alternate mode. Of those 956 people, 83%, or 798 people would arrive by transit, while 158 people would arrive by alternate modes (walking, shuttle, bike, etc.). Lodging contributes to the mode split. He stated that 633 people would park off-site in Park and Ride lots, while 165 people will ride transit from a place where they can catch a bus. He explained that of the 633 people parking off-site on peak days, there would be a requirement for 422 parking stalls based on an Average Vehicle Occupancy (AVO) of 1.5 people per vehicle. These numbers are only applicable to day skiers.

Mr. Schmidt stated that 69% of the 422 vehicles would be coming from the north and using SR-224 as the entryway. The Park and Ride locations along SR-224 (Jeremy Ranch, Ecker Hill, Kimball

Junction) have a capacity of 220 stalls. Given the capacity, they anticipated having to shift 150 vehicles from SR-224 to SR-248 by the use of signage which would allow drivers enough time to decide to head to Quinn's Junction. As a result, approximately 140 of the 220 available stalls would be used along SR-224. Commissioner Kenworthy agreed with these numbers and added that the 140 would be needed at the Quinn's lot because they would be mostly the existing public.

Mr. Schmidt suggested that there would need to be a level of flexibility built into the overall program. He continued by stating that on the SR-248 side, 31% of the mode split would be approaching from the east. The Park and Ride location at Quinn's would have a capacity of 465 stalls. Therefore, the resulting demand on SR-248 would be 282 stalls or 60% of the available stalls. He reiterated that these numbers assume a peak day when employees would not park at this lot.

Commissioner Kenworthy reminded that it must be kept in mind that many Deer Valley day skiers and Old Town employees and visitors would also use these spots. Mr. Schmidt agreed that these spots would not be reserved. Mr. Schmidt stated that Richardson Flat has 650 unreserved stalls, but they anticipate it would only be used for employees, not guests. He summarized that of the 465 available stalls at Quinn's, they projected that on peak days they would need approximately 282 stalls.

Kara Bowyer from Vail Resorts addressed the employee numbers as requested by Commissioner Kenworthy, and the locations where Vail proposed to park their employees versus where they are parking today. She explained that they view Park City Mountain to include two portals: one on the Park City Mountain Village side and the other on The Canyons side. The entire resort has approximately 1,200 employees on a peak day.

She reported that approximately 40%, or 480, of those employees have their base location on the Park City Mountain Village side. Vail has done extensive surveys and has apps through their existing TDM Program; approximately 30% of their employees participate in that program. Therefore, of the 482 employees, 145 employees are currently part of the TDM Program and they have assumed that they would remain part of the TDM program.

Ms. Bowyer explained that based on the foregoing, they would need 335 parking spaces to accommodate Vail employees. Currently, there are 220 spaces in the Silver King lot that are used for employees on non-peak days; 30 employees park at Munchkin every day due to their work location. She confirmed that they move employees off-site on weekends and holidays. She reported that there are 10 spaces at Kingshop, which is located on the mountain, to accommodate the employees at their primary worksite, and there are 75 spaces in the Resort Center garage that are used currently for employee parking.

Ms. Bowyer explained that after development and the elimination of the Silver King lot, they would shift an additional 95 employees to Munchkin to fully park that 125-stall site. The parking at Kingshop and the Resort Center would remain unaffected by this development. Therefore, they would park 125 employees either at Richardson Flat or Quinn's, depending on the day of the week.

Commissioner Kenworthy anticipated they would need a Condition of Approval on PEG for Vail to park 85 on-site, 125 at Munchkin, and then in some fashion park the remaining employees at Quinn's or Richardson Flat. He commented that the Quinn's lot would be first-come, first-served, so they would likely be almost full before getting to anyone else in town. He added that Quinn's has not yet been built and they still need to address the issues with SR-248. He stressed that there needed to

be more on the public/private. The numbers presented showed him that the future Park and Ride is already full.

Mr. Schmidt stated that what they offered in the TDM and Parking Management Plan ("PMP") is that the use of Quinn's would be Monday through Thursday. Commissioner Kenworthy commented that because the lot is not yet built, he could not use it as a mitigation. Additionally, because it would be unreserved, there could be no guarantee that it would be available for employee parking. He emphasized the City's needs and the vehicles that would be re-directed to Quinn's from SR-244. Commissioner Kenworthy opined that the 465 stalls at Quinn's would be nowhere near what they need.

Mr. Schmidt stated that they would be willing to agree to a Condition of Approval that if they find that Quinn's lot is overfull on Monday through Thursday, then they would shift their employees to Richardson Flat on a full-time basis. He offered that there are systems that would allow them to monitor the usage of Quinn's. It was agreed that the goal is to shift cars off the road, especially during the peak hour. Mr. Schmidt expressed that they need to have the ability to flex and flow. Commissioner Kenworthy commented that they are not flexing at SR-224. He stated that SR-248 and Quinn's were discussed as transit modes in approximately 2018 and the City denied the plans of the Utah Department of Transportation ("UDOT") to add additional lanes. When the City Council voted down UDOT's plan, it was argued that there would be no way to implement bus rapid transit without UDOT's plan. He stressed that three years ago, the City Council concluded that this site would not work for bus rapid transit.

Commissioner Kenworthy emphasized that historically, he has seen the problems with Quinn's, which was a leftover and chosen for this development because there were no other options. He stressed that there needs to be more of a public/private commitment from PEG and Vail. He added that he just read that PEG sold 42% more passes, which would translate into more traffic. He stated that he is not against the development; he is trying to be realistic and hold PEG and Vail accountable for mitigating this issue. He noted that the LMC requires this to be resolved at this stage and suggested that they continue to work to try and solve it.

Mr. Schmidt stated that they want this to be successful, with the most effective use of public transit. Commissioner Kenworthy stressed that all they have is one bus transit lane; all other buses would be stuck in traffic. Mr. Schmidt expressed that they want to direct cars to Quinn's on days when it would be less used, and they can do that by parking employees in that lot. That would be an effective use of the transit system because it means they do not have to put another shuttle on the road. He added that PEG already agreed to contribute to the cost and they are working to quantify what that cost should be. He added that they would move employees to Richardson Flat and shuttle them on the weekends to free up spaces in Quinn's, which would allow plenty of public access.

He also suggested that there were other flexible solutions. For example, there would be 1,200 parking stalls that would be under utilized from 4:00 p.m. to 10:00 p.m. that could be used for Old Town employees. From a Master Plan standpoint, he offered that they have identified the parameters of the plan to provide solutions. He inquired about the type of solution being sought by Commissioner Kenworthy.

Commissioner Kenworthy stated that as a community, they need to understand that they do not have the solution right now. He queried whether they would be able to "get by" for the time being, and noted that what has been presented could not be called a "plan." It assumes the parking lot at Quinn's will be built, without recognizing that issues could arise, and stressed that they must

minimize the risk. He clarified that they are in a completely different situation than they were three years ago and they have to address the fact that the City did not think bus rapid transit on SR-248 would not work. For this application, it has been proffered that SR-248 is the only alternative for the foreseeable future. While it was agreed that Quinn's would be built, Commissioner Kenworthy opined that it is not enough. He stressed that he is looking at not only what is good for the development, but also what is good for the residents of Park City. Knowing the realities, as they exist today, this issue is a major hurdle for this application.

Commissioner Kenworthy further stated that there must be a plan, with contribution by Vail, for this application to move forward. He appreciated Vail's presentation of the numbers and would like them verified. He emphasized that they were taking away the busiest corridor to achieve the AVO. Without the bus ridership, they would not meet the AVO. Planner Ananth clarified that paid parking and transit are the primary drivers of the AVO.

Chair Phillips focused on what they could do to mitigate conditions to ensure that they have all ends covered as best they can. He recognized Mr. Gore, who added that PEG has made every effort to answer the questions that have been asked. He offered that tonight's discussion felt like a moving target and asked for clarity moving forward on what is being requested.

Mr. Gore recounted that PEG was asked to come back with solutions and further detail on employee parking and guest demographics to tie it into the parking issue. He felt that the information provided was well explained, seemed workable, and responded to Commissioner Kenworthy's questions from the last meeting.

Commissioner Suesser asked about the capacity of the High School. Ms. Bowyer stated that based on their calculations, Vail would not need the High School to accommodate their employees. She reported that last season they did not park employees at the High School, primarily based on COVID-19 screening purposes; however, based on demand, their employee-parking plan was sufficient.

Ms. Bowyer confirmed that currently, they park 30 employees on non-peak days at Munchkin because it is near their job location; 220 employees park at the base lots at Silver King. On peak days, 95 employees park at Munchkin and the remainder find alternative transit. They would park employees at the High School if needed, but the analysis showed that in the future, they would not need to rely on the High School.

Commissioner Suesser commented that the increase in pass sales and mountain upgrades would result in increased traffic. They already have a traffic problem on SR-248 and part of alleviating that problem would be the construction of the Quinn's Park and Ride. Once that lot is built, there will be transit service to that lot that would encourage people to use it. She observed that it would not be a large lot, and would need to be shared by everyone. She further stated that the idea that Vail employees should park at Quinn's and use public transit instead of the general public does not make sense, since the general public cannot park in Richardson Flat. She emphasized that the public is not building Quinn's Junction for Vail employees.

Ms. Bowyer responded that if the use of Quinn's on non-peak days is problematic, PEG has stated it would be willing to look at that in the future and not use Quinn's for employee parking. Commissioner Suesser highlighted the impact of traffic on SR-248 every day of the week and suggested moving all employees to Richardson Flat, seven days a week, and shuttled by Vail. This would allow the general public to make use of the new Park and Ride and public bus service to alleviate the current traffic on SR-248.

Mr. Schmidt added that the suggestion to use the Quinn's lot for employee parking from Monday through Thursday would help the traffic situation because the employees would be using public transit. If they move all employee parking to Richardson Flat, they would be adding shuttles to the roadway system. He was not convinced that Quinn's would be full on a non-peak day.

Mr. Gore expressed his belief that there was a collective solution for those days when Quinn's would be filled. To suggest that employees in the community could not use public transit and Park and Ride lots is not the right answer. He offered that they should encourage everyone in the community to use public transit and Park and Ride lots, whether they work on Main Street, or a ski resort. Commissioner Suesser responded that the community could not use Richardson Flat, because it is not serviced by transit.

Mr. Gore acknowledged that a business could elect to park their employees at Richardson Flat and run a shuttle. Commissioner Suesser suggested that given the volume of Vail employees that do not park at the resort, Vail could shuttle more than three days per week. She reiterated that they are trying to create a shift and alleviate the traffic on SR-248 and the Quinn's lot was planned to be part of that solution.

Mr. Schmidt reiterated that their proposal seeks to be collaborative and utilize public facilities to their highest and best use from Monday through Thursday and not add additional shuttles to the road. If they find it is not working at Quinn's, they agreed to shift the employees to Richardson Flat full time.

Commissioner Kenworthy suggested that there would need to be approximately 10 buses an hour at the resort and this program would not work with 10 buses an hour. He implored people to stick with the math and asked whether 320 spaces would provide 30 buses an hour. He recognized that the resort would get buses from other sources, but this plan would not create the bus traffic need to make the 20% reduction work.

Mr. Schmidt deferred to AECOM and added that currently there are 24 buses per day to the resort; they have already presented the math that showed for them to achieve the 20% mode split reduction, they would need an additional 11 buses per hour. Those buses would come from all routes. Commissioner Kenworthy pointed out that the buses already come from all routes; the addition of the Quinn's lot would not provide the additional 11 buses per hour.

Commissioner Kenworthy reiterated that the math does not work and cautioned about the impact of the additional traffic on City streets. This program would not work unless they get people on the buses and get the extra 11 buses per hour. Mr. Schmidt reiterated that their plan calls for parking at Quinn's with the addition of buses and there would have to be additional ridership from within the City. He stressed that all of this would be collaborative, and at this point, he was unsure how to further answer Commissioner Kenworthy's questions. Mr. Schmidt stated that this project would advance the City's goals by allowing more efficient parking with the implementation of the TDM and PMP and by allowing a project that would generate huge amounts of tax revenue for the City to help pay for improvements being discussed.

Commissioner Kenworthy suggested figuring out where they would get the 11 buses needed to make this plan possible. Mr. Schmidt expressed that this is an administrative process and that Commissioner Kenworthy was driving at a solution that was not clear. Commissioner Kenworthy disagreed with this statement. Mr. Schmidt stated that he did not know where to go from here.

Chair Phillips suggested the Planning Commission drill down to determine areas of consensus to assist Staff and PEG in moving forward.

Commissioner Suesser commented that PEG has requested a 500 space parking exception and they have not adequately addressed employee parking. She opined that all resort employees should park at Richardson Flat 100% of the time and the resort operator should be responsible for shuttling them back and forth so that the community could utilize the Quinn's lot. She agreed that to achieve the 35 buses an hour needed for the mode shift, there would need to be a lot of off-site parking. Because they do not have that capacity at the SR-224 lots, they must look exclusively to the Quinn's lot and the employees should not fill up that lot to the exclusion of the general public. She added that they would need to look at a mitigation measure for PEG's requested 500 space parking exception that would involve a financial contribution to the City's transit plan.

Commissioner Thimm thanked Commissioner Kenworthy for his thoughts and questions. He queried whether AECOM should be commissioned to answer the questions raised by Commissioners Kenworthy and Suesser, in conjunction with what has been proposed, and present those findings to the Commission for its consideration.

Commissioner Hall would like to know how many buses would be needed to transport the 1,200 employees, and how many buses were currently running these routes. Mr. Schmidt clarified that not all of the 1,200 employees were currently using transit. Ms. Bowyer explained that there are 1,200 employees across the entire resort, and 40%, or 480 employees, are based on the Park City Mountain Village side of the resort. Thirty percent of those 480 employees use the existing TDM. She explained that the existing TDM utilizes vanpools, PC/SLC Connect, and other transit subsidies. She noted that 70% of the employees travel to the resort by single-occupancy vehicle. During non-peak times, there are currently 220 stalls in the Silver King lot for employees. Employees are moved off-site during peak times. She explained that Vail runs a private shuttle from Munchkin. It was clarified by Ms. Bowyer that there was not going to be employee parking in the new development.

Commissioner Hall referenced the 1998 DA that included paid parking and private employee shuttles. Ms. Bowyer confirmed that they run vanpools to Heber and Salt Lake City. Commissioner Hall asked whether now would be appropriate to discuss a fee-in-lieu. Planner Ananth responded that part of the reason that AECOM was retained was to assist in the development of the costs associated with the transit from Quinn's Junction to arrive at a fee-in-lieu number. She reported the Executive Department and the applicant are actively working on determining an appropriate amount. The persons from Executive that are working on this are David Everitt and Matt Dias.

Commissioner Suesser suggested that a Planning Commissioner or two be involved in those discussions.

Commissioner Hall expressed that she was generally in favor of the resort serving as a backstop for its' employees, but opined that the resort was underestimating the non-peak days. As a frequent user of this resort, she felt that every day was like a peak day. She suggested building in some language in the Conditions of Approval that if the public is being negatively impacted that they would automatically default employee parking into Richardson Flat.

Mr. Schmidt commented that the data received from Vail does not bear out the comments by Commissioner Hall regarding non-peak days. Commissioner Hall noted that she receives alerts on her phone 3 – 5 days per week that the base is full. Ms. Bowyer explained that the alerts are sent out before the lots are filled to give drivers time to re-direct their traffic patterns. She stated that what

they saw over the entire enterprise over the past season, with COVID-19, was that visitation was spread out across more days of the week. She stressed that the busy times during the week occur during a small window of time, and in terms of employee parking, there would be no difference in peak and non-peak days, except the possible switch between Quinn's and Richardson Flat. She added that in addition to emphasizing transit on peak days, the point of "transit first" is to bring those weekday skiers to the resort via transit.

Commissioner Hall reiterated her position that she would want a Condition of Approval that would automatically default employee parking to Richardson Flat if Quinn's becomes overfilled with employee parking. She also mentioned the option of increasing shuttles from Provo and Salt Lake City so that employee parking at Quinn's would not negatively impact the public.

Ms. Bowyer stated that the suggested Condition of Approval is already contained in the TDM. Mr. Schmidt affirmed that they agreed to that shift, so a Condition of Approval along those lines would be agreeable.

Commissioner Hall agreed with Commissioner Suesser's comments regarding dedicating Richardson Flat to employee parking but stated she is open to navigating this issue.

Commissioner Johnson echoed the observations of Commissioner Hall. He agreed with moving the employee parking to Richardson Flat every day of the week, with Vail providing the shuttling for these employees. He opined that the surrounding community would likely use Quinn's more than anticipated and struggled with justifying the use of Quinn's by employees. He understood the concept behind the plan but felt that Quinn's would be well used by the public. He would align with Commissioner Suesser and require that employee parking be moved to Richardson Flat every day of the week.

Commissioner Van Dine agreed with Commissioner Thimm and would like to see additional analysis from AECOM. She understood the reasoning behind the applicant's proposal and the suggestion that employees be permanently parked at Richardson Flat. She expressed general agreement with the positions already expressed by the Commission. Chair Phillips agreed with Commissioner Thimm and many of the other Commissioner comments.

Commissioner Suesser felt strongly about the Quinn's lot being available to the public. If someone could not find a spot because the lot was filled with employee vehicles, that would detract from the effort to shift behavior. Changing it after the problem arises would be inconsistent with the "transit first" plan to encourage people to use transit.

Commissioner Kenworthy offered to sit with AECOM as they prepare their analysis. He emphasized that the City does not have the parking stalls in the satellite lots to allow the bus program to even come close to hitting its goals. In response to a question from Mr. McConnell, Commissioner Kenworthy explained that he was referencing the level of ridership that AECOM and the applicant presented to the Commission. He stated that it is simple—they are losing parking—which raises the question of where the buses would deliver these numbers of people. When all of the different uses of parking lots are factored in, they are way short. He also stressed that the removal of parking within the City must be factored into the analysis. He referenced other developments that have purchased their parking spots. They need to get on the same page with the math for them to reach a solution.

It was suggested by Mr. McConnell that PEG offer to park employees at Richardson Flat only unless the City advises that the transit system needs more ridership from Quinn's. Mr. Schmidt was agreeable with that and stressed that they were just suggesting that they have flexibility to ensure the success of the transit system. He agreed that they do not want to add more buses to the system if they would not be running full.

Commissioner Kenworthy expressed that he was assuming that the AECOM study would conclude that Richardson Flat would be adequate.

Commissioner Hall liked Mr. McConnell's proposal and was persuaded by the remarks by Commissioner Suesser regarding the impacts of one bad parking experience. Commissioner Van Dine likewise agreed with Mr. McConnell's suggestion.

Commissioner Suesser liked the idea proffered by Mr. McConnell of having all employees park at Richardson Flat, and if there was significant excess parking at Quinn's as determined by the City, then they could allow the employees to park there. She was not suggesting that this would solve all of the off-site parking issues. She expressed that a fee-in-lieu would still be necessary for the 500 stall parking exception being considered.

Commissioner Kenworthy stated that it was critically important that the City define how many spaces they need for all the other uses. Commissioner Suesser commented that this goes to her point of requiring a fee-in-lieu to help solve these parking and transit issues.

Commissioner Hall agreed with Commissioner Suesser's comments.

Mr. Gore agreed that a bad experience at a Park and Ride lot would not serve anyone. A good, convenient experience is paramount for the success of this program. He suggested that if someone could not park at Quinn's they would likely go home, which would be a risk that falls on PEG and the resort.

Commissioner Suesser understood that if Quinn's were full, a user could drive to the resort and pay to park, which would belie Mr. Gore's statement that someone would turn around and go home.

Planner Ananth inquired whether the other nine issues previously highlighted have been resolved. Commissioner Van Dine suggested that they only really addressed the first four items.

Commissioner Thimm asked for more information regarding the plan for the connectivity to the mountain on the west side of Building C at the base of the mountain. Mr. Schmidt responded that they envisioned that area would be snow and a skiable surface. With respect to the summer months, there would be a trail improved with crushed granite or like material that would serve as a multi-use trail. Commissioner Thimm suggested defining the trail in the Master Plan as 12 feet wide with decomposed granite, and Mr. Schmidt agreed.

Commissioner Suesser inquired about the trail from the Shadow Ridge/Lowell Avenue corner to the ski beach. Mr. Schmidt responded that the trail would be concrete, and maintained during the winter. Commissioner Suesser would like to see a 12-foot wide multi-use concrete trail out to the north end of Building C at the intersection of Three Kings Drive and Silver King Road. Mr. Schmidt stated that their plan included an improved trail from that intersection up to the plaza and ski beach. He explained that from the intersection of Lowell Avenue and Shadow Ridge, a user could access the

ski hill by way of a 12-foot wide concrete sidewalk along the south side of Parcel C building, or by walking north along Lowell Avenue to the plaza between Buildings C and E to the ski beach.

Mr. Schmidt further stated that from the north side of Parcel E, there would be a concrete improved sidewalk from Silver King along the west side of Building E to the plaza and the ski beach.

Planner Ananth shared a visual of the pedestrian paths with the Commission. Mr. Schmidt noted that the path from the north side was depicted as a five-foot-wide sidewalk, however in reality it would likely be six to eight feet wide.

Chair Phillips recalled that the City Engineer felt comfortable at this stage with the snow storage plan, which could be drilled down at the CUP level. He is therefore comfortable with where that issue stands presently.

Commissioner Hall requested further information regarding the open space calculations. Planner Ananth clarified that the space on the mountain would be included in the open space calculation, but no area in Parcel A was included.

Mr. Schmidt explained the open space calculations of 64.2%, noting that they highlighted in blue those areas not included in the calculations. He added that open space is calculated as the area between the property line and face of the building, excluding the areas exempt from open space calculations. He stated that the LMC allows them to count plazas. Planner Ananth noted that the walkways to the townhomes were included in the calculation, but the driveways were not.

Commissioner Suesser requested that Mr. Schmidt identify what areas were included in the open space calculations. Mr. Schmidt agreed to provide this information to the Commission.

In response to a question regarding the helipad, Mr. Schmidt stated that its' location was still to be determined. The helicopter would land in areas determined to be safe by the pilot, and they were working on coordinating where those locations could be. He suggested that it might be in the landscaped area of Parcel E, on the mountain, or several other locations. He disagreed with Commissioner Suesser's suggestion that when the final location is determined, they should deduct that from the open space calculation because it would not be a designated helipad.

Planner Ananth added that the helicopter typically lands as close to the victim as possible, and oftentimes that could be on the mountain. Mr. Schmidt confirmed that the operational issues are variable and confirmed that there was currently not a designated area near the clinic.

In response to a question from Commissioner Hall regarding rooftop landings, Mr. Schmidt stated that given the current configuration, a helipad could go on top of Building E, but that would add additional FAA requirements. Mr. Schmidt suggested that in a future CUP, they might include a landing in either Parcel E or D if the helicopter was going to be landing in one of those two parcels.

Mr. Gore reported that they have approximately 14 landing zones on the mountain, which are areas that can be cordoned off and close to the patient. There have been instances where they landed in the base area, but they primarily land on the mountain.

Commissioner Hall added that when she worked at Deer Valley, they rarely landed helicopters at the base. Landings were also coordinated with AirMed or LifeFlight and those decisions were made at the time of the injury; it was a pilot choice based on weather, location, and crowd control. Oftentimes

they choose not to land at the base because crowd control is more difficult. Typically, there would not be a dedicated spot to land, especially in the base area.

Commissioner Johnson could not recall seeing a helicopter land anywhere other than near the clinic or at the drainage of Thanes Canyon. He suggested that many injuries occur near Parcel E and it might be advantageous to have a dedicated landing area in that location.

Planner Ananth agreed to provide the Commission with the requirements for helicopter landing zones at the next meeting.

Commissioner Suesser commented that they have not addressed items numbered 4, 5, 6, 7, and 8. Mr. Schmidt reported that they are working with Staff of Item No. 4. He believed that Item No. 5 was addressed when they discussed sidewalks and setbacks. He noted that the setbacks at the corner meet the 25-foot requirement at ground level.

Chair Phillips' stated that his prior comments regarding Item No. 4 and the transfer of density remained unchanged. He stated that the City Engineer answered his questions regarding Item No. 8 (snow storage), and he affirmed his prior statements regarding that issue. He added that the loading dock on Parcel C has not been addressed and suggested that it should be addressed at the next meeting. Mr. Schmidt clarified that there would be no loading docks on Parcel B, only service bays. There is a loading dock on Parcel C for the hotel and supply for the mountain. There is also a loading dock on Parcel D for retail use.

Commissioner Suesser requested further discussion regarding setbacks for Building B in general, not just at the corner. She reminded the Commission that PEG has requested a height exception for Building B, and one of the requirements under the Code is an increase in setbacks on that parcel. She opined that the Commission could not grant a height exception and a setback on Building B, therefore she did not believe that any setbacks on Building B would be appropriate. She disagreed with the applicant's position that an increase in setbacks on other parcels justified setbacks on Parcel B.

Commissioners Johnson and Kenworthy agreed with Commissioner Suesser. Commissioner Thimm disagreed and expressed that the LMC states that it must be done if necessary to provide desired architectural interest and variation. He referenced prior meetings where they addressed setbacks parcel by parcel and the applicant responded accordingly by removing several requested exceptions. Along Empire Avenue, allowing the exception of five feet would achieve the desired effect and the reduction appears to be why such a setback exception is included in the LMC.

Commissioner Thimm expressed that it was difficult to understand any other reason for the inclusion of exceptions in the LMC other than to promote proper aesthetic problem-solving.

Commissioner Suesser tied the setback exception to the height exception and pointed to one of the criteria for the height exception to be an increase in setbacks on the parcel. She disagreed that an increase in setbacks on other parcels would be sufficient.

Mr. McConnell highlighted the language from the Code that the "increased setbacks and separations from adjacent projects are proposed." Commissioner Suesser stood by her interpretation.

Chair Phillips agreed with Commissioner Thimm and reaffirmed his prior statements on this issue. Commissioner Hall also agreed with Commissioner Thimm. Chair Phillips suggested continuing

these discussions to a future meeting to allow for public comment. Planner Ananth asked whether the Commission was ready for a public hearing for the October 20th meeting, and Commissioner Kenworthy responded that the transportation issues are critical and they are not all on the same page at this point. Planner Ananth confirmed that she would not notice the next meeting as a public hearing.

Commissioner Suesser suggested that the impact of Vail's mountain upgrades should be factored into the transportation analysis.

Commissioner Kenworthy suggested that Mr. Harrington lay out how they would condition Vail now that they have come to the table. He noted that it needed to be addressed so that they do not have critical failures of the City's streets. Mr. Harrington suggested that the focus should be on distinguishing what the applicant proposed and whether a fee-in-lieu is part of that exception request. It would ultimately be up to the applicant to amend their application after they have obtained the information from whatever partner they reach an agreement with. It is after that process that the Commission would determine whether the amendment still meets the two sets of criteria in the Code.

Mr. Harrington stated that the broader questions were only relevant to the degree that the applicant still chooses to rely on public systems as the justification for part of their parking exception. If they do not do that, then it becomes less of a question. He offered that the Commission would not need system answers from the City, but for the analysis of the direct parking exception, employee parking, and transportation as it relates to this project.

Chair Phillips opened public comment. He requested Co-Chair Suesser manage public comments in his absence.

Lisa Paul addressed the intent of the LMC and noted that its' provisions seek to protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the historic character, and unique mountain town community. She stated that the parking and traffic should be better resolved. The LMC also seeks to protect and preserve the peace and good order and aesthetics of the City. She expressed that the building heights were still an issue and she would like to see the camera from a different angle. She has not seen anything that truly shows how tall the proposed buildings would be as compared with Silver King or other structures. The LMC also seeks to allow development in a manner that encourages the preservation and unique area of the community and is well planned in the pedestrian circulation of traffic. Ms. Paul implored the Commission to either conduct a site visit with balloons or require photographs from vehicle level. She has not seen what she needs to see. If the garages were put underground, that would lower the heights and then the garage in Building D would not be seen.

Ms. Paul stated that money is the reason the applicant does not want to put the garage underground. She suggested reviewing the 1998 DA regarding building heights and offered that Building D is 11 feet higher than contemplated. She also expressed that the applicant should not just pick and choose those elements they would like to take from the 1998 Development Agreement and added that the 1998 DA had put the hotel on Parcel A. She expressed that if the building height exceptions start doubling and tripling, you are re-writing the Code, which is not appropriate. The LMC must be followed.

Ms. Paul expressed concern about the items that are "close to" or "approximate." She wants to know how tall the buildings would be: she does not want guesswork because it's far too important. She implored those involved to keep up the due diligence. She stated she is not against development,

but wants to make sure this project would enhance the community and that the residents would still be able to get into town. She expressed concern about the fallout into the neighborhoods by those who will not park in the lots. She has not seen anything that helps the neighborhoods deal with traffic.

Commissioner Suesser asked Planner Ananth to add as an item of discussion the issue of overflow onto neighborhood streets for more than 15 days.

Shari Harding commented on compatibility and noted that the PEG development must be compatible with Park City. Compatibility means (1) with the existing resort buildings; (2) with the existing neighbors across the streets; (3) with historic Park City; and (4) with the mountain ridgelines. With respect to building heights and compatibility, Ms. Harding stated that the proposed heights are extraordinarily out of proportion and incompatible. Balloons would not reflect building heights, as the balloons could be moved by the wind, altering the height perception. She added that a balloon string does not capture building massing. Height and massing go hand in hand for a realistic perception.

Ms. Harding stated that the most accurate perception would come with a 3-D model, including the buildings within the existing resort, neighboring residents across the streets, historic four-story buildings, and real mountains. A 3-D model should address perspective from all directions. She believed that they should be able to see the perspective from all directions, not just one corner. She commented that a 3-D model was done for Treasure Hill, and the cost seems minuscule compared to the current struggle of trying to visualize this project.

Nicole Deforge focused on some of the legal issues and began by addressing the first two sentences of LMC Section 15-6-5 governing the MPD. She quoted as follows: "All Master Planned Developments shall contain the following minimum requirements. Many of the requirements and standards will have to be increased for the Planning Commission to make the necessary findings to approve the Master Planned Developments." She proffered that the developer has not met the minimum requirements contained in Section 15-6-5 and some of the requirements have been increased. The developer has stated that they have the right to develop and everything should be construed in their favor, but that is not what Section 15-6-5 states.

Ms. Deforge emphasized that the LMC sets forth minimums that must be met while allowing the Planning Commission to increase those minimums. She expressed that if there ever was a project where the minimum requirements should be increased, this is it. With respect to parking and traffic, Ms. Deforge stated that the healthy discussion tonight illustrated the lack of adequate parking and transit measures in these plans. She noted that everyone agreed that there were no easy solutions given the inherent constraints and challenges of the site, but there seemed to be confusion as to whose responsibility it was to find solutions.

She stressed that it is not the job of the Planning Commission or the City to figure out how to make these plans work. If the developer cannot ensure enough parking or transit, then the Planning Commission could not approve the plans as a matter of law. She added that if the parking and traffic cannot work, then the developer should scale back the project until it can work. She referenced Mr. Harrington's statements that if the plans work, then the Commission can approve, and if they do not, then they should not be approved. The Commission is not tasked with making the plans work. Ms. Deforge also addressed parking as it relates to the hotel and the prohibition of tandem parking pursuant to the LMC. She contended that since this is being relied upon in the parking count, then there would be even less parking than the developer has claimed exists. She again stressed that the Planning Commission must follow the law and the developer cannot tandem park the hotel.

She referenced the developer's reliance on the General Plan regarding traffic to suggest that those who live around the resort just have to live with the increased traffic and congestion caused by this project. She stated that the General Plan calls out Empire Avenue as a road where thru traffic should be limited. These plans push 60% more parking onto Parcel B than currently exists, with nearly every entrance being accessed by Empire Avenue and all exiting traffic going onto Empire Avenue. She offered that this does not comply with the General Plan. She stated that these plans would double the traffic that currently exists on Empire Avenue, which contradicts the General Plan. The residents should not have to just live with the increased traffic.

With respect to building heights, she mentioned that the LMC does not allow an increase in density. The developer correctly stated that the City found that it had vested rights under the 1998 DA with respect to the subject parcels, but the density granted in that DA was by parcel, not for the site as a whole. That density could not be shifted around parcels. The plan increases the density on Parcels B and C from what was allowed under the 1998 Development Agreement in exchange for their "transfer of development credits." She concluded that even if the developer were allowed the extra density for those parcels, it would not be the result of any "transfer of development credits." Therefore, any increase in density to any parcel dooms the requested building height increase for that parcel under the LMC.

Ms. Deforge explained that the developer could not have it both ways. It must either take what it was given or ask for an increase as an amendment. If the increase is approved as an amendment, then the Commission could not make a finding that there was no increase in density. With respect to increased setbacks from adjacent projects, Ms. Deforge questioned why the Code would require increased setbacks to approve a building height exception. She explained that the only possible reason for this provision is that the neighboring property owners would be directly impacted by double building heights. She concluded that it made no sense that an increased setback on another parcel could satisfy the requirement of obtaining a building height exception. Ms. Deforge stressed that a reviewing court would look at the intent of the Legislature in enacting the statute.

Even if this provision were construed as applying to adjacent projects (meaning anything around the perimeter of the site), there would still be no increased setbacks along Manor Way or Empire Avenue (except on the far corner). She stressed that there are virtually no increased setbacks along the entire stretch of Lowell Avenue. She stated that they look forward to reviewing the new plans regarding open space and evaluating the calculations. She urged that as the Commission considers the calculations that they look at public areas versus private areas (such as townhome front yards). She disagreed that the deck could be counted as a plaza since it is a structure. She explained that there is also a carve-out from open space for anything that is used for "commercial uses." She asked the Commission to look at that definition because it is very broad and argued that to the extent that any of these areas would be used for commercial uses, it should not be counted as open space.

Ms. Deforge agreed that these issues were not CUP issues because these findings must be made to grant the exceptions requested. She agreed with Commissioner Suesser's comments regarding the inquiries required under the LMC regarding reduced setbacks. She urged the Commission to keep in mind that the developer stated multiple times that they have requested these setbacks to ensure that they could include all the parking they want on the site. With those admissions, she could not see how there could be a finding that setbacks were necessary for architectural interest and variety. Ms. Deforge also could not see how the Commission could grant setback exceptions to allow the developer to meet other LMC requirements like façade variations. Ms. Deforge commented

that Vail is a party to the 1998 DA and if it were to be amended, Vail must be a party and be accountable.

Deb Rentfrow remarked that it is too early for a public hearing when not all of the information is available for the Commissioners or the public to adequately review. She added that there should be a final, complete copy of the 2021 Concept Master Plan before any such public hearing can be held. She noted that the public could not be expected to weigh in on a matter when they do not have all of the information. She stated that the plans for the Transit and Mobility Hub at Snow Park required adaptability for large events and competitions; she asked why that was not a requirement for PCMR. She also wanted to know why the expansion and flexibility capabilities were not being considered.

Ms. Rentfrow acknowledged that the drop-off zones were somewhat improved, but cautioned that not all lessons and schools happen at the same time. She added that many people without children are arriving at the resort at the same time in the morning, so the drop-offs would effectively cut into day-skier parking. She expressed concern that there would be a backup on Lowell Avenue. If any backup occurred, the only way out would be via Shadow Ridge, which has a garage entrance and an intersection. She stated there is a lot going on in the area, and was concerned about potential congestion.

The employee parking discussion ignored the fact that there would be an additional 530 new employees. Even though 161 of these new employees would live on-site, that would leave many employees that would need to parking. She referenced Vail's numbers that showed 30% of its' employees participate in the TDM and noted that although there is more than one person in the vehicle, the vehicle would still be coming into the area. Ms. Rentfrow stated that the front yards on the townhomes should not be counted as open space and expected that she could have a tailgate party without the threat of a trespassing citation. She requested the developer build a 3-D model to show how this project would look. She posited that there would be a 3-D model in their sales hut, and implored the applicant to prepare one for the community and the Commissioners to review.

David Gordon thanked the Commissioners and Staff for their time and effort in evaluating this application. He also thanked the public for their involvement in the project. He commented that these efforts were not going unnoticed as evidenced by the updated drop-off plan. He appreciated the efforts to hold the applicant to the requirements of the LMC. In September's meeting, it was stated that the various exceptions granted in 1998 were in exchange for direct benefits to the community, including skier amenities and facilities to support local day skiers and programs. He was disappointed that this application did not include similar benefits.

With regard to building heights, Mr. Gordon stated that the applicant has attempted to justify the requested exceptions based on the approvals granted in the 1998 Master Plan, which is expired and should no longer be considered by the Commission. He expressed that volumetrics should not be compared to the 1998 concept; rather the current LMC should be the starting point. Mr. Gordon stated that exceptions should only be granted when the conditions permitted in the current Code are met. Compatibility with adjacent structures should be a major factor in these considerations. The proposed size and massing of the proposed buildings would dramatically change the aesthetic of the base area. The applicant has also asked to reduce building height by redistributing mass and by taking parking below grade. He noted that it was not the duty of the Commission or the City to make exceptions to the LMC to support the applicant's economic interests. He urged the Commission and Staff to maintain focus on the community and the lasting impact that this development would have on the community.

Doug Lee reminded the Commission that he submitted a parking analysis last week showing how many spaces were truly available assuming current usage of the sites consistent with the statements of Carolyn Rodriguez. He referenced the number 58% and stated that of the 1,500 spaces available in Park City, Vail and PEG need 900 of them or 58%. If one assumes that more than 42% are currently occupied, there would be no spaces left. He next commented that the 31,000 square feet proposed for Parcel B is over the allocated square footage from the 1998 DA and Concept Master Plan. He was baffled why they are only discussing an over-allocation of density in Parcel C when it exists on Parcel B as well. He urged the Commission to add Parcel B to the discussions. He added that Parcel B was the most objectionable building to those in the neighborhood given its' height and density relative to the neighbors.

Mr. Lee stated that 12,570 is the stated the current carrying capacity of the resort, and all of the traffic studies use this number as a basis. PEG has claimed that there were no plans for resort expansion and justified their parking exception based on this claim. He stated that it was learned this week that there has been an expansion, which would require an update to the Mountain Upgrade Plan. He calculated that the expansion would result in an additional 2,200 skiers, resulting in a current-carrying capacity of 15,000. He submitted that these new numbers needed to be considered in the calculations.

Chair Phillips was excused from the meeting.

8. REGULAR AGENDA

9. ADJOURN

MOTION: Commissioner Johnson moved to adjourn the meeting.

The meeting adjourned at approximately 10:30 p.m.

Planning Commission Staff Report



Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Date: October 20, 2021
Type of Item: MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a Work Session to review: 1) additional perspectives of the proposed site plan and buildings; 2) what is included in the Open Space calculations; 3) concerns with skier drop off; and 4) how Support Commercial and Commercial Unit Equivalents are allocated on Parcel C.

No action on the proposed [Park City Base Area Lot Redevelopment Master Plan Study](#) is expected until the Commission has completed its review of the entire project. ***The next Planning Commission meeting for this project is tentatively scheduled for November 17, 2021, starting at 5:30 PM.***

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

Acronyms

Average Vehicle Occupancy (AVO)	Land Management Code (LMC)
Bus Rapid Transit (BRT)	Level of Service (LOS)
Comfortable Carrying Capacity (CCC)	Master Planned Development (MPD)
Condition of Approval (COA)	Park City Mountain Resort (PCMR)
Conditional Use Permits (CUP)	Park City Mountain (PCM)
Development Agreement (DA)	Parking Management Plan (PMP)
Finding of Fact (FOF)	Recreation Commercial (RC)
Recreational Open Space (ROS)	Return on Community (ROC)
Traffic Impact Study (TIS)	Transportation Network Companies (TNCs)

Transportation Demand Management
Plan (TDM)
Trip Reduction Plan (TRP)

Utah Department of Transportation
(UDOT)
VR CPC Holdings, Inc. (VRCPC)

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](#)

A summary of the MPD process and additional project background information can be found in Exhibit E and Exhibit F.

Analysis

This Staff Report is a summary of staff's understanding of where the Commission stands or has remaining concerns that must be addressed after the September 29, 2021 Work Session and prior to a vote on this project.

Issues that staff believes the applicant intends to address include 1) additional perspectives of the proposed site plan and buildings; 2) what is included in the Open Space calculations; 3) concerns with skier drop off; and 4) how Support Commercial and Commercial Unit Equivalents are allocated on Parcel C.

For the next meeting, the applicant will be expected to address additional information from the City's consultant, AECOM, and decide whether to amend their parking proposal (tentatively scheduled for November 17, 2021). For the November meeting, Staff will also organize an outstanding issues list in response to Planning Commission and public comment received at the prior meetings.

At the September 29, 2021 meeting, Commissioner Suesser noted that the proposed Hotel Use on Parcel C is a Use not contemplated in the 1998 DA and should be

considered an amendment to the 1998 DA. **FOF #19 has been amended accordingly.** Commissioner Suesser also noted the applicant is requesting a bifurcation of the responsibilities and obligations of the MPD/DA and FOF #19 should note this as well. **Done.**

The applicant presented two new options to address Commissioners concerns with the east façade of Building D, which the Commission believes is a particularly important façade as the primary arrival view of the Resort. The Commission expressed a preference for Option B, which will be incorporated into the **final plan set which has not yet been submitted.** Public comments were made that the background of this view corridor was misleading. The applicant explained that they work with different software programs and that the view corridor shown was not meant to be misleading but can vary depending on the perspective used. **The applicant stated that they will present additional perspectives from eye level that will be as realistic as possible at the October 20, 2021 Work Session. The applicant also has included Site Sections for Building B that were previously presented (Exhibit A) to clarify questions with Setbacks on this parcel.**

The applicant agreed to increase the floor-to-floor clear height to 9.5 ft for all garage levels with drop off to accommodate vehicles with roof boxes. The applicant also presented new slides showing how drop off in garages will operate and be actively managed. The Commission noted that any future changes to these plans should come back to the Planning Commission for review. **COA #32-33 reflect this agreement.**

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.** Further discussion of this and the other issues regarding the use of park and ride facilities will take place at the November meeting.

The Commission requested the applicant show what is included in the Open Space calculations for the October meeting. **The applicant submitted revised Open Space Calculations (Exhibit B) and is expected to present these at the October 20, 2021 Work Session.**

The Commission asked staff to present what the requirements for a Helipad are at the next meeting. Since helicopters do not need a runway, helicopters may land anywhere they have the permission of the landowner that is generally level and free of obstructions, such as fields or roads, and helipad landing areas do not need to be improved. A minimum helipad for a hospital is typically 40 by 40 feet plus an additional clear or safety area around it at least 1.5 times the size of the helipad touchdown and liftoff area (source: [faa.gov](https://www.faa.gov) Heliport Design Document Information, 2012).

LMC 15-15 defines a helipad as “A facility without the logistical support provided by a Heliport where helicopters take off and land. Helipads do not include facilities for maintenance, repair, fueling, or storage of helicopters.” Heliports include passenger and cargo facilities, fueling, and emergency service facilities in addition to area used for landing and takeoff, and require a CUP in the RC zoning district. The code is silent on helipads. Although the applicant has not defined where the Helipad will be located on-site, ***the applicant should indicate an area close to the base area upon which a helicopter could safely land so that the Planning Commission is satisfied that a helicopter can be accommodated during construction and on the final site plan with the understanding that the location may change.*** Such information should be specified in the phasing plan if variable.

Commissioner Kenworthy requested more information on Support Commercial Uses in the proposed site plan at the September 15, 2021 Work Session. This was echoed by Commissioner Van Dine.

[LMC Section 15-6-8, Unit Equivalents](#), establishes Support Commercial and Residential and Resort Accessory Uses that are exempt from Density and do not require the use of Unit Equivalents. The current LMC allows Hotel and Nightly Rental Condominium projects five percent (5%) of the total floor area of the approved residential unit equivalents for support commercial uses, and an additional five percent (5%) for meeting space uses without counting this square footage against the Density of the project. Unused meeting space may be utilized for additional exempt support commercial uses up to a total of 10%. The 1998 Development Agreement (DA) notes that building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space located below grade, parking, or underground public convention and meeting space.

Resort Support Commercial Uses include uses that are incidental to, and customarily found in connection with the principal Building or Use, and that are operated and maintained for the benefit and convenience of the Owners, occupants, employees, customers, or visitors to the principal Use or Building. Examples of Resort Support Commercial Uses include ski rental shops, restaurants, retail shops, and spa facilities open to the public.

The applicant is revising their calculations on Parcel C to meet the requirements of the LMC. Support Commercial uses in excess of the 10% allowance will be counted as Commercial Uses and will count towards the project's Commercial Unit Equivalents. This information will be presented by the applicant on either October 20, 2021 or at the November Planning Commission Meeting.

Commissioner Kenworthy requested staff further detail what issues can be addressed at the CUP level and what issues must be addressed now for the MPD. Staff will include a proposed breakdown with the master issues list for the November meeting.

Commissioner Suesser requested that the applicant present how the reported increase in Epic Sales and the proposed lift upgrades affect CCC and parking. Although this issue was addressed by Kara Bowyer from Vail Resorts on September 29, 2021, ***Commissioner Suesser requested that SE Group be available to explain if this changes any of the parking numbers the Commission has been looking at and what improvements/upgrades to the Resort would change these numbers.***

Draft Findings of Fact and Draft Conditions of Approval

Staff has revised the Draft Findings of Fact (Exhibit C) based on discussion at the September 29th meeting. Also attached are Draft Conditions of Approval (Exhibit D). These Exhibits are still preliminary and should be used for discussion purposes only. Staff will continue to revise these documents as discussions progress.

Notice

On May 13, 2020, notice of the May 27, 2020, Work Session was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice 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 third notice will be mailed to property owners for the next public hearing and prior to a vote on this project.

Notice for this public meeting was published on the Utah Public Notice Website and in the Park Record on October 5, 2021.

Public Input

Public comments received since the last Staff Report are attached (Exhibit G). Public input received after the publication of this Staff Report will be forwarded to the Planning Commission and attached to subsequent Staff Reports.

Exhibits

- Exhibit A – Site Sections for Parcel B (previously presented)
- Exhibit B – Applicant's Revised Open Space Calculations
- Exhibit C – Draft Findings of Fact (Revised since September 29, 2021)
- Exhibit D – Draft Conditions of Approval (Revised since September 29, 2021)
- Exhibit E – Summary of the MPD Process
- Exhibit F – Additional Project Information
- Exhibit G – Public Comments

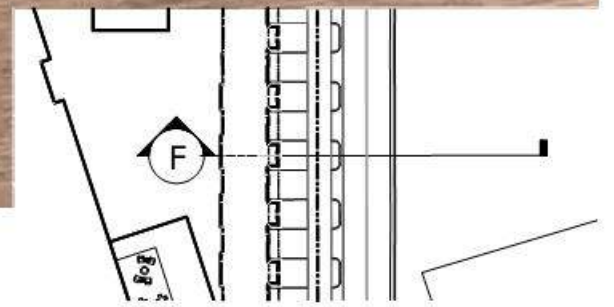
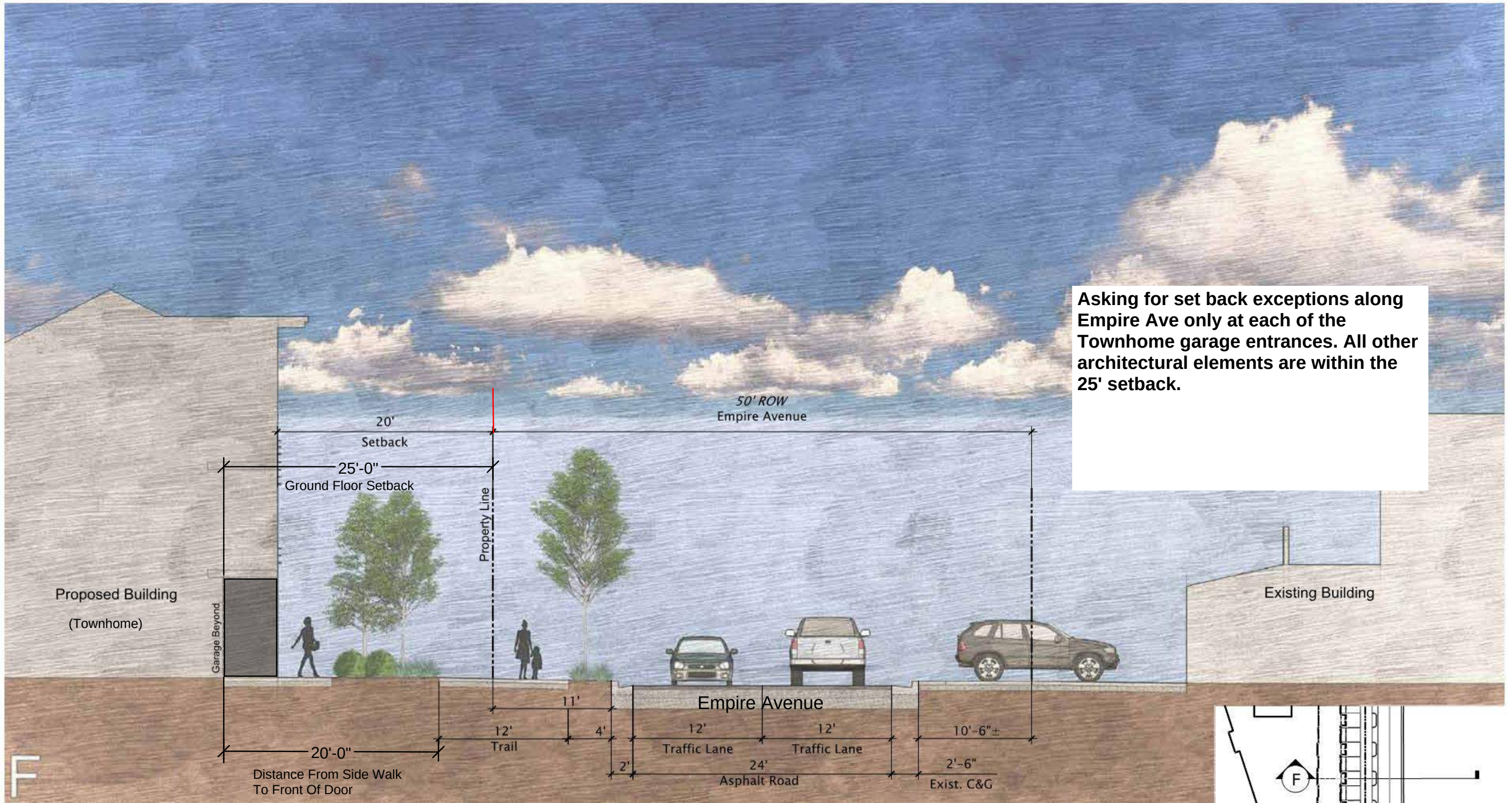


Red Line = Property Line
 Blue Line = 20' Foot Setback
 Yellow = 25' Foot Setback

PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN - PARCEL B
 0 40 80 FT
 LS.02 05/12/2021 22328.001

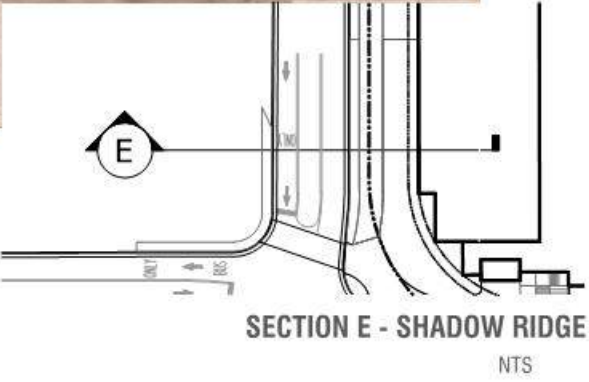
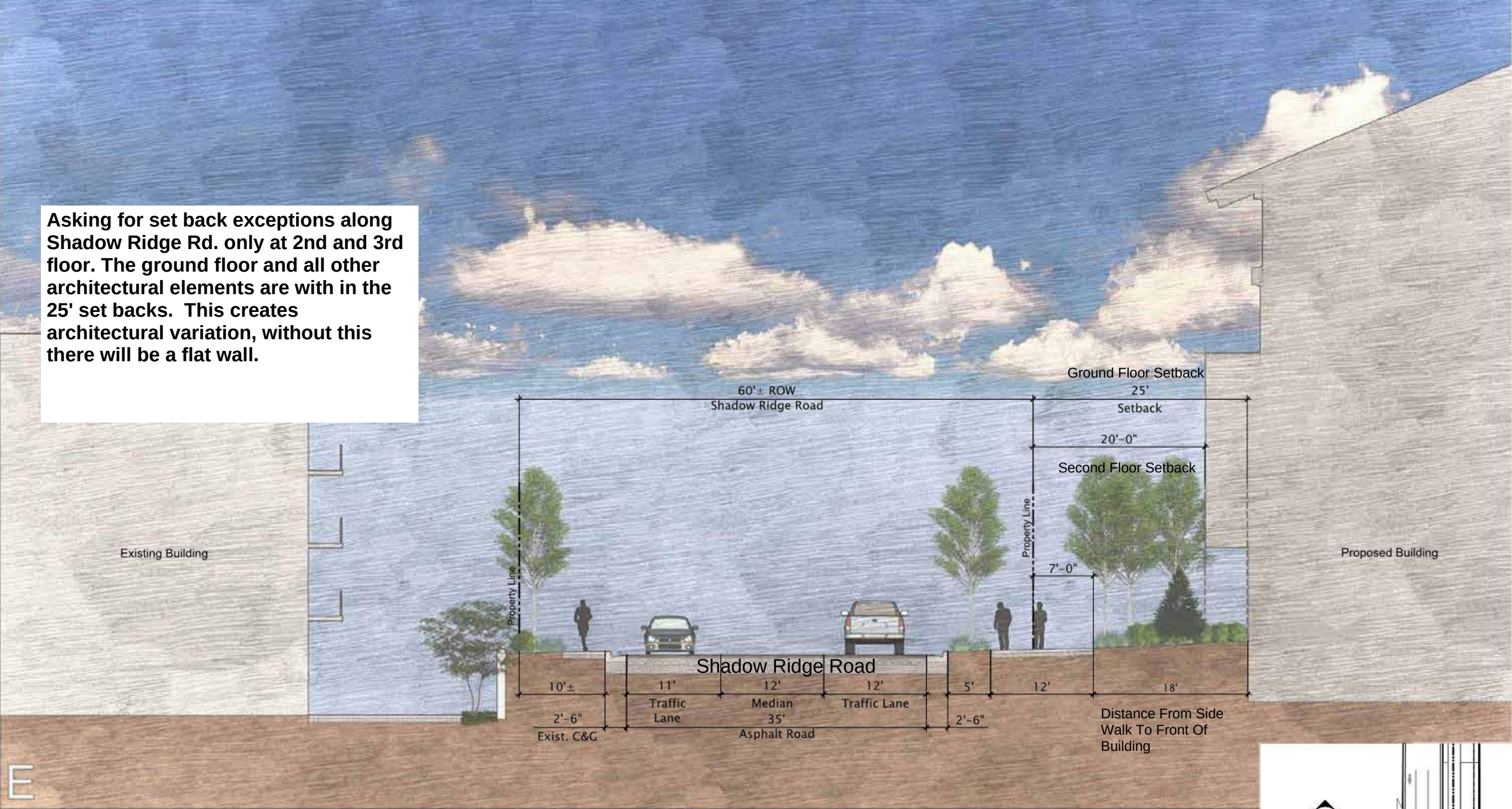


SECTION F - EMPIRE AVENUE
NTS

PARK CITY MOUNTAIN RESORT

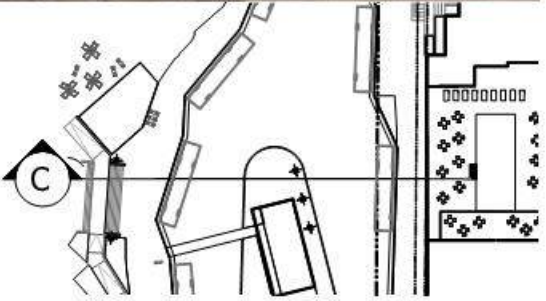
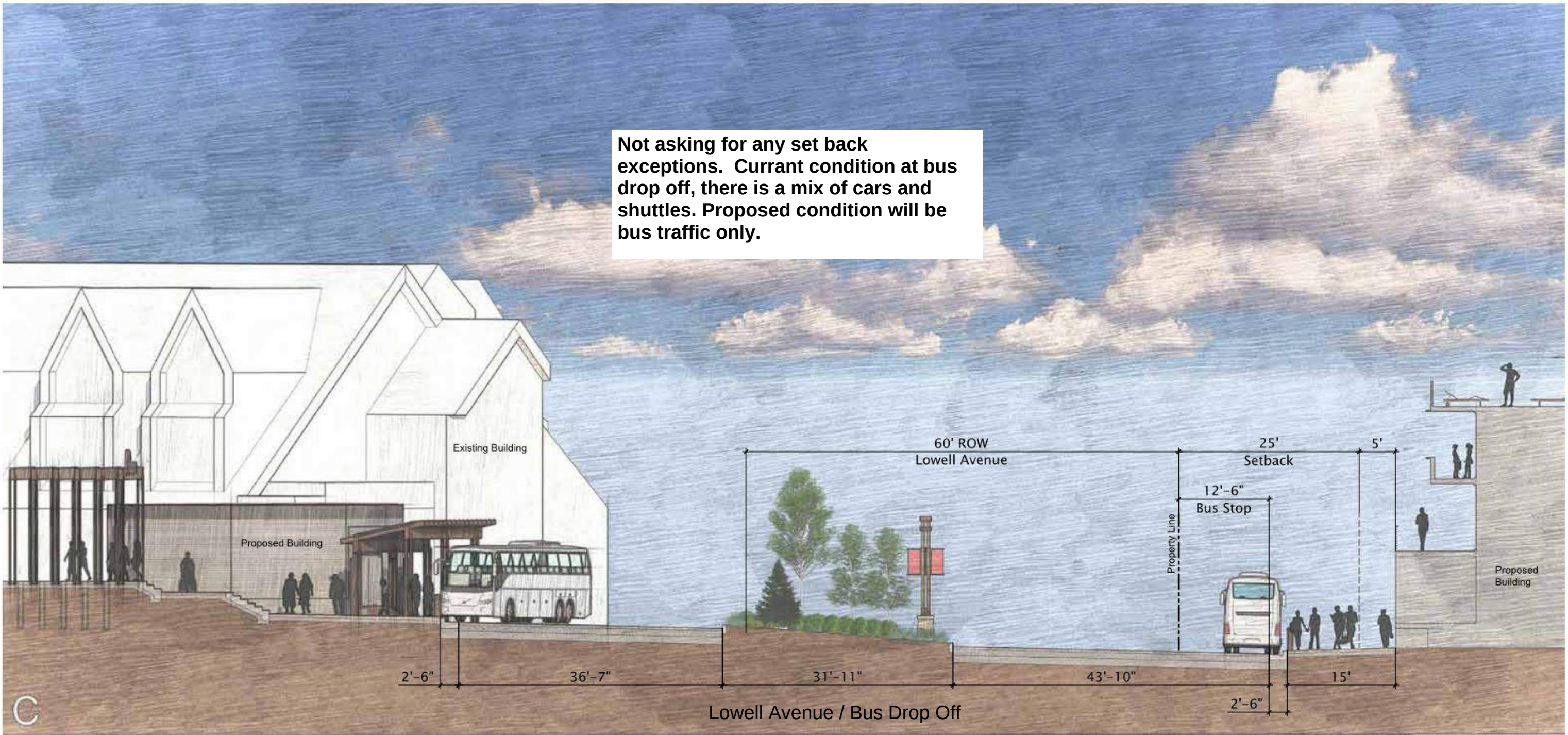
BASE AREA MASTER PLAN

Asking for set back exceptions along Shadow Ridge Rd. only at 2nd and 3rd floor. The ground floor and all other architectural elements are with in the 25' set backs. This creates architectural variation, without this there will be a flat wall.



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

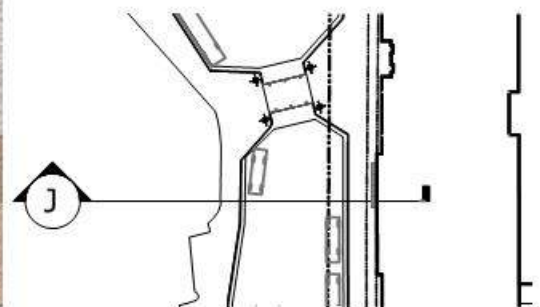
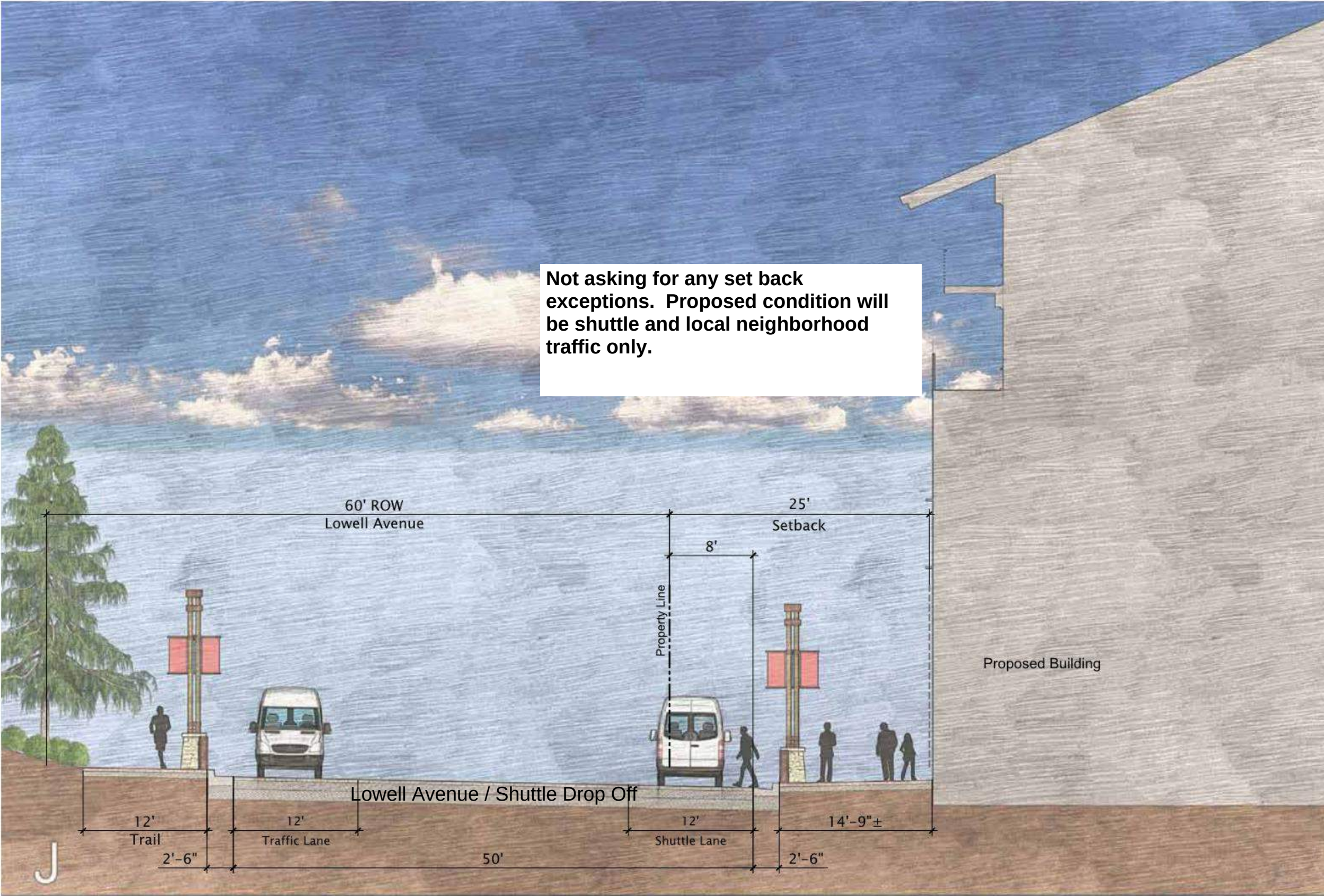
Not asking for any set back exceptions. Currant condition at bus drop off, there is a mix of cars and shuttles. Proposed condition will be bus traffic only.



SECTION C - LOWELL AVENUE
NTS

PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN



SECTION J - LOWELL
NTS

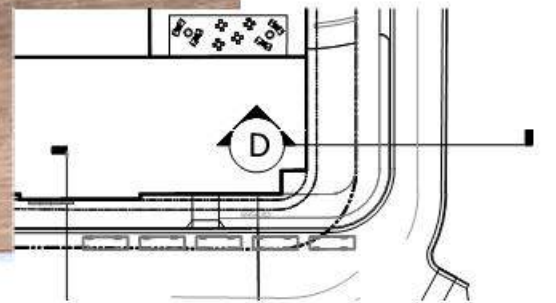
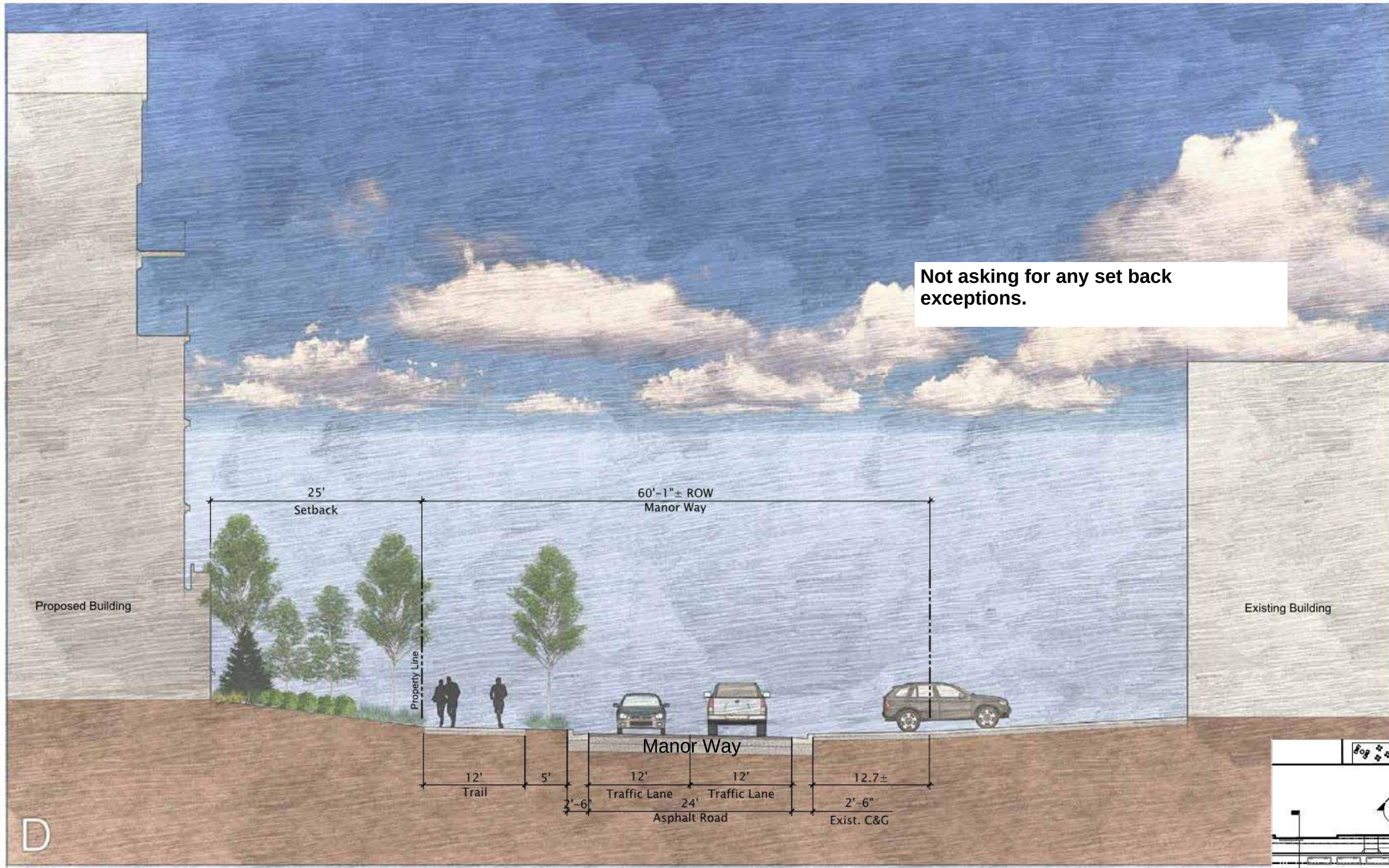
PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

LS.14 05/17/2021 22328.001



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SECTION D - MANOR WAY
NTS

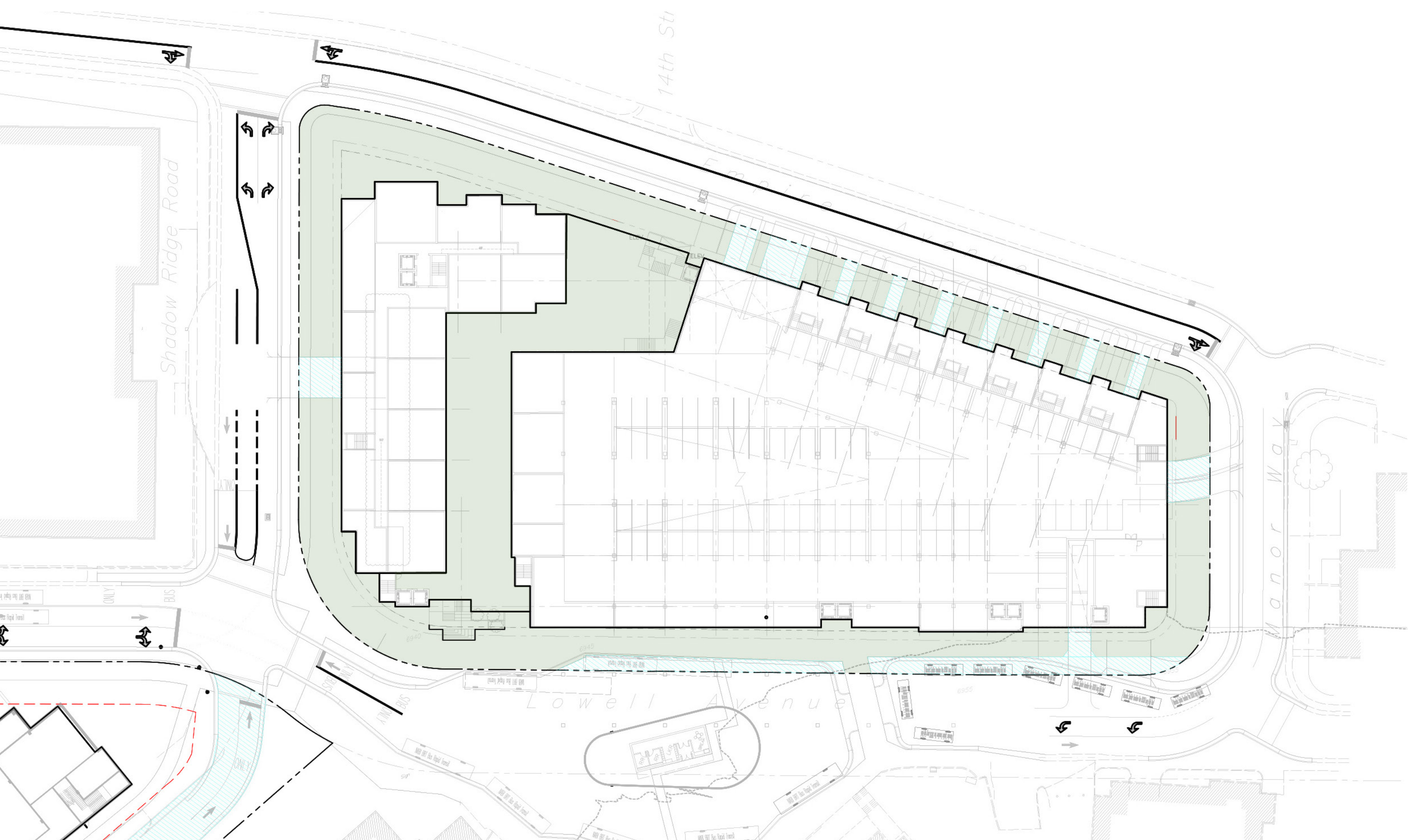
PARK CITY MOUNTAIN RESORT

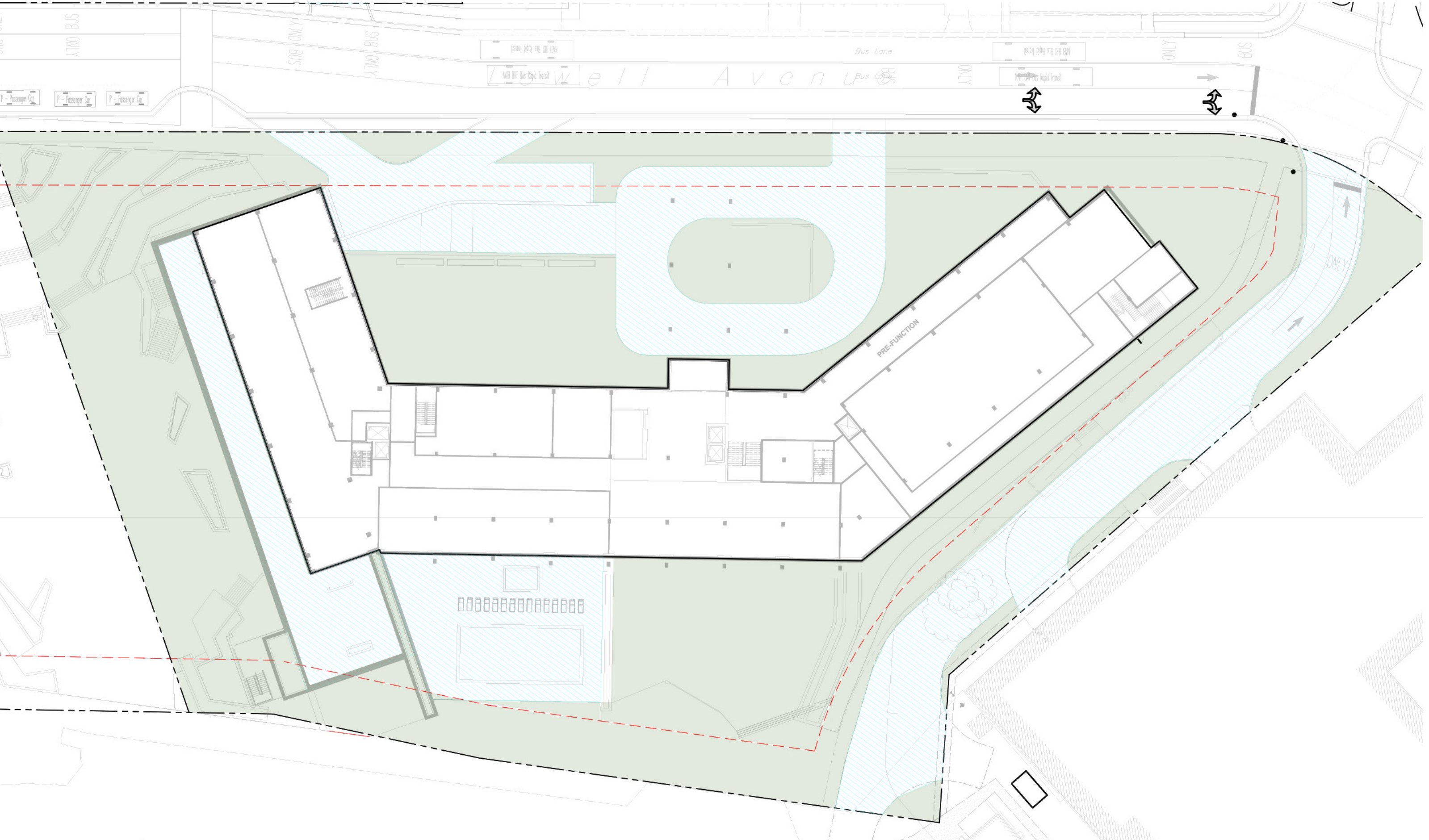
BASE AREA MASTER PLAN

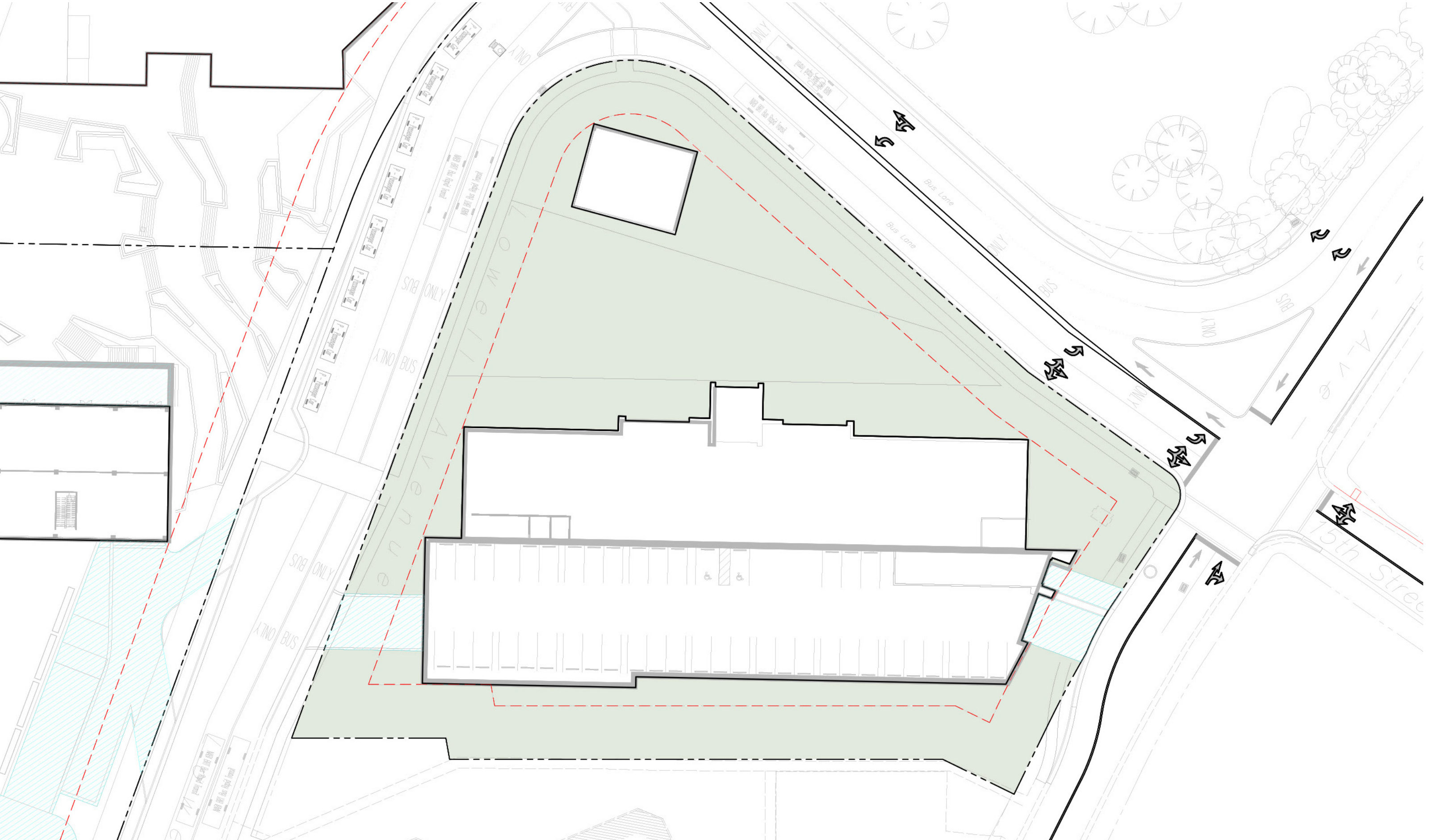
OPEN SPACE CALCULATIONS

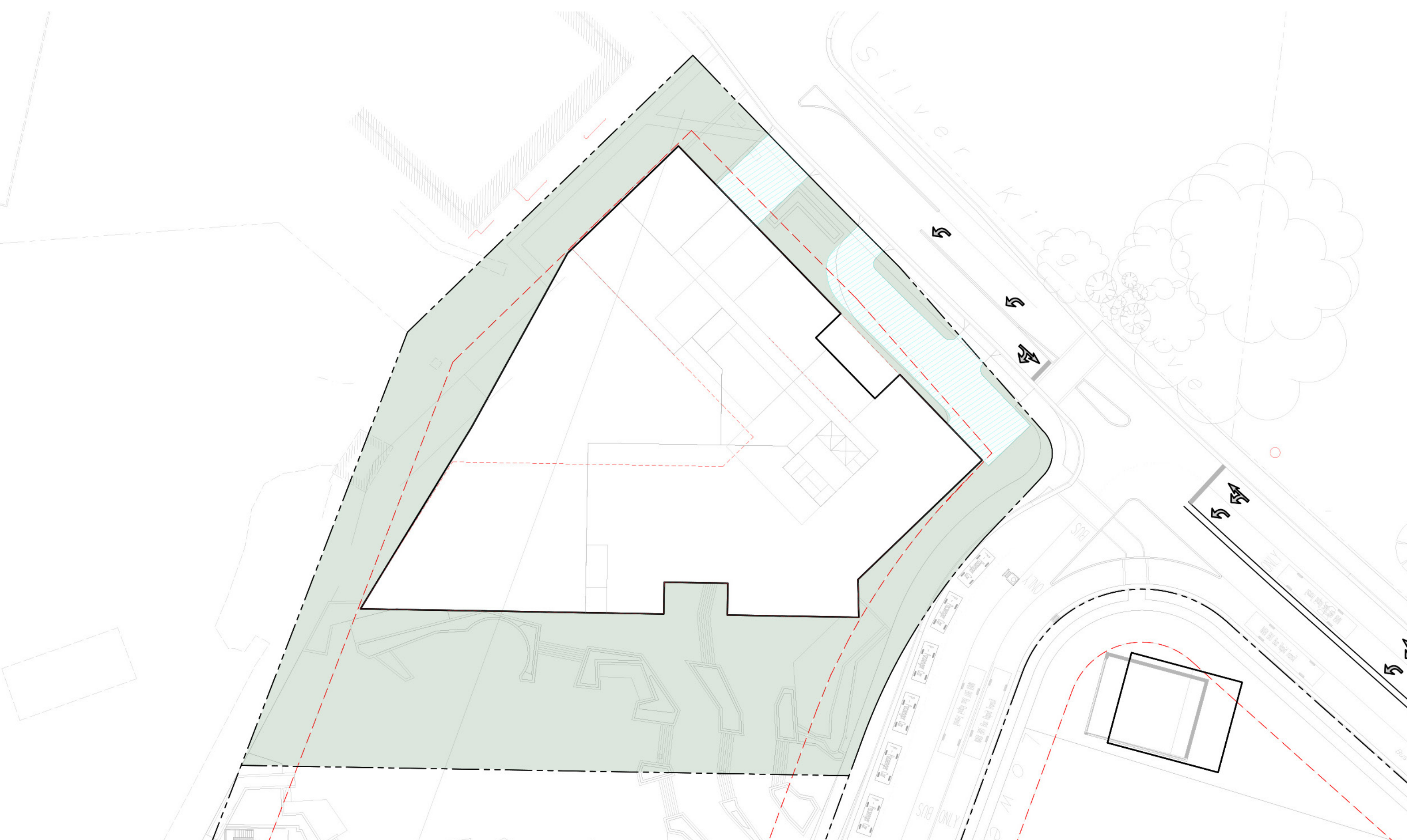
2016 1001

PARCEL:	PROPERTY:	NON-OPEN SPACE (EXCLUDED):					OPEN SPACE PROVIDED:	
		BLDG/PKG	STREET/ROAD	DRIVEWAY	POOL DECK & REST. TERR	TOTAL SF	TOTAL SF	%
EXHIBIT A	-	-	-	-	-	-	496,584	-
A	-	-	-	-	-	148,975	-	-
B	137,491	84,925	3,161	3,827	0	91,913	45,578	0.33
C	150,718	40,719	11,345	15,243	0	67,307	83,411	0.55
D	87,583	34,956	0	2,198	12,227	49,381	38,202	0.44
E	78,792	35,627	0	4,126	0	39,753	39,039	0.50
SUBTOTAL						397,329	702,814	
TOTAL AREA (BUILT+OPEN SPACE)						1,100,143		
% OPEN SPACE						63.88%		









PARCEL E OPEN SPACE

GREEN (SOLID): INCLUDED

TEAL (HATCH): EXCLUDED

Draft Findings of Fact: PEG's Park City Base Area Lot Redevelopment Master Plan Study 10.20.21

The Planning Commission's consideration of the following Findings of Fact is requested by the Planning Department.

Background Information

1. On June 25, 1997, the Planning Commission approved the Park City Mountain Resort (PCMR) Large Scale Master Plan, with Findings and Conditions.
2. On August 14, 1997, the City Council approved height and setback exceptions beyond what was allowed in the Recreation Commercial zoning district, with Findings and Conditions.
3. These two approvals (1997 Approvals) resulted in the June 1998 Development Agreement (1998 Development Agreement) for the Park City Mountain Resort Base Area, ~~subject to~~ inclusive of the 1998 PCMR Concept Master Plan.
4. The City granted development rights and height variations contained in the ~~1997~~ 1998 PCMR Concept Master Plan in exchange for, *inter alia*, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.
5. The 1998 Development Agreement allowed for a permitted density of up to 491.78 Unit Equivalents and subject to the volumetrics of the PCMR Concept Master Plan, which represented maximums that could be achieved on any Parcel A-E. Specifically, the maximums on each parcel are as follows: Parcel B: 323,519 sf; Parcel C: 192,963 sf; Parcel D: 102,338 sf; Parcel A: 350,810 sf; Parcel E: 187,157 sf. See also the footnotes to the 1998 Parcel Square Footage Allowance Table on page 14 of the 1998 Development Agreement
6. Because of the general nature of the MPD, final site planning details were required in the form of Conditional Use Permits for each Parcel.
7. Only Parcel A has been developed to date, with the equivalent of approximately 334,000 square feet of the total 1,156,787 square feet. After the development of Parcel A, 353 UEs remain. Under the 1997 Large Scale Master Plan this equated to a total of 805,700 allowable square feet on Parcels B-E, not including Resort Accessory Uses, mechanical, maintenance or storage space below grade, public convention and meeting space below grade, or parking. (page 15 1998 Development Agreement). However, the 1998 Development Agreement does not allow for the transfer of Density from one parcel to another.
8. In 2007, certain terrain of the Park City Mountain Resort was annexed into Park City.
9. In 2015 the Planning Commission approved an Amendment to the MPD and Mountain Upgrade Plan, as well as a Conditional Use Permit for the Interconnect

- Gondola (aka the Quicksilver Gondola) and expansion of the Snow Hut (aka Miners Camp) on-mountain restaurant (collectively “the 2015 Amendment”).
10. The 2015 Amendment includes the additional ski terrain lands annexed into the City in 2007.
 11. The 2015 Amendment also clarifies that:
 - a. The 1998 Development Agreement and Mountain Upgrade Plan remains in full force and effect;
 - b. The ~~1997-1998~~ PCMR Concept Master Plan component of the DA has lapsed;
 - c. The Developer’s rights under the DA are fully vested, ~~subject to compliance with the express conditions and requirements in the Development Agreement;~~ and
 - d. Exhibit E of the 1998 Development Agreement is amended to add the March 25, 2015 Conditions of Planning Commission Approval.
 12. The Developer under the 1998 Development Agreement, VR CPC Holdings, is ~~proposing to assign~~ing some of its rights and obligations to PEG Properties, LLC (the applicant) including those rights and obligations pertaining to development of Lots B, C, D and E, as well as the requirements relating to all Employee Housing commitments associated with the development of these Parcels. **Assign to Resort Operator or applicant, see 9/29 Staff Report.**
 13. ~~Assuming the assignment to the applicant occurs, the applicant’s proposal indicated that~~ VR CPC Holdings will retain all obligations pertaining to the Ski Operations and ~~that~~ the City retains the right to enforce all requirements of the 1998 Development Agreement as they relate to the Resort Operator.

General Information

14. On February 13, 2020, PEG Development submitted an application to Amend the 1998 Development Agreement by replacing Exhibit D, which is the expired PCMR Base Area Master Plan Study, with a proposed new site plan (the “2021 Concept Master Plan”).
15. This application was supplemented with additional information on April 20, 2020.
16. Following several administrative hearings, on July 8, 2020, the Planning Commission made a formal determination that the applicant’s proposed new site plan was a “substantive modification” to the 1998 Development Agreement justifying a review of the entire master plan and Development Agreement by the Planning Commission.
17. The public hearing process was officially opened on August 26, 2020, with the Planning Commission holding public meetings on:
 - a. August 26, 2020
 - b. September 23, 2020

- c. October 18, 2020
- d. November 18, 2020
- e. December 16, 2020
- f. January 20, 2021
- g. March 24, 2021
- h. April 21, 2021
- i. May 19, 2021
- j. June 16, 2021
- k. July 21, 2021
- l. August 18, 2021
- m. September 15, 2021
- n. September 29, 2021
- n-o. October 20, 2021

18. The applicant is seeking the following exceptions or reductions/increases from the requirements of the Land Management Code including:
- a. In accordance with LMC 15-6-5(C)(1), a reduction from the MPD required perimeter Setback from twenty-five feet (25') to the Recreation Commercial zone required Setback of twenty feet (20') for portions of Parcel B specifically on the Shadow Ridge Road and, Empire Avenue and Lowell Avenue facades.
 - b. In accordance with LMC 15-6-5(E)(1), a 502 parking stall reduction from the LMC required number of Off-Street Parking stalls provided for the Commercial and Residential Uses of proposed for the project totaling 502 LMC required parking stalls due to based upon a shared parking analysis provided by the applicant (see related which is Condition of Approval #X).
 - c. In accordance with LMC ~~LMC~~ 15-6-5(F), an increase in allowed Building Height from the Recreation Commercial maximum Zone Height of 35 feet (35') for all parcels;
19. The applicant is seeking the following amendments to the 1998 Development Agreement:
- a. To replace expired Exhibit D with a new Master Plan including perimeter Setback reductions for Parcel B, Building Height increases for all parcels, and a reduction of day skier parking reductions from LMC required Commercial and Residential required parking in the amount of 502 stalls from the total amount of day skier parking contemplated in the 1998 PCMR Concept Master Plan.
 - b. A Transfer of approximately 15,000 square feet of Density to Parcel C.
 - c. To allow for a 249 room hotel-Hotel Use instead of 101 condominiums and a skier services and learning center on Parcel C.

- d. Changes to the Employee Housing Obligations consistent with the approved 2021 Housing Mitigation Plan.
- e. ~~To not provide~~A reduction of 600 additional underground day skier parking stalls for the exclusive use of the Resort consistent with the City's desired modal split, transit plans and transit first priorities.
- f. Updated Exhibits including the Phasing Plan and Traffic and Parking Mitigation Plan.
- ~~f.g.~~For a bifurcation of the obligations and Conditions of Approval of the 1998 Development Agreement.

Zoning

- 20. The Base Area Parcels B, C, D and E are all located in the Recreation Commercial zoning district and the applicant is not proposing any changes to the zoning.
- 21. The Recreation Commercial zone allows for the development of hotel and resort related housing in close proximity to major recreation facilities and encourages the clustering of development to preserve Open Space and minimize the impacts of development on hillsides and sensitive view areas.
- ~~22. A hotel was not a proposed use in the 1998 Development Agreement.~~
- ~~23-22.~~ All of the proposed Uses in the 2021 Concept Master Plan are Allowed or Conditional Uses within the Recreation Commercial zoning district.
- ~~24-23.~~ The applicant has applied for a Master Planned Development approval, including amending the 1998 Development Agreement and a new Concept Master Plan.
- ~~25-24.~~ Further development of the Parcels will require additional site-specific approvals in the form of platting and Conditional Use Permits for each Parcel prior to the issuance of Building Permits.

Density

- ~~26-25.~~ Density for MPDs is based on the Unit Equivalent Formula defined in LMC 15-6-8.
- ~~27-26.~~ The 1998 Development Agreement utilizes the Unit Equivalent Formula and limits density on a square footage basis per parcel in the Parcel Square Footage Allowance Table set forth in Section 3.2.1 of the 1998 Development Agreement. Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that may be located below grade or parking as shown in the ~~1997-1998~~ PCMR Concept Master Plan.
- ~~28-27.~~ Utilizing the same square footage calculation results in the following Maximum Parcel Allowed Square Footage [insert applicants final table when received].
- ~~29-28.~~ The 1998 Development Agreement does not allow for the transfer of Density from one parcel to another. However, this proposal is to amend the 1998

Development Agreement to allow for additional Density on Parcel C, which is adjacent to the mountain, where additional height is appropriate as it is central to the Resort Core and is located further away from neighboring single family and multi-family uses. Although the Planning Commission approves the transfer of Density to Parcel C as consistent with LMC 15-6-1 and 15-6-5, the Total Square Footage and Unit Equivalents are less than what was approved under the 1998 Development Agreement [a reduction of approximately 150,000 square feet and 90 UEs. **update** when received]

~~30-29.~~ The 2021 Concept Master Plan identifies up to [146] residential units resulting in [203] Residential Unit Equivalents, and up to [63,000] square feet of Commercial space resulting in [60] Commercial Unit Equivalents, totaling [insert] Unit Equivalents and up to [insert] total square feet, which is within the maximum permitted density allowed under the 1998 Development Agreement. **[update]**

Setbacks

~~31-30.~~ LMC 15-6-5(C) requires the minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than 2 acres.

~~32-31.~~ Section 15-6-5 of the Land Management Code allows the Planning Commission to decrease the required perimeter Setback to the zone-required Setback "...if it is necessary to provide desired architectural interest and variation."

~~33-32.~~ The zone-required Setback is twenty feet (20') for the Recreation Commercial (RC) District and the 1998 Concept Master Plan expressly contemplated twenty foot (20') Setbacks for portions of Parcel B.

~~34-33.~~ The limited areas of 20-foot setback requested for Parcel B provide both vertical and horizontal architectural articulation.

~~35-34.~~ The applicant currently requests and the Planning Commission hereby approves reductions in the perimeter setbacks to twenty feet (20') for the north (floors 2,3 and 4 only), ~~east~~ and west façades of Parcel B only, specifically finding that the twenty-feet (20') Setbacks for Parcel B are consistent with the Recreation Commercial zone and are necessary to provide desired architectural interest and variation because the reduced setbacks:

- a. Are necessary to transition the scale of the proposed building from the Resort to the surrounding neighborhood and to decrease the perceived scale of the proposed building on Parcel B;
- b. Are necessary for vertical and horizontal architectural articulation providing increased architectural interest and variation both desired and required by the Planning Commission, both at the ground level and at the above-ground level stories for the proposed Parcel B building, that would not be achieved if the

applicant was required to meet the twenty-five feet (25') Setback requirements;

- c. Are necessary to include architectural elements that are similar to those allowed to extend into the front Setback pursuant to the Recreation Commercial District (i.e. decks, porches, bay windows, roof overhangs, eaves and cornices; and
- d. Are necessary to implement additional horizontal façade variations while remaining compatible with the setbacks for neighboring streetscape and residential development. The resulting architecture and variation is desired to mitigate the transition to the residential areas of the zone. The 2021 Master Plan provides for adequate space for a minimum of twelve feet (12') multi-use trails, landscaping and snow storage area, even in the areas where architectural elements extend beyond the twenty-five feet (25') Setback requirements.

~~36-35.~~ The 2021 Master Plan provides no perimeter Setbacks less than twenty feet (20'). Any potential canopy over the transit station on Lowell Avenue will be reviewed in accordance with right of way regulations and the LMC, if applicable, at the time of CUP.

~~37-36.~~ The 2021 Master Plan provides that all parking structures ~~above Existing Grade~~ meet the twenty-five feet (25') MPD Setback requirements. ~~Therefore, n~~No setback reductions are ~~allowed~~ proposed for any façade of the parking structure on Parcel B.

Open Space

~~38-37.~~ LMC 15-6-5(D) requires a minimum of 60% Open Space as defined in LMC Chapter 15-15. The application meets this minimum requirement, providing 64% Open Space consisting of pedestrian plazas, sidewalks and multi-use trails, landscape buffers, ski runs, and landscaped areas open to the public. Streets, driveways, parking areas and private open space areas are not included in the applicant's Open Space calculations. Helipad?

Off Street Parking

General

~~39-38.~~ LMC 15-6-5(E) stated that "The number of Off-Street Parking Spaces in an MPD shall not be less than the requirements of the LMC, except that the Planning Commission may decrease the required number of ~~Off-Off~~ Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal."

~~40-39.~~

- ~~41.~~40. The applicant is proposing a modal shift from vehicles to transit and more sustainable transportation options that address and mitigate the amount of traffic going to and from the Resort base area in order to reduce congestions and improve levels of service at proximate intersections.
- ~~42.~~41. Related to parking, the applicant submitted the following (collectively, the “Parking Study & TDM/PMP Plans”):
- a. A Resort Parking Study by Hales Engineering dated February 11, 2021.
 - b. A Draft TDM and PMP dated May 7, 2021 and Addendum dated July 9, 2021.
 - c. Existing and Proposed Parking Condition Analysis from SE Group dated September 23, 2020.
- ~~43.~~42. The applicant is proposing 1,721 parking stalls for the base area. Of these, 1,200 spaces are dedicated to day skier parking, and the remainder (521 stalls) are primarily for residential (hotel and condo) and resort commercial patronage.
- ~~44.~~43. Utilizing mixed-use parking reductions, Hales Engineering in the Parking Study & TDM/PMP Plans estimates the peak shared parking demand will be 1,583 stalls, less than the 1,721 parking stalls proposed.
- ~~45.~~44. The City’s professional planning staff and separately retained parking and transit consultant AECOM reviewed and analyzed the Parking Study & TDM/PMP Plans including a parking sensitivity test and concluded that for the entire site there is still excess parking anticipated assuming shared parking arrangements are in place between all uses including the day skier parking and TDM/PMP strategies are implemented.

Day Skier Parking

- ~~46.~~45. The 2021 Concept Master Plan proposes the replacement of the existing 1,200 day skier surface parking stalls with 1,200 structured day skier stalls, thus there is no material loss in day skier parking.
- ~~47.~~46. The applicant is also removing all employee parking from the base area which will effectively increase the parking supply at the base area for Resort guests.
- ~~48.~~47. The Parking Study & TDM/PMP Plans outline an actively managed parking system with real time, dynamic parking signs that guide patrons to open parking spaces within Parcels B and E, creating a more efficient search for parking availability.
- ~~49.~~48. The Parking Study & TDM/PMP Plans provide for the implementation of paid parking for day skiers concurrently with the development of the base area project. The Parking Study estimates that paid parking will increase the Average Vehicle Occupancy (AVO), and that the Resort will move from a parking deficit to a parking surplus on a typical day if coupled with robust TDM measures and shared parking agreements (See SE Analysis).
- ~~50.~~49. SE Group, on behalf of the applicant, submitted corroborating information that an increase in the AVO to a goal of 2.3-2.7, with peak days seeing 3.1, shows that

the resort is expected to have sufficient parking on most days under the paid parking model outlined in the Parking Study & TDM/PMP Plans.

51-50. The Planning Commission finds that the implementation of the paid parking model set forth in the Parking Study & TDM/PMP Plans will affect the AVO and that parking pricing can be adjusted to help achieve the target AVO's set forth in the Parking Studies.

52-51. The Conditions of Approval imposed with respect to parking will require the applicant to work with the City to modify parking mitigation efforts to achieve the target AVOs as necessary over a five-year period beginning with the occupancy of the garage on Parcel B. As outlined in the Parking Study & TDM/PMP Plans this includes at least two annual coordination meetings per year to discuss actual vehicle counts and parking demand, and the implementation of new or revised parking and transportation strategies designed to achieve the target AVOs and intersection LOS goals.

53-52. The Development Agreement with the applicant will provide the City with the enforcement mechanisms necessary to ensure compliance with the Conditions of Approval.

54-53. The 1998 Development Agreement required 600 additional parking stalls for exclusive use of the Resort including parking for the Resort's Accessory Uses and or Support Commercial to the Resort.

55-54. The 1998 Mountain Upgrade Plan estimates the Comfortable Carrying Capacity (CCC, defined as the number of active and inactive skiers that can be accommodated at a ski area at any given time while guaranteeing a pleasant recreational experience and preserving the quality of the environment) of the Resort was 9,910 skiers, but noted that it is not uncommon for ski areas to experience peak days which visitation exceeds the CCC by as much as 25 percent, or approximately 11,000 skiers in Park City's case.

56-55. The Mountain Upgrade Plan makes a number of upgrade recommendations increasing the CCC from 9,910 to 13,700 skiers per day, which could mean 15,070 skiers on a peak ski day.

57-56. Many of the upgrades discussed in the 1998 Mountain Upgrade Plan have occurred and SE Group estimates that the existing CCC for the Park City side of the Resort is 12,570 skiers with an AVO of 2.3 on average and ranging from 1.9 to 3.1. SE Group estimates the CCC will increase to 13,440 with a future planned upgrade to Town Lift and Silver Star, new homes and nightly rentals, and a 5% increase in transit use. However, SE Group is also projecting an increase in the AVO to an average of 2.7 and ranging from 1.9 to 3.1 on peak ski days due to the implementation of paid parking. SE Group notes that with an AVO of 2.7 the Resort will see a surplus of parking stalls averaging 126 stalls on typical ski days due to the implementation of paid parking.

~~58-57.~~ Due to the fact that the Resort is no longer anticipating the Comfortable Carrying Capacity (CCC) assumed in the Mountain Upgrade Plan that was part of the 1998 application and the anticipated modal shift to transit due to paid parking, the 600 additional parking stalls are no longer required. Additionally, the creation of said parking stalls will lead to more cars accessing the site and additional congestion in the Resort Center, which the City and the applicant are seeking to minimize in accordance with the General Plan objectives for the Resort Center neighborhood and the Vision 2020 Strategic Pillar of Transportation Innovation.

~~59-58.~~ SE Group, on behalf of the applicant, submitted corroborating information that these 600 stalls are no longer necessary to meet the Resort's anticipated parking demand with the implementation of paid day skier parking at the base area.

~~60-59.~~ As provided in the 1998 Development Agreement, the City retains the authority to require the Resort to limit ticket sales if parking mitigation fails to adequately mitigate peak day parking demands. The intent is that off-site parking solutions include a coordinated and cooperative effort with the City and the Resort Operator to provide creative solutions for peak day and special event parking.

Applicant's alternative language for COA #62 above attempting to address parking issues with parking solutions:

Upon the City's reasonable determination that a "Parking Failure" has occurred on more than fifteen (15) days in a ski season during the first five (5) years following completion of the Resort Core pursuant to the 2021 Concept Master Plan by reasons attributable solely to the Resort and the applicant's development of the Resort Core (as opposed to conditions arising from other City events, such as the Sundance Film Festival), the City shall notify applicant of such Parking Failure and City and applicant shall thereafter work with the Resort Operator to determine the remedial actions that must be taken to prevent future Parking Failures, which remedial action may include the construction of additional off-site parking spaces. The number of additional off-site parking spaces required to alleviate similar Parking Failures and which party shall be responsible for installing the same shall be collectively determined by the City, the Resort Operator and the applicant depending on the reasonably identified causes of the Parking Failure. For purposes of this condition, a Parking Failure at the PCM Base would be found to occur only if all of the following conditions apply:

- The Park City transit system has increased bus frequency to its full capacity such that not less than [INSERT] buses are arriving/departing the Transit Center during the peak hours of 8:00 a.m. to 10:30 a.m. and from 3:30 p.m. to 5:00 p.m. on the days of the purported Parking Failure;
- The utilization rate for the Park City transit system buses serving the PCM Base during such peak hours averages 90%;

- On-site and off-site park and ride lots then in existence and feeding the Park City transit system are fully utilized; and
- Excessive on-street parking is occurring in local streets adjacent to the PCM Base notwithstanding the City's consistent enforcement of the City's parking regulations applicable to such local streets.

Notwithstanding anything in this condition to the contrary, the combined responsibility of the Resort Operator and applicant for construction of off-site parking stalls shall not exceed

[INSERT] stalls at a total cost of [INSERT] per stall.

The City has concerns with the applicant's recommended finding above and instead recommends Transportation and Parking Mitigation Conditions of Approval #35-40 in the Draft Conditions of Approval Document. The final fees associated with these Conditions will be negotiated by the City's Executive Department during the Development Agreement process.

~~64-60.~~ The applicant is proposing a drop-off/pick-up area in front of the plaza between Buildings C and E, which will be staffed during peak periods to promote efficient loading and unloading. This area can accommodate approximately eight vehicles.

~~62-61.~~ In addition to the drop off area mentioned above, the applicant is providing a separate area for hotel shuttle drop off south of the new transit station. This area can accommodate up to six hotel shuttles at one time.

~~63-62.~~ The applicant has agreed that garage parking will include ~~15-30~~ minutes of free parking, and that 20 parking stalls will be reserved during peak hours with 30 minutes of free parking to accommodate ski school and ski team pick up and drop off parking.

[Staff suggests further discussion with the applicant and Vail directly regarding any additional appropriate FF and COAs regarding consequence of inadequate parking mitigation regarding day skiing versus residential/commercial uses.]

Commercial and Residential Parking

~~64-63.~~ The 2021 Concept Master Plan proposes 521 parking stalls for the residential and commercial uses based on a shared parking analysis, which represents a 502 parking stall exception (waiver of parking stalls) based on the Hales Engineering analysis included in the Parking Study & TDM/PMP Plans. The parking stall exception is primarily for the Commercial Uses as skiers are the primary driver of parking at the Resort and Hales Engineering has conservatively estimated that 80% of Commercial users are already parked as skiers or guests,

based on a study of the Canyons, which estimates that 95% of Commercial users are skiers or guests already parked at the Resort.

- ~~65-64.~~ The Conditions of Approval will require the site to offer shared parking agreements for existing and proposed uses to provide adequate parking at peak times and mitigate parking demand for non -day skier parking consistent with the Parking Study & TDM/PMP Plans.
- ~~66-65.~~ The Conditions of Approval will require the proposed Hotel to provide valet parking at all times, which valet parking may include use of stacked parking in order to increase the Hotel's parking supply.
- ~~67-66.~~ According to analysis submitted by Hales Engineering in the Parking Plan & TDM/PMP Plans, the proposed parking exceptions are conservatively in line with what is experienced at the Canyons side of the Resort, where the applicant reports a 95% capture ratio for the commercial uses from day skiers already parked on site.
- ~~68-67.~~ The Parking Study & TDM/PMP Plans assume one stall per affordable housing unit, one stall per hotel room, and one stall per condominium.
- ~~69-68.~~ The City's independent third-party transportation consultant, AECOM, performed a sensitivity analysis which demonstrates that although Building C is under parked for a few hours in the afternoon (which can be accommodated with valet parking), there should be excess parking within the entire site overall including during peak hours. Accordingly, a Condition of Approval requires the TDM to include valet parking and shared use agreements to mitigate peak use.
- ~~70-69.~~ The Conditions of Approval will require an updated parking analysis be submitted to the City based on actual parking demand for the uses in Building B after the first ski season of occupancy for this garage.
- ~~71-70.~~ The proposed number of parking stalls is consistent with the location of employee housing on site, the applicant's proposed shared parking arrangement set forth in the Parking Study & TDM/PMP Plans, the City's desire to promote fewer overall vehicle trips and use of other transit options to access the site, including public transit, and with the City's desire to help the applicant reach the identified modal split goal for a 20% reduction in vehicles accessing the site over a five year period, beginning with the occupancy of the parking structure on Parcel B.
- ~~72-71.~~ The Planning Commission, with recommendation from the Planning Department and AECOM, finds that the Parking Study & TDM/PMP Plans support a decrease in the required number of parking spaces consistent with LMC Section 15-6-5(E).

Building Height

- ~~73-72.~~ The RC District allows for structures up to thirty-five feet (35') in height from Existing Grade.

- ~~74-73.~~ Section 15-6-5(F) of the Land Management Code allows the Planning Commission to "...consider an increase in Building Height based upon a Site specific analysis."
- ~~75-74.~~ The 1998 Development Agreement and 1997 Approvals, allowed for exceptions to Building Height, and the 2021 Master Plan is seeking exceptions to Building Height consistent with the 1997 approved plans. The 1997 Approvals allowed for the following approximate maximum building heights as measured under the current Land Management Code:
- a. Parcel B maximum Building Height of 78 feet.
 - b. Parcel C maximum Building Height of 75 feet.
 - c. Parcel D maximum Building Height of 60 feet.
 - d. Parcel E maximum Building Height of 83 feet.
- ~~76-75.~~ These height exceptions expired with the site plan and the applicant has applied for new height exceptions with respect to the 2021 Concept Master Plan.
- ~~77-76.~~ The Planning Commission finds that the increase in Building Height as shown in the 2021 Concept Master Plan set dated _____ does not result in increased square footage or Building volume over what was approved in the 1998 Development Agreement and ~~1997-1998~~ PCMR Concept Master Plan.
- ~~78-77.~~ Height exceptions are appropriate given that in 1997 the City Council determined that clustering density at the base area was preferable to spreading density up the mountain, and that the clustering preserves open space, provides opportunities for view corridors, and increases the effectiveness of public transportation.
- ~~79-78.~~ The Planning Commission finds that buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated through building placement and increased Setbacks.
- ~~80-79.~~ The Planning Commission finds there is adequate buffering in the form of Setbacks from adjacent Properties and Uses; In addition, Landscape buffering and detailed landscape plans will be required for the CUP application process.
- ~~81-80.~~ The Planning Commission finds there is adequate room for Landscaping for adjacent Properties and Uses. Landscaping details will be required at the CUP process to ensure adequate buffering for adjacent Properties and Uses.
- ~~82-81.~~ The Planning Commission finds that building Setbacks are increased, resulting in an overall average approximately 9-10 feet in excess of the zone setbacks after including setback reductions for portions of Building B, with additional Building Height in order to provide increased separation from adjacent properties.
- ~~83-82.~~ The Planning Commission finds that the proposed additional Building Height results in more than the minimum Open Space required, and results in Open Space that is publicly accessible;

~~84-83.~~ The Planning Commission finds that additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, including the Façade Length and Variation requirements of §15-5-8.

~~85-84.~~ The Planning Commission finds that additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission as represented in the 2021 Master Plan. This results in the following maximum Building Heights from Existing Grade for the following parcels:

- a. Parcel B maximum Building Height of [87] feet and [6] stories from Existing Grade. The nearest abutter is approximately [65] feet away from this Building Height.
- b. Parcel C maximum Building Height of [103] feet and [7] stories from Existing Grade. The nearest abutter is approximately [70] feet away from this Building Height.
- c. Parcel D maximum Building Height of [71] feet and [5] stories from Existing Grade. The nearest abutter is approximately [40] feet away from this Building Height.
- d. Parcel E maximum Building Height of [84] feet and [6] stories from Existing Grade. The nearest abutter is approximately [50] feet away from this Building Height.

Site Planning

~~86-85.~~ The 2021 Concept Master Plan sets forth a plan for development/redevelopment consistent with the Resort Center neighborhood, the City's General Plan for the Resort Center neighborhood, the City's adopted Transportation Plans, the 1998 Development Agreement, and LMC 15-6.

~~87-86.~~ The units are clustered on the most developable and least visually sensitive portions of the RC zoned remaining parcels, and the buildings are separated by Open Space.

~~88-87.~~ No Significant Vegetation exists on the parcels as they are surface parking lots.

~~89-88.~~ The project is designed to minimize Grading and the need for large retaining Structures.

~~90-89.~~ Roads, utility lines, and Structures are designed to work with the Existing Grade and cuts and fills are minimized.

~~91-90.~~ Existing trails are maintained and incorporated into the Open Space elements of the project. Parking garage E is considered the primary trailhead parking area.

~~92-91.~~ Adequate internal vehicular, pedestrian, and bicycle circulation is provided and pedestrian and bicycle circulations are separated from vehicular circulations and provide safe travel within the boundaries of the project and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.

~~93-92.~~ Snow storage Areas will be further detailed and evaluated at the CUP process in order to provide adequate areas for snow removal and storage.

~~94-93.~~ Areas for convenient trash and recycling, including adequate circulation area for pick-up vehicles, will be further detailed and evaluated at the CUP process.

~~95-94.~~ The project will include a recycling program that accommodates for materials generated by tenants, residents, users, operators, and/or owners and this will be further detailed and evaluated at the CUP process.

~~96-95.~~ The project includes transportation amenities including separate drop-off Areas for hotel shuttle service, general purpose vehicles, and an existing bus stop. Additional drop off can be accommodated in the garage structures.

~~97-96.~~ Service and delivery Access and loading/unloading Areas are included in the project and separated from pedestrian Areas and will be further detailed and evaluated at the CUP process.

Landscape and Lighting

~~98-97.~~ A preliminary Landscape Plan was submitted with the MPD application.

~~99-98.~~ Detailed landscape plans will be required for the CUP application process.

~~100-99.~~ The Planning Commission finds there is sufficient area in the form of Setbacks from adjacent Properties and Uses to provide for sufficient landscape buffering.

~~101-100.~~ Lighting must meet the requirements of Section 15-5-5(J).

~~102-101.~~ Detailed Lighting Plans will be required for the CUP application process.

Sensitive Lands Compliance

~~103-102.~~ The project site is located outside of the City's Sensitive Lands Overlay Zone.

Employee/Affordable Housing

Reference 4/29/21 Housing Authority Approval and Conditions

Child Care

~~104-103.~~ The project site does not include a Child Care Center.

Mine Hazards

~~105-104.~~ There are no known Physical Mine Hazards on the project site.

Historic Mine Waste Mitigation

~~106-105.~~ The project site is located outside of the City's Soils Ordinance Boundary.

General Plan Review

~~407.~~106. Park City's General Plan for the Resort Center neighborhood anticipates that future development will create a more dense resort core and "combine the ski experience with the lodging experience," and anticipates that such development/redevelopment would "redefine the character of the base area and influence the entire Resort Center neighborhood." (General Plan p. 190)

~~408.~~107. The majority of the Resort Center neighborhood is located in the Lower Park Avenue Redevelopment Area (RDA), and the applicant's project is in the "resort core" of the Resort Center neighborhood.

~~409.~~108. The General Plan for the Resort Center outlines 7 objectives for the neighborhood including:

- a. Increasing opportunities for public transit (including consideration of dedicated transit lanes);
- b. Circulation modifications to improve the user experience of arriving and leaving the Resort Center;
- c. Implementing alternative parking locations with public transportation connections;
- d. The development of transportation demand management strategies to decrease vehicle traffic;
- e. Improving multimodal connections between the Resort and Main Street, Deer Valley and the Bonanza Park areas;
- f. Decreasing resort impacts on surrounding residential communities; and
- g. Discouraging resort through traffic on Three Kings Drive.

~~410.~~109. The General Plan specifically recommends flexibility "regarding the execution of the existing PCMR MPD approval in order to facilitate: 1) public/private partnership opportunities for public transit visitors and locals, parking and affordable housing; 2) potential relocation/transfer of density; and 3) new uses including emerging recreation and resort visitor experiences." (General Plan p. 191)

~~411.~~110. The 2021 Concept Master Plan increases opportunities for public transit and includes an improved Transit Station and bus only lanes through the Resort.

~~412.~~111. PEG has proposed a comprehensive Transportation Demand Management plan and circulation modifications to reduce traffic congestion and improve intersection LOS through its modal split goals, which will improve the user experience of arriving and leaving the Resort Center.

~~413.~~112. The Parking Study & TDM/PMP Plans does not expand parking on site but encourages public transportation use through the implementation of paid parking at the base, improving the Transit Station and adding bus only lanes through the Resort. This should encourage use of the regional park and ride facilities that will be served with expanded public transportation connections reducing congestion in Park City.

~~414.~~113. The Parking Study & TDM/PMP Plans specifically incorporate recommended TDM strategies to decrease vehicle traffic including increasing the AVO through paid parking, improvements to the Transit Station, and an employee TDM.

~~415.~~114. The 2021 Concept Master Plan improves multimodal connections with improved pedestrian and bicycle pathways, public plazas and an improved Transit Station.

~~416.~~115. The 2021 Concept Master Plan decreases resort impacts on surrounding residential communities by improving traffic circulation and congestion, improving opportunities for public transit, and improved multimodal connections.

~~417.~~116. The 2021 Concept Master Plan discourages resort through traffic on adjoining residential streets, including Three Kings Drive, through improved traffic and wayfinding signage and a median on Silver King Drive to prevent cars leaving the parcel E from making a left turn onto Three Kings Drive.

Sustainability

~~418.~~117. The City has ambitious but achievable climate goals to be net zero carbon and to meet annual electricity needs through 100% renewable resources for the entire community by 2030, as embodied in Resolution 32-2018 (the “City’s Sustainability Goals”).

~~419.~~118. The project will add to the City’s overall energy demand and carbon footprint, and the applicant submitted Sustainability Guidelines, dated December 1, 2020 (as amended), detailing the applicant’s plans for the project and the manner in which the project contributes to the City’s Sustainability Goals. The applicant’s Sustainability Guidelines will be reviewed in further detail at each CUP process.

~~420.~~119. The Sustainability Guidelines target energy savings compared to the State of Utah’s currently adopted energy codes as of December 1, 2020 (i.e. IECC 2018) in excess of 20%, and include the applicant’s commitment to integrate energy modeling in the design process of all buildings and building types within the project in order to achieve that goal through the use of high-performance building envelopes and energy efficient mechanical, lighting, and window systems (core and shell).

~~421.~~120. The Sustainability Guidelines provide for the creation of a construction waste management plan and the diversion of construction and demolition materials away from landfills and incinerators, including diversion of 100% of demolished asphalt, and diversion of a minimum of 50% of construction waste into not less than four material streams for recycling.

~~422.~~121. The Sustainability Guidelines provide for the creation of a waste management plan to reduce landfill waste that is generated by building

occupants (commercial tenants as well as residential) and all buildings will include accommodations for recycling.

~~123-122.~~ The Sustainability Guideline provide for a pEUI-25 average for the four (4) building parcels at full build-out. The targeted individual pEUI for the specific buildings are set forth in the Sustainability Guidelines.

~~124-123.~~ The Sustainability Guidelines provide for the installation of rooftop photovoltaic arrays, as well as the potential for other on-site renewable energy generation methods such as micro-anaerobic digester for food waste, intended to supply not less than 8% of the project's energy demands (including 100% of the energy demand for the project's structured parking facilities), and the design and preparation of additional roof areas that will be "PV ready" so that additional panels can be installed in the future.

~~125-124.~~ The Sustainability Guidelines provide for the applicant's purchase of Renewable Energy Credits ("REC") for each completed building in the project to offset delivered [energy] to the Project that is not supported by on-site renewable energy systems, for a period equal to the lesser of: (a) five (5) years; or (b) the number of years from the date the final Certificate of Occupancy is issued for the applicable building and the estimated date that the City's fully renewable power source will be on line (currently estimated to be 2030).

~~126-125.~~ The Sustainability Guidelines provide for rigorous energy commissioning for each building to support the energy efficient operation of such buildings and to compare performance back to modeled design targets.

~~127-126.~~ The Sustainability Guidelines provide for applicant's use of management tools to log, track and verify building performance including delivered energy consumption, indoor and outdoor water usage and recording the REC purchases applicable to each building.

~~128-127.~~ Based on the above, and the items set forth in the Sustainability Guidelines, the Planning Commission finds that the applicant's project and Sustainability Guidelines incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the codes in effect at the time of the current Application as of February 2020 (i.e. IECC 2018).

Section 15-6-6 Findings

~~129-128.~~ The 2021 Concept Master Plan complies with all requirements of the Land Management Code with the exception of the Setbacks for Building B, allowed Building Height, the number of Off-Street Parking stalls and the amount of Resort Support Commercial and Accessory Use allowed for Parcel C.

- ~~130-129.~~ The 2021 Concept Master Plan meets the minimum requirements of Section 15-6-5 except as noted above.
- ~~131-130.~~ The 2021 Concept Master Plan provides the highest value of Open Space, as determined by the Planning Commission.
- ~~132-131.~~ The 2021 Concept Master Plan strengthens and enhances the resort character of Park City with additional Resort Support Commercial uses, lodging opportunities and public transit improvements.
- ~~133-132.~~ The 2021 Concept Master Plan compliments the natural features on the Site, which parcels are not characterized by significant features or vegetation.
- ~~134-133.~~ The 2021 Concept Master Plan is Compatible in Use, scale, and mass with adjacent Properties within the Resort Center Neighborhood, promotes neighborhood Compatibility, and protects surrounding residential neighborhoods and Uses. The 2021 Concept Master Plan is compatible with the density allowed by the development agreement and is in keeping with the Building Height approved on Parcel A, Marriott's MountainSide Hotel.
- ~~135-134.~~ The 2021 Concept Master Plan provides amenities to the community so that there is no net loss of community amenities including but not limited to a new transit station, employee and affordable housing, 1,200 day skier parking stalls, public plazas and new commercial and residential uses.
- ~~136-135.~~ The 2021 Concept Master Plan is consistent with the employee Affordable Housing requirements as evidenced by the Housing Authority's 4/29/21 Approval of the applicant's Housing Mitigation Plan.
- ~~137-136.~~ The project Parcels are not located within the Sensitive Land Overlay Zone, and the project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site.
- ~~138-137.~~ The 2021 Concept Master Plan promotes the Use of non-vehicular forms of transportation through the use of paid parking, dedicated bus lanes, a new transit station, multi-use trails and trail connections.
- ~~139-138.~~ The 2021 Concept Master Plan was properly noticed and the Planning Commission held public hearings in accordance with this Chapter.
- ~~140-139.~~ The 2021 Concept Master Plan 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 in effect at the time of the Application.
- ~~141-140.~~ No Physical Mine Hazards are located on the Parcels.
- ~~142-141.~~ The 2021 Concept Master Plan mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- ~~143-142.~~ No Historic Structures or Sites are located on the Parcels.
- ~~144-143.~~ The 2021 Concept Master Plan addresses and mitigates traffic and the applicant and submitted the Parking Study & TDM/ PMP Plans demonstrating the

applicant's commitment to work with the City in a combined effort to achieve a 20% modal split within five years of the occupancy of Building B.

Applications for CUPs shall include but are not limited to:

1. Detailed landscape plan
2. Details for snow storage areas
3. Details for trash and recycling areas
4. Details for service and delivery access
5. Detailed Lighting plan
6. Detailed sustainability plan

DRAFT

Draft Conditions of Approval: PEG's Park City Base Area Lot Redevelopment Master Plan Study

The Planning Commission's consideration of the following Conditions of Approval is requested by the Planning Department.

General

1. The applicant shall be responsible for compliance with these Conditions of Approval unless the Condition is specifically delegated to .
2. This approval includes and incorporates the 2021 Concept Master Plan dated [insert final plan set date]. The concept Master Plan details maximum volumetrics including general horizontal and vertical articulation, maximum square footage of each building, maximum building heights, minimum setbacks, required parking, general programming and site planning, all transportation improvements, utility design, proposed grading, and construction phasing and mitigation.
3. This 2021 Concept Master Plan is conceptual in nature and each parcel is subject to Conditional Use Permit (CUP) review by the Planning Commission, and must substantially conform to but not exceed the Concept Master Plan maximum volumetrics and comply with LMC Section 15-5, Architectural Review.
4. The building heights, square footages and unit equivalents identified in the 2021 Concept Master Plan are intended to be maximums that the Planning Commission shall consider during CUP review for each development parcel, but approval of the 2021 Concept Master Plan does not guarantee that such maximum densities or square footages can be achieved for any given parcel in accordance with the CUP review process.
5. The overall project on parcels B-E shall not exceed: (a) the permitted density of [263] Unit Equivalents, [203 Residential UEs and 60 Commercial UEs, excluding employee and affordable units which do not count towards the total allowed UEs]; or (b) 2,223 maximum parking stalls. Any additional Density permitted under the 1998 DA shall now be considered null and void. [update]
6. If the Planning Commission approves less than the maximum permitted square footages or Density outlined in the 2021 Concept Master Plan for any given parcel pursuant to the CUP approval process, that square footage or Density shall not be allowed to be transferred to another parcel.
7. Final Site Planning is required for each parcel at the CUP process which shall include landscaping, lighting, streetscape details and finalization of all design details for the parcel. Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.
8. Ownership, maintenance issues and any amendments to the Bus Drop Off Easement must be resolved and executed prior to the issuance of a CUP for Parcel B.

9. The Transit Station shall include:
 - a. ADA compliant access, including a min. sidewalk width of 12 ft. on all 3 sides of the Station
 - b. at least 6 bus bays of sufficient size in order to meet the expanded transit ridership and bus lengths (including at least one articulated bus bay)
 - c. Indoor and outdoor sheltered waiting area(s)
 - d. Equipment storage facilities (ski lockers) conveniently located nearby
 - e. Real time transit information displays that include where and when buses will be arriving and departing from
 - f. Transit and pedestrian wayfinding signage
 - g. Pedestrian and safety oriented lighting
 - h. Accommodations for a bike share station and bike parking in close proximity to the Transit Station
 - i. Public restrooms
 - j. Transit employee break room
10. The applicant agrees to coordinate with the City regarding bus charging infrastructure during the design phase of the Transit Station and shall install bus charging infrastructure at the applicant's sole expense if requested by the City.
11. Snow storage areas must be accommodated for and will be reviewed in further detail at CUP. The applicant shall be responsible for snow removal at both drop off locations and the transit station.
12. The applicant must receive approvals to subdivide the parcels consistent with the 2021 Concept Master Plan parcel designations for parcels B-E prior to or concurrent with CUP applications or third-party sales, whichever shall occur first.
13. The applicant shall develop parcel B including the Transit Station first, so that all required transportation infrastructure and affordable and employee units are part of the first phase of development.
14. The proposed employee and affordable housing units shall be consistent with the Housing Authority's April 29, 2021, approved Housing Mitigation Plan for the site. This is the applicant's affordable housing obligation for the entire project including Parcels A-E and shall be completed as part of the first phase of development.
15. The applicant has submitted a draft Phasing Plan. Concurrent with the review of each CUP, a detailed phasing plan for each given parcel shall be required, as well as, for informational purposes, an update on the anticipated schedule for the entire project. These plans shall include at a minimum, but shall not be limited to the following:
 - a. Detailed timeline and phasing of development for each parcel, as well as anticipated timing and phasing for all remaining development parcels.

- b. A parking plan to ensure adequate skier parking is available during each construction phase.
 - c. Schedule for construction and completion of all public improvements including utilities, plazas, multi-use paths and pedestrian infrastructure, streets, transit improvements, landscaping, and lighting.
 - d. Timing of occupancy for any employee and affordable units.
 - e. Occupancy permits for all employee and affordable units must be received prior to receiving occupancy for the last ten market rate units for parcel B.
16. The applicant has submitted a draft Construction Mitigation Plan. Concurrent with the review of each CUP, a comprehensive construction mitigation plan shall be required for the applicable parcel. These plans shall include at a minimum, but shall not be limited to the following:
- a. Days and hours of construction in compliance with Municipal Code 11-14-4.
 - b. Site logistics including construction administration, parking and transportation for construction vehicles and all employees.
 - c. Routing plans for construction traffic so that adjacent streets are not unduly affected.
 - d. Details for material stockpiling and staging on site.
 - e. Maintenance of pedestrian access and pathways, trails and trailhead parking during construction.
 - f. Recycling of construction waste in accordance with the applicants Sustainability Guidelines, including the minimizing of off-site soil/material transport.
 - g. Proposed construction signage including a visibly posted site supervisor phone number that is staffed 24 hr./day. This number shall also be on file with the Building and Police Departments.
 - h. The applicant shall be responsible for construction worker shuttles from Richardson Flats or other off-site parking locations.
 - i. A financial security will be required to ensure compliance with the agreed to Construction Mitigation Plan, consistent with existing practices of the City.
17. A Master Owners Association (MOA) will be formed for this MPD prior to or concurrent with any subdivision or condominium plat approval. The association or applicable project associations shall be responsible for maintenance of all landscaping, streetscape and plaza programming and improvements, multi-use and pedestrian paths and other public amenities that are a part of this MPD. The MOA shall coordinate recycling, snow removal and maintenance with the existing associations in the upper base area. Unless otherwise approved in #20, a parking management plan, represented to be between the MOA and the Resort Operator, will be required for and condition of approval of each CUP.

18. The developer shall upgrade utilities for the project as deemed reasonably necessary by the City Engineer. These upgrades shall be consistent with the application of such standards throughout the City.
19. Concurrent with the review of the CUP for each parcel, the applicant shall satisfy fire protection requirements as specified by the Chief Building Official and the Park City Fire Service District.

Transportation and Parking - General

20. As part of the application for each CUP, the Parking Plan & TDM/PMP Studies shall be updated and modified as necessary by the applicant to evaluate transit use and demonstrate parking needs for the applicable parcel consistent with the Land Management Code in effect at the time of the CUP application along with the MPD approval. These plans shall include at a minimum, but shall not be limited to the following:
 - a. A detailed plan for traffic operations and control during ski season including peak hour or event mitigation and incentives for guests to take public transportation or carpool.
 - b. A detailed plan for parking operations including the specifics of the pay for parking system.
 - c. An evaluation of how Parking is being managed by the applicant so as to promote achievement of the 20% modal split and intersection LOS goals noted in Hales Engineering's 2/9/21 analysis.
 - d. A detailed plan for achieving and reporting to the City the applicant's progress towards the modal split and intersection LOS goals, which are expected to be achieved within five (5) years of the occupancy of parcel B's parking garage. The Plan shall include key performance indicators that are agreed to by and reviewed with the City annually. The applicant shall be obligated to provide additional mitigation if the modal split and intersection LOS goals are not achieved within the anticipated time frame.
 - e. A contingency plan for satellite, large vehicle, overflow, employee parking and shuttle service. Shuttle service and parking supply must meet demand and capacities required. These numbers must be tracked and reported to the City annually.
 - f. Demonstrate that commitments have been secured for peak day/time off-site parking that equates to up to 422 stalls.
 - g. The applicant shall install a bus shelter with supportive amenities, including security lighting at Richardson Flats prior to the Occupancy of Building B's parking garage, consistent with the standards reasonably required by the City Engineer at the time of permit.

Commented [DE1]: Add specific date/trigger here?

- h. The applicant shall submit a comprehensive signage plan for parking and traffic on and off-site, including signage on I-80, US-40, SR-224 and SR-248 with the ability to message real-time traffic and parking information.
 - i. The TDM shall include transportation and parking plans specific to Resort area employees. The Resort shall continue to be obligated to maintain its employee shuttles and transportation assistance programs including but not limited to PC-SLC connect bus passes, carpooling, and UTA van and shuttle groups as required by the 1997 Planning Commission Approval. The annual TDM report shall be submitted to the City for evaluation and shall include how employees are traveling and the ongoing efforts the applicant is taking to mitigate single occupancy vehicle and employee car trips.
 - j. ~~Resort area Employees shall park at Richardson Flats and The~~ the applicant or the Resort Operator shall be responsible for shuttling ~~Resort~~ employees from Richardson Flats to the Resort ~~on Fridays, Saturdays, Sundays and peak holidays~~, and shall run such shuttle service to coincide with major shift changes. ~~If the applicant needs to utilize Richardson Flats on other days of the week, the applicant shall be responsible for providing adequate shuttle service to meet the demand. The City may invite Resort area employees to park in the public park and rides at the city's discretion should it be felt that there is capacity on city services and that doing so would make city services more efficient, which would also reduce the applicants private shuttle traffic on the roads, and would also decrease the applicant's carbon footprint.~~
 - k. A plan to supplement City and County bus services on peak holidays from off-site satellite parking lots including but not limited to the Quinn's Junction Park and Ride facility.
 - l. The applicant shall submit an annual post-ski-season parking analysis to the City for at least five (5) years after the occupancy of the garage on parcel E is obtained.
- 21. The applicant shall utilize tools and applications that allow for real time parking and traffic information so that guests and day skiers can make transportation decisions prior to leaving their residence or prior to leaving the Resort.
 - 22. The hotel and PCMR shall include information on their website about the availability of transportation from the airport and within Park City to encourage guests to not rent a car.
 - 23. The hotel shall provide valet parking at all times, which may include use of stacked parking in order to increase the hotel's parking supply.
 - 24. The applicant shall operate an advanced reservation shuttle system/service to move occupants of the residential units around Park City, unless the City releases such obligation at such time as micro-transit services are generally available in the City and have sufficient capacity to service the base area.

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25. The Multi-Use Trail shall be at least 12-feet in width and include a landscaped separation from the street. The applicant shall complete the sidewalk infrastructure in the immediate neighborhood as shown in the 2021 Concept Master Plan's Pedestrian and Bike Path Plan, subject to right-of-way restrictions and the granting of necessary easements from property owners.
26. Crosswalks shall be at least as wide as the approaching trail or sidewalk.
27. The applicant shall be responsible for signage and Police detail during special events to deter cut thru traffic onto Thaynes Canyon Drive and Three Kings Drive.
28. Both the general occupancy vehicle (plaza) and shuttle drop off areas shall be staffed during peak pick up and drop off hours to ensure efficient vehicle loading and unloading.
29. The applicant has agreed to provide 30 minutes of free parking in both garages in order to allow for drop-off and pick-up, including for TNCs.
30. Twenty stalls shall be reserved for 30 minute free ski school drop-off and pick-up parking. If it is determined that this is insufficient to meet drop-off demand the applicant shall work with the City to increase this number accordingly.
31. All parking stalls shall meet the requirement of LMC 15-3-4(C).
32. All garage levels with skier drop off shall have 9.5 ft. clearance to accommodate vehicles with roof boxes.
- 33-34. All ski program drop off that occurs within the garages shall be actively managed by the applicant or Resort. Any substantive changes to the plans present to the Commission should be reviewed by the Planning Commission.
- 32-34. Upgrades to the Resort skiing facilities is a conditional use permit and requires administrative review and approval prior to any applications to Summit County for any necessary permits.
- 33-35. If the Comfortable Carrying Capacity (CCC) increases due to mountain upgrades the Resort shall be obligated to provide parking off-site to meet the anticipated parking demand requirements.

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Transportation and Parking - Mitigation

- 34-36. Parking fee for new uses. The applicant shall pay to the City an in-lieu parking fee for 20% of the Off-Street Parking stalls the applicant is seeking an exception for (20% of 502 = 101 stalls total at \$X per stall = \$X). The purpose of this in-lieu fee is to ensure that there is sufficient parking available on site for the new residential and commercial uses.
- 35-37. Parking fee for modal-split. The applicant shall pay to the City an additional in-lieu fee of \$X as a guarantee for meeting the 20% modal split goal.

- ~~36-38.~~ If the applicant and Resort fail to provide sufficient parking for the new residential and commercial uses, and/or fail to meet the modal split goal within five (5) years of occupancy of the parcel B parking garage, the City shall use these fees to expand or construct additional off-site parking and/or to fund additional transit capacity to the Resort.
- ~~37-39.~~ If the applicant provides sufficient parking for the new residential and commercial uses and meets their modal split goals for three consecutive years following the completion of the project, the City shall return the in-lieu fees to the applicant.
- ~~38-40.~~ The applicant shall fund the installation of the traffic signals shown in the 2021 Concept Master Plan. Traffic signals shall be required to meet City Engineering and communications standards and shall include transit signal preemption software and hardware including fiber connections to prioritize bus and emergency response operations and shall be programable for varying traffic conditions and seasons.
- ~~39-41.~~ In order to complete these actions, the City shall require an annual contribution of \$X per year from the applicant to cover software fees and staffing for maintenance and programming of such traffic signals. This fee for maintenance and operations shall be paid annually to the City until both 1) the final occupancy permit for the final parcel is issued by the City; and 2) the 20% modal split goal has been met for three consecutive years. This remains to be negotiated but is based on a Memorandum by Julia Collins dated 11/12/20 and includes for inflation.
- ~~40-42.~~ The applicant shall contribute \$X dollars annually to the City in order to fund the upkeep and maintenance of both the Quinn's Junction and Richardson Flats parking lots which the applicant is heavily relying on for off-site guest and employee parking. The City and the applicant may agree to reduce this fee in exchange for use, at no charge to the City, of the applicant's on-site parking stalls for certain times of the year when community events may benefit from access to the on-site stalls.
- ~~41-43.~~ Add transit fee to pay for new buses and increaser service to resort.

Other Conditions

- ~~42-44.~~ In 1998 a Mountain Upgrade Plan was attached to the Development Agreement as Exhibit L. This plan was amended in 2015 with the development of the Interconnect Gondola. The obligations of the Mountain Upgrade Plan as amended are still in effect. Any expansion of skier capacity will be greatly limited due to a lack of additional parking and the City's desire to reduce traffic and congestion at the base area, unless it can be demonstrated that the 20% modal split goal has been achieved.

43-45. A loading dock is currently proposed to be located in the hotel building on parcel C, with access off of Lowell Avenue. If during the CUP process the applicant is able to secure a better location that minimizes pedestrian and vehicle interactions the Planning Commission shall consider the new location during the CUP process.

44-46. A Master Sign Plan will be required prior to any Sign Permit issuance and will be reviewed for compliance with the Park City Sign Code. Such sign plan shall include general wayfinding signage as well as more specific wayfinding signage for the Transit Station on site.

45-47. Trails: Numerous trails exist on the 2007 annexation property. These trails are available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the City prior to the Development Agreement being signed by the City.

46-48. The applicant submitted a Pedestrian and Bike Path Plan dated 2/26/21 and 5/12/21. This plan includes a bike drop off area at the plaza as well as additional bike parking locations. The applicant is providing at least 52 sheltered bike stalls spread throughout the parcels. Summer bike parking will increase to at least 100 seasonal bike stalls and a Summit County E-bike docking station will be located on site.

47-49. The hotel shall include an employee break room with shower facilities to facilitate bike commuting. This facility shall be available to all employees of the base area.

48-50. All garages shall allow for bike parking and the garage on Parcel E will have one level (at least 100 parking stalls) with 10-foot clearance to allow for taller vehicles. This shall be considered the primary trailhead parking area.

49-51. The Plaza area shall include a kiosk with summer and winter Trail Maps and Check with HD and Mountain Trails.

Commented [DE2]: is the expectation that this is paid parking in the summer as well? If not we should be clear that we expect it to be free during non ski season times.

Sustainability

50-52. The applicant shall comply with the City's EV requirements, as outlined in LMC Section 15-3-11, Electric Vehicle Charging Stations.

51-53. The applicant shall comply with the City's Outdoor Lighting Code and Dark Sky Ordinance.

52-54. The applicant shall submit a construction waste management plan to the City's Planning and Sustainability Department for approval/denial pursuant to the standards in this paragraph prior to commencement of any demolition or construction at the project, which plan shall identify the manner in which the applicant shall log, report, and achieve a minimum diversion rate of 100% for

demolished asphalt, and a minimum diversion rate of 50% of construction waste into not less than four material streams for recycling. From and after commencement of demolition or construction and throughout any demolition or construction process, the applicant shall submit quarterly reports to the City's Planning and Sustainability Departments demonstrating the applicant's compliance with the construction waste management plan.

53-55. Prior to issuance of a building permit for a particular building, the applicant shall submit a detailed energy model report and standard outputs to the City's Planning and Sustainability Departments for approval/denial pursuant to the standards set forth in this Condition for such building showing how the building is expected to meet the intended delivered [energy] targets and pEUI goals. The applicant may, at its election, submit detailed energy model reports and standard outputs for "building types" that may be utilized to satisfy this condition for one or more buildings in the project that are of the type modeled in the general model submitted. The energy models shall provide for a pEUI-25 average for the four (4) building parcels at full build-out, as stated in the Sustainability Guidelines.

54-56. Included with applications for building permits, the applicant shall submit building plans demonstrating at least a 20% energy savings for each building and/or building type compared to the State's currently adopted energy code (i.e. IECC 2018) and the use of high-performance building envelopes and mechanical, lighting, and/or window systems designed to accomplish such savings, in order to achieve the target pEUI-25 average for the four (4) building parcels at full build-out.

55-57. Building system commissioning shall be undertaken by a 3rd party commissioning agent to establish the energy efficiency of all building systems and to ensure said systems are operating as intended (energy modeled) to achieve the target pEUI-25 average for the four (4) building parcels at full build-out.

56-58. For the first five years after receiving a certificate of occupancy, and again at 10 years, for each building, the applicant shall submit or cause to be submitted energy performance information for such building to the City's Planning and Sustainability Departments demonstrating actual building performance measured against the building performance goals for that building. Performance indicators shall include energy consumption, verification of on-site renewable energy generation, water consumption, waste management, and the targeted individual pEUI for the specific building. The applicant will meet with the City's Planning Commission within 90 days of these annual submissions to discuss any non-compliance with these Conditions of Approval, as well as a menu of operational actions that can be immediately taken to correct such noted deficiencies.

Verification pathways include Energy Star Portfolio Manager or a similarly appropriate energy management programs.

[57-59.](#) The applicant shall purchase Renewable Energy Credits ("REC") for each completed building in the project. The RECs shall be used to offset delivered [energy] to the project that is not supported by on-site renewable energy systems for a period equal to the lesser of: (a) five (5) years; or (b) the number of years from the date the final certificate of occupancy is issued for the applicable building and the estimated date that the City's fully renewable power source will be on line (currently estimated to be 2030). The number of RECs purchased for each completed building shall be equal to the difference between the anticipated delivered energy demand for a given building minus the anticipated on-site energy production attributable to such building. REC accounting shall be submitted to the City on an annual basis for the applicable REC offset period for the applicable building to demonstrate compliance with this Condition.

[58-60.](#) The applicant shall install and commission at least a 678KW photovoltaic array for the entire project, which array shall be constructed on a phased basis in connection with the completion of the building[s] upon which the array is located. The applicant shall also design the applicable building electrical systems so as to accommodate additional on-site photovoltaic arrays if deemed appropriate by the applicant.

[59-61.](#) All mechanical systems including but not limited to building HVACs, elevators, lighting and residential appliances (where such energy ratings are available) shall be Energy Star (or similarly rated) and must demonstrate above-standard energy performance, and be right sized for appropriate end-use.

[60-62.](#) All plumbing fixtures installed in the residential elements of the project shall be WaterSense (or similarly rated) to meet the EPA criteria as low-flow fixtures and reduce the water consumption of the project.

[61-63.](#) The applicant shall employ best management practices for stormwater filtration in the project to increase the quality and decrease the quantity of stormwater runoff from the project.

[62-64.](#) The applicant will utilize Waterwise landscaping as defined in the LMC, and irrigation techniques to decrease water consumption within the project.

[63-65.](#) Each building shall include adequate areas for trash and recycling and all buildings shall have a mandatory recycling program for residents and commercial tenants. Recycling facilities shall include but are not limited to glass, paper, plastic, cans, cardboard or other household or commercially generated recyclable and scrap materials.

Commented [GM3]: Can we add a bullet to include water-wise, native species landscaping?

Development Agreement

64-66. The City and the applicant will execute an Amendment to the Development Agreement in accordance with LMC Section 15-6-4, which includes language necessary to implement the Findings of Fact, Conclusions of Law and Conditions of Approval of this MPD.

65-67. The Amended Development Agreement, shall address future responsibility between applicant and VR CPC Holdings with respect to the continuing rights and obligations arising under the 1998 Development Agreement, which provisions shall provide for:

- a. The City's authority to require the Resort Operator to limit lift ticket sales if parking mitigation fails to adequately mitigate peak day parking demands;
- b. Coordination of parking solutions between the applicant, Resort Operator and the City with respect to peak day and special event parking, including the provision of additional shuttles if necessary.
- c. The Resort Operator's obligation to notify the City within seven (7) days of the termination of the Resort Operator's agreement with the Park City School District for overflow parking to discuss a contingency plan which may include use and expansion of an offsite parking facility.

Commented [GM4]: Does this give us any real power if most tickets are seasonal or weekly passes?

Commented [GM5]: Does this give us enough time to mitigate?

Exhibit E: 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 Mayor 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 F: Additional Background Information

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).

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 applied for	15-6-5(E) and comparison to mitigation in 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

Project History

PEG Development has 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](#).

The redevelopment of the Park City Mountain base area provides an exciting opportunity to greatly improve the existing base area with improved transit access circulation and amenities, purposeful and active open spaces, attractive mountain architecture, skier services and amenities, conference space and housing opportunities, in keeping with [Park City's General Plan](#) and the MPD Requirements of [LMC Chapter 15-6](#).

Proposal

On February 13, 2020, PEG Development submitted an application to the City Planning Department to amend the 1998 PCMR Development Agreement (1998 DA) by replacing expired Exhibit D, *the PCMR Base Area Master Plan Study or Concept Master Plan*, with a new Master Plan.

Approval of the proposed amendment to the DA will 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.

From: [J Moira Howard](#)
To: [Alexandra Ananth](#); [Gretchen Milliken](#); [John Phillips](#); [Laura Suesser](#); [John Kenworthy](#); [Douglas Thimm](#); [Bill Johnson](#); [Sarah Hall](#); [Christin VanDine](#)
Subject: [External] PEG
Date: Friday, October 15, 2021 12:04:23 AM

[CAUTION] This is an external email.

Hi

Please include in public comments:

Re September 15 and 29 Planning Commission meetings.

- * We now have had 14 meetings re this proposal. This is *not* the Commission's, Council's or the public's fault. It is PEG's fault!
PEG has not budged much, doesn't provide information requested of them, continues with misrepresentative illustrations, won't provide scale models of planned and neighbouring buildings and has a lousy traffic "plan".
- * I've heard of TWO residents who support PEG's proposal. I've heard of HUNDREDS who don't!
- * Building masses, heights, design do not fit in with the rest of the Resort or the character of Park City. PEG wants to fit in as much as possible, as easily as possible in order to make as much money as possible.
- * Setback exceptions are NOT necessary for architectural interest. The solution is for PEG to decrease building footprints and design WITHIN limits. If anything, setbacks should be increased to reduce the impact of the planned height and density.
- * How does placing a 103 foot tall building in front of the ski hill enhance anything?! People like to see mountains, not multi-storeys.
They say Building D is 4 storeys but bottom floor looks double height.
- * As for the claim that building hotels and condos will mean an extra 700 people will be at the Resort and walk is hoping we'll have our heads in the sand. OTHER HOTELS WILL NOT BE CLOSING THEIR DOORS BECAUSE OF THIS. People lodge further from the slopes because it is more economical to do so.
Vail has reduced season pass prices, sold MANY more and will be increasing lift capacity. They will *not* turn people away. That would be extremely bad for business.
- * Much more offsite parking will be required.
It was stated an estimated 290 vehicles would drive up from Salt Lake City on a peak day. Really??!

Many locals probably ski multiple times a week and won't want to shell out for parking.

Some ski a couple of hours - are they going to want the inconvenience of driving to and from a park and ride and the two goodness-knows-how long bus journeys? Will they want to pay to park for a couple of hours, or will they just not come? Doesn't sound like a benefit for locals!

* Why should our local shopping amenities i.e. Snow Creek, Holiday Village, Fresh Market, Walgreens.... incur extra expense to prevent the parking problems with which PEG/Vail will present them??

* For some reason, Kristin of Commfluent referenced children at Ecker Hill calling HVT. There will be no micro transit to/from the Resort.

* Why not make Richardson Flat the primary parking lot for employees. If the public can't get into Quinn's, are you going to recall employees to move their cars?! It would be more efficient, practical and less confusing to make Richardson Flat the first port of call for employees. Their transport should be the employers' responsibility.

* 35 buses per hour to Resort. - Does that account for inbound *and* outbound or is it really 70 per hour. Even if it's 35, it is not realistic to expect buses to unload and load in less than 2 minutes - not under ski resort conditions! In addition, buses do not run to schedule in winter so things are not going to go like the necessary clockwork.

* Where are school buses going to stop, drop off students, park and pick up?

* Extra drop-off spots for local ski programs - sounds good but is ludicrous. We'll now have maybe hundreds of children waiting around for the last member of their class to arrive. Try controlling that for half an hour and then they are expected to walk up stairs or take an elevator with their equipment and then another walk and stairs.

If children arrive by bus, do they then have to go down into the garage to meet their group and 'leader'?

Who will be responsible for SAFETY - PEG, VAIL, instructors? Eager, excited children don't stand motionless. They will be in danger and drivers/cars will be in danger from children and equipment.

Better option would be to do away with the plaza and make a drop-off/pick-up loop for cars and (some) shuttles. This is much closer to what presently exists.

* **HELICOPTER:**

Can we see statistics of how many landings are at the base v on the mountain?
Can we see statistics of how many accidents happen in the half-pipe/lower terrain park v higher up?

A helicopter will have more challenges trying to land in the midst of tall, dense buildings.

All for now.

Thank you.

Moir Howard

Alexandra Ananth

From: Ian Hartley <ian@pchartley.com>
Sent: Tuesday, October 12, 2021 9:54 AM
To: Alexandra Ananth
Subject: [External] Park City PEG's Development Comments

[CAUTION] This is an external email.

Alexandra,

Thank you very much for passing on comments with regards to the PEG's development proposal. As a long time prospector resident and father of two 4 and 8 y/o boy's I am concerned with how this proposal will affect our access to one of our communities most cherished resources.

Dropping my son off for ski lessons the pass few years has been increasingly difficult. Navigating traffic to shuttle/shuffle kids from drop off area then the ski corral is a challenge at best. The proposal makes no mention of how the resort is going to effectively accommodate this lesson drop off.

Furthermore, the increase in proposed parking spaces is not relevant to Vails current business practices. Going from 1500 to 1514 parking spaces is an increase of less than 1%, given that pass sales have been increased 67% (in only the last two years) the available parking should be increase accordingly which would dictate and additional 1,005 spaces.

If alternative transportation and offsite parking options are what is being proposed then certainly the resort should be responsible for those shuttles and compensating schools for the use of their parking facilities. The current burden placed on public transport (buses) make it unfeasible for local families to depend on these services during peak times.

I hope that I can offer a positive voice for my family and the community at-large if I can offer any further input please let me know.

Best,

Ian Hartley
ian@pchartley.com
(435) 655-5853
2186 Comstock Dr. Park City, UT 84060

Alexandra Ananth

From: Heinrich Deters
Sent: Friday, October 8, 2021 3:04 PM
To: Alexandra Ananth
Cc: Logan Jones; Jonathan Weidenhamer
Subject: PCM/PEG Proposal Trails & Open Space

Alex,

I have been following the planning process per the PEG development and have a few comments, I would like Planning and the Planning Commission consider:

- My department has been taking car counts in the first time lot, as that tends to be the defacto summer trailhead for the public/mountain trails.
 - Based on these counts, I recommend a minimum 200 cars be projected for summer/trailhead use.
 - I believe this is targeted in Pod E (first time lot)
- The drop off area noted near the plaza seems incredibly limited (looks like less than 10 spaces)....I would encourage this number of spaces to be more like 40, spread through different areas of the project. I do not see other areas specific for easy drop off/pick up identified.
- Bike parking: My recommendation would be to address bike parking during the individual CUPs for each building. That way location and number can be properly identified.
- Bike Storage (Lodging): My recommendation would be to ensure each lodging area has sufficient bike valet/storage for guests. I see this work very well at other resorts.
 - Again, this should be addressed at the CUP level.
- In the plaza area, there needs to be a kiosk (summer trails, etc.) or similar with maps, directions, lift info, emergency info, amenities (fix it station/air)
 - I will let planning commission decide if a bike wash station is applicable or desired due to our climate and water conservation goals.
- The ramps through the plaza look good for bike/ped access.
 - I would suggest the stairs in other locations be fitted with a bike ramp.
<https://bikerumor.com/2018/02/01/bike-fixation-unveils-add-bicycle-access-ramp-easily-roll-stairs/>
 - These can be placed and removed seasonally and will make bike access easier where only a staircase is present.
- Access to/from the NAC seems limited as to how many disabled users can access the area.
 - It seems like a great distance for disabled users to travel from nearest parking area...not my expertise but worth noting.
- Will want to ensure the trails are all documented as public as we are constructing several this summer.

Thanks

Heinrich Deters
Park City Municipal Corporation
Property, Real Estate, Trails & Open Space Manager
435.615.5205
hdeters@parkcity.org

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Monday, October 4, 2021 12:14 PM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy; Alexandra Ananth
Subject: [External] Re: Park City Mountain Base drop-offs & Skier Services
Attachments: 1998_Drop-off compare.pdf

[CAUTION] This is an external email.

Dear Commissioners:

As you continue to deliberate the merits of this application, it's worth reflecting on the original Development Agreement and appreciate that the 1998 approval came about in very similar fashion. Community benefit was sought for and obtained in the form of Parcel C that delivered convenient skier services and access to programs of utmost use to the local community.

The current proposal has scraped all of that in favor of a 4 star hotel. A hotel that is 10 feet higher than the original proposal and with none of the local community benefits asserted through the 1998 agreement.

This is exemplified, not only by the missing skier service amenities, but also the lack of dedicated drop-off and pick up that is now proposed in a vastly compromised solution of underground parking garages, that are disjointed from the slopes, and with their own set of issues (see attached file).

Should you continue to deliberate in a manner that partly honors the original agreement, then you must stick to the original use of Parcel C on the ground floor level with proper drop-off and pick-up. Failing this, the community is entitled to an application that adheres to the current Land Management Code rigors.

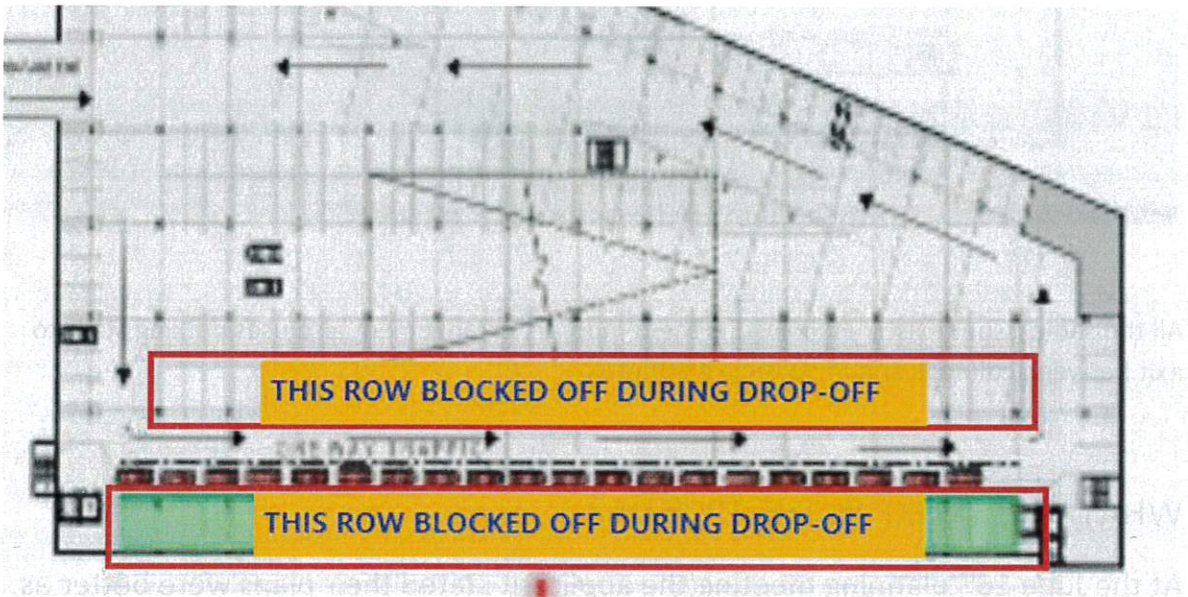
Regards,

Clive Bush, Park City Resident

GARAGE DROP-OFF – MORE CONFLICT IN REAL LIFE

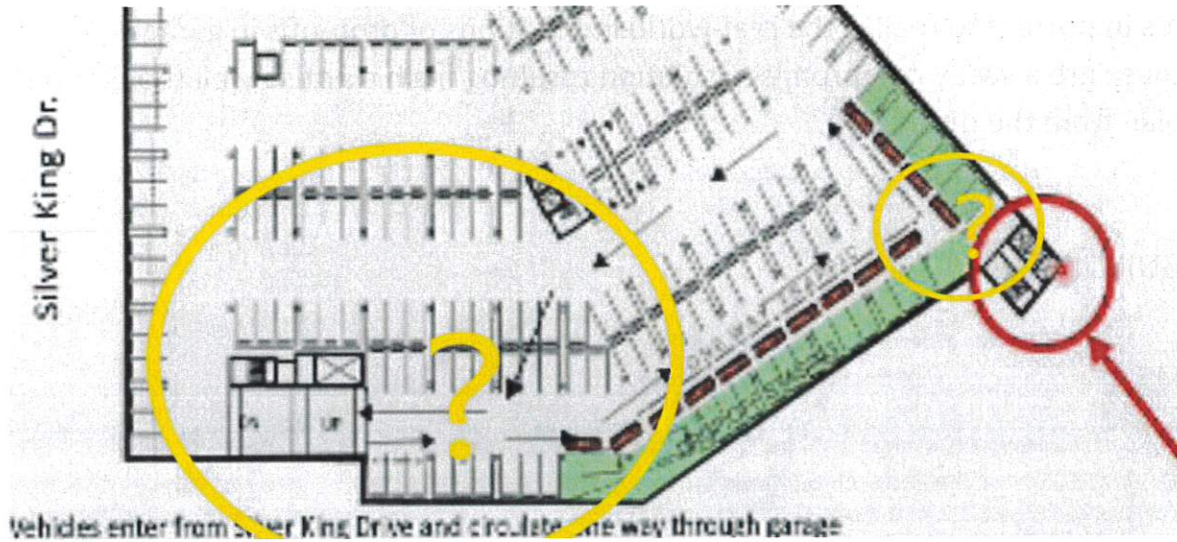
It's important to realize the real-world implications of drop-offs in garages as these are a vastly compromised solution resulting from a not so well thought out plan from the onset.

BUILDING B



1. Two rows of parking spaces must be temporarily blocked off – the ones being used as drop-off as well as the opposite row. The opposite spaces are impeded by the cars dropping off in one half of the through lane and off-loading of ski racks in the other half, as well as cars maneuvering in and out of the drop zone continuously.
2. Over 70 regular parking spaces are blocked off by this arrangement.
3. The efficiency of exiting during the busiest influx of cars is greatly hindered by having to exit while incoming vehicles traveling in either direction search and park in spaces along the exit route. A properly designed space would avoid this conflict at all costs.
4. If all drop-off is full, there is a myriad of issues that needs to be addressed – either cars pull into the opposite spaces if they're not blocked off and cause additional congestion and safety issues with only half of the lane to maneuver in and out of, or they go around adding to the parking frenzy elsewhere.
5. No accommodation is provided for later in the day drop-offs.
6. No accommodation is provided for pick-ups.
7. No accommodation is provided for instructor escorted pick-ups.

BUILDING E

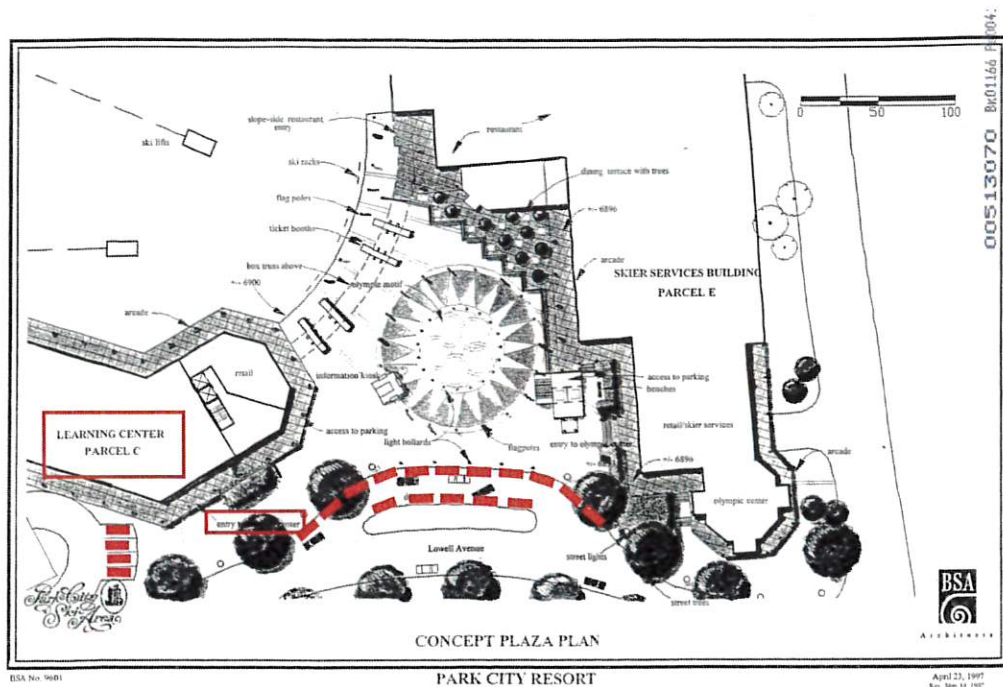


All the same issues exist in building E – the temporary arrangement also uses parking stalls to exit between columns and impossible geometry.

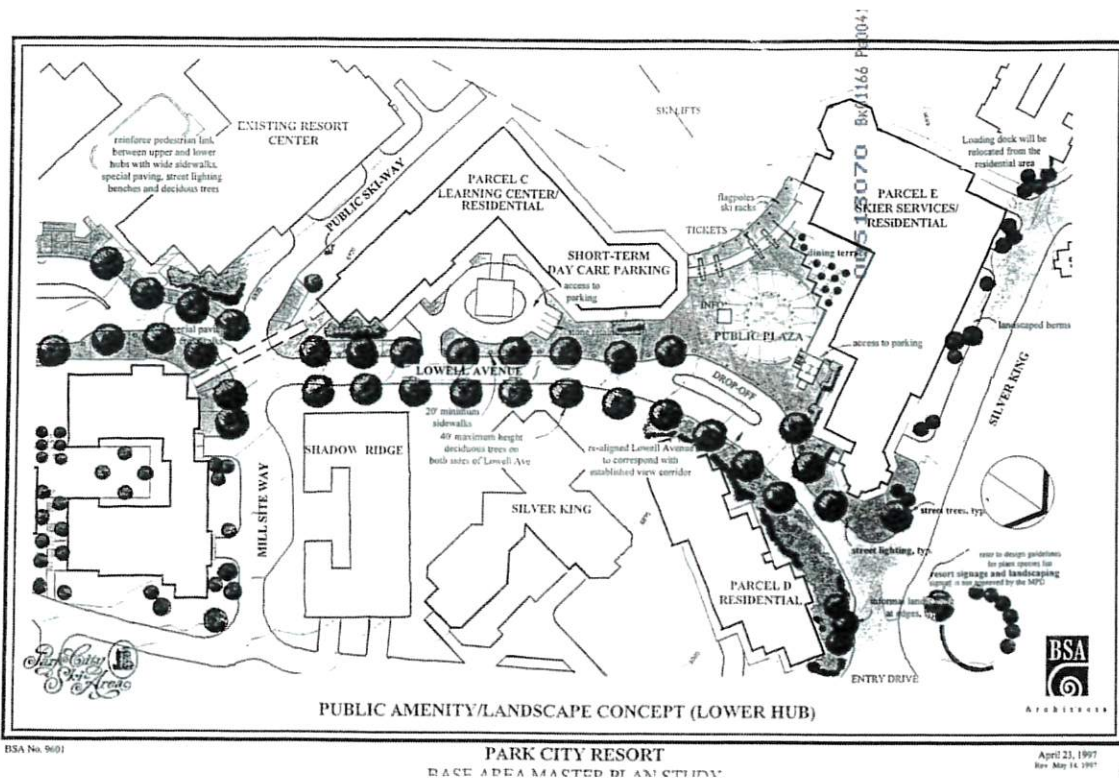
WHAT WAS IT LIKE IN THE 1998 DA?

At the June 16th planning meeting the applicant stated their plans were better as they accommodated 8 vehicles while only counting 4 on the 1998 exhibit?

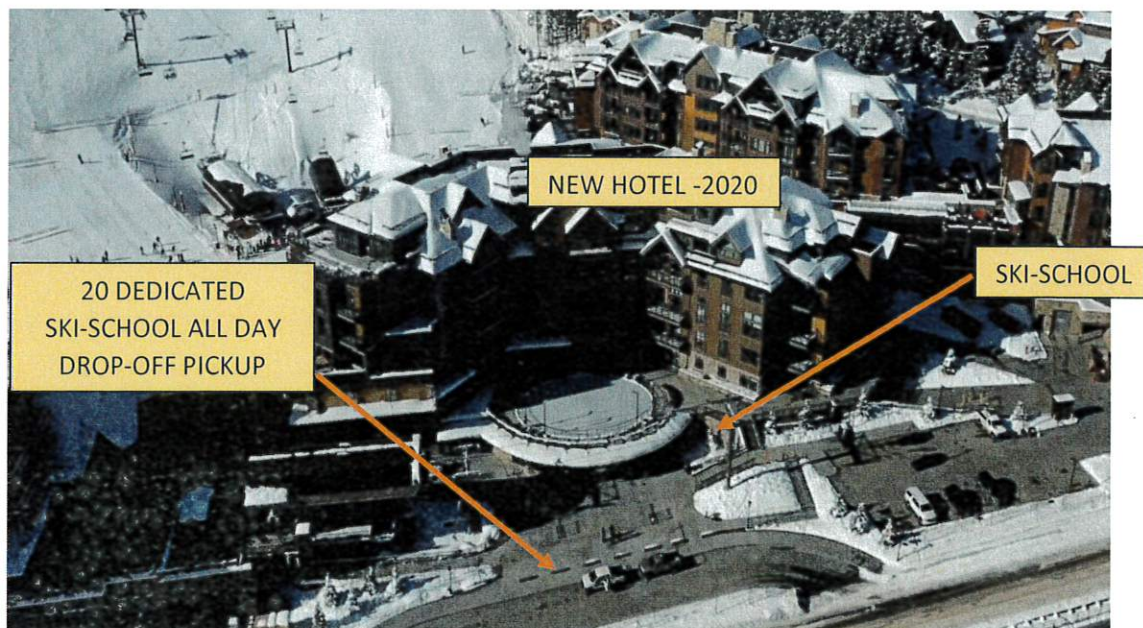
1998 PLAN BUILDING C EXHIBIT



1. The 1998 DA plans reserved 16 DEDICATED drop-off & PICK-UP spaces and 4 DEDICATED short term parking spaces.
2. The 1998 DA plans provide a zone that does not impede any through lanes.
3. The 1998 DA plan put these spaces right next to a learning center, ski school, day care, as well as other skier service amenities that the community bargained for at that time.



In a well devised plan skier services go cap-in-hand with drop-off. One of the resorts highlighted by the applicant as a successful example is Breckenridge who just two years ago debuted their base to be remarkably like the 1998 DA plans!....



Alexandra Ananth

From: planning
Sent: Friday, October 1, 2021 10:59 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR Planning Meeting September 29th, 2021

From: deb <der0813@aol.com>
Sent: Friday, October 1, 2021 10:55 AM
To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; planning <planning@parkcity.org>
Cc: ndeforge@fabianvancott.com; Margaret Plane <margaret.plane@parkcity.org>; Mark Harrington <mark@parkcity.org>
Subject: [External] PCMR Planning Meeting September 29th, 2021

[CAUTION] This is an external email.

Dear Commissioners and Staff,

Thank you for your continued diligence in vetting this proposal for the PCMR Base Area. Clearly there are issues which still must be addressed for a vote of approval on this project.

As I stated in the September 29, 2021 meeting, it would be an injustice to both the Commission and public to not have the applicant provide a 3D model and improved exhibits which accurately reflect the area including existing buildings, proposed buildings and the existing topography including the mountains to scale. It would also be an injustice to hold a public hearing on this matter prior to providing the final complete proposed 2021 Concept Master Plan the Commissioners will be voting on.

Based on the Staff Report, there are some additional outstanding issues which were not addressed during the meeting last night including the following:

- Pages 4-5 discusses concern about parking data and analysis is from Canyons which is not a good comparison, Parcel C is now proposed to be a hotel and the hotel should provide a free shuttle to and from the airport. It is stated "Staff expects the applicant to respond to this suggestion, and the Planning Commission should indicate whether there is consensus on the need for and proposed mitigation of the impacts raised by Commissioner Suesser." There was no discussion or decision made on this during the meeting.
- Page 6 FOF #29 reflects Commissioner Suesser's disagreement with the transfer of Density among parcels. It is stated "It does not appear that this opinion was shared among the majority of Commissioners therefore staff did not make this change. If staff's assumption is incorrect, please advise at the next meeting and staff will remove this finding or draft a denial finding for the proposed transfer of Density to Parcel C." This was discussed very briefly at the end as not being covered. It is an important item as it clearly deviates from both the 1997 MPD and the '98 DA and should require additional discussion.
- Page 7 FOF #33 pertains to setbacks. While Thimm, VanDine and Phillips interpret as one way and are in favor, Johnson, Kenworthy and Suesser disagree with allowing the exception. Commissioner Hall asked for the exhibits to be shown again before weighing in. Due to time this did not occur. Consequently, this needs further discussion to determine whether the finding can be made or not. Separately, on September 15th, Commissioner Hall expressed concern over the setback reduction on the northwest corner of Shadow Ridge and Lowell. The exhibit provided this meeting was quite difficult to interpret as the sidewalk or "blue area" referenced by Robert Schmidt

clearly cut into the northbound bus lane as exiting the transit area. Mr. Schmidt stated something to the effect it wasn't perfect but provided an idea of how the sidewalk curves out a bit more for additional pedestrian space. But looking at it closely, it didn't even appear two buses would be able to pass one another just south of the intersection without going up on the sidewalk. A clearer exhibit is necessary in order a full understanding and determination by the Commissioners.

- Page 7 FOF #38 pertains to Open Space. Commissioners have asked for a diagram that shows the specific measurements of each area of open space so verification of the calculation can be performed. Yes, the applicant had a previous exhibit with what is Open Space, but again, no way to actually make the calculations. Now the applicant shows what isn't Open Space but admits there were errors - the pool isn't blue hatched. Until the applicant can provide an accurate exhibit with the actual measurements of every area, the open space calculation can not possibly be verified. Finally, the helicopter landed **numerous** times this past season outside the medical clinic and there is no big H or special lighting or any of that. Shouldn't we want the ability to provide life saving rescue at the base area if necessary? The applicant's statement (paraphrased) "well, there's a bunch of FAA rules and stuff which make it very challenging" is telling. The FAA doesn't allow deviations from their rules; neither should our Planning Department unless all criteria for such deviation or exception has been met.
- Pages 7,8 pertains to Drop Off. The applicant put forth a new plan; however, it reduces the number of day-skier parking spaces by 20 in Parcel B and 14 in Parcel C, plus additional spots to provide safer "one-way" circulation. These areas will be coned off as needed. Pick up is not factored in and the drop-off is not at ground level and therefore requires use of stairs or elevator to exit the parking garages which is less than ideal. For Parcel B, it requires either crossing a crosswalk over two bus lanes or else crossing in the congested only 15' wide path between the transit and shuttle drop-off. Imagine an instructor doing this with three to eight year olds in the morning when everyone else is arriving. Most parents will feel it necessary to accompany their child and then there's no movement from the drop off area making it ineffective. In addition, there are private group lessons and afternoon sessions which require drop-off later in the day. If these drop-off areas aren't dedicated and no longer coned off, where do these drop-offs occur?
- Page 8 (2nd to last paragraph) states "The applicant is no longer proposing exceptions to the Recreation Commercial **twenty feet Setback** below grade on Lowell Avenue for the garage on Parcel B." Isn't the Recreation Commercial setback 25 feet? So, is the applicant still seeking the 20' below grade or adjusting to the required 25'? Agreed, plans must be updated to reflect these changes so an accurate review and understanding of what is proposed can occur.

Other notes taken from the meeting which should be either included in the Applicant's final CMP or addressed prior to a Public Hearing and vote include the following:

- Applicant stated the sidewalk/pathway on the west side of Parcel E connecting Three Kings Drive to the plaza is shown as 5' in the exhibit but will actually be 6-8'. The exhibit should be updated to reflect this additional width so when it comes time to put that sidewalk in, the city can require the 6-8' as promised.
- The applicant's consultant (Emir) when displaying exhibits of the building on Parcel D made a comment when questioned about the accuracy of the view from Empire and Silver King on arrival (paraphrased) "the arrival is really at Lowell and Silver King, not Empire". Does the Commission agree with this statement? Robert Schmidt also commented "he doesn't want to re-open". Perhaps this is because more attention to the matter highlights the inaccuracy of the exhibits. Commissioners Johnson, Kenworthy, Suesser and VanDine all expressed a desire to see the exhibits in better context.
- The applicant is not making any changes to garages to facilitate vehicles with bicycles on top of the car. Any cyclist using this type of equipment will be required to park at the 8 car drop-off, unload and lock, proceed up Lowell and perhaps back around to Silver King, park, walk back to the bike and then do it in reverse when ride is complete. This is not an improvement and increases the difficulty in enjoying the PCMR trails on a bike. This is an existing amenity enjoyed by hundreds, if not thousands, every spring, summer and fall.
- Statements regarding parking spaces opening up in the middle of the day and then throughout the remainder of the day leaving ample parking for pick up are inaccurate. As someone who walks to and from the base, at least 75% of the time when I am crossing the parking lot (Parcel B) on foot to leave the mountain, someone is circling in their car and pulls up, rolls down their window and asks if I'm leaving. The same thing happens regularly to my ski friend who crosses the lot in front of First Time lift (Parcel C/E) Why? Because the lot is still full, there is nowhere to park and they are hoping to snag a space.
- Quinn's Park and Ride no matter how you analyze it will not be sufficient. Vail presented their employee numbers which does not include any new resort development employees (forecasted at 530 less 161 on site = 369 additional employees) NOR does it include any existing base area employees who work for businesses other than Vail, for example, the Cornerstore, Pig Pen, Cole Sports, NAC, etc. And, as pointed out by Vail, while 30% participate in the TDM program, it simply means its not just a single vehicle occupant. While some may be using transit or shuttle, one can't assume that all 30% use it and there is no personal vehicle involved.

- At least two commissioners **who are concerned** over the traffic and parking situation should absolutely be included in the upcoming meetings with AECOM.
- Peak Day. All of the talk about Peak Day when every weekend is a peak day and as commented by others, the resort fills up on Mondays, Tuesdays, Wednesdays, Thursdays as well. In fact, locals are blacked out on the holidays including President's Day which suggests other days should in fact be used as the standard - a day(s) when both locals and visitors are accessing the mountain.
- No further discussion on Uber/Lyft/Micro staging, drop-off, pick-up. Assuming this is occurring inside a garage with other vehicles, the opportunity for additional congestion and conflict increases.
- Over 40% increase in season pass sales and lift improvements are planned for 2022-23 ski season increasing the carrying capacity. How is this being factored into the analysis? The analysis needs to be updated and reviewed prior to a vote of approval.
- The question was asked how Parcel D building height compares to the '98 building height. Mr. Schmidt erroneously stated it is lower "they took a story off". He is correct in that the Applicant modified their original plans and took 7' off and moved it to C (although C increased by over 10'). However, he is incorrect in stating it is lower than the '98 DA. Per Staff's table from the August 18th packet, page 83, Parcel D building was 60' in the '98 plan. It is now 71'. **Eleven feet taller.** The fact the applicant makes false statements and is not corrected is baffling.

In light of all of the above, it is premature to hold a final Formal Public Hearing on this project until the 2021 Concept Master Plan is finalized and the Findings of Fact and Conditions of Approval have been determined. This project must benefit the public and we can not allow the applicant or their attorney to bully the city into moving forward with a current project proposal which is likely to fail. No amount of payment in lieu will fix the current proposal; other modifications must be made or else our quality of life will greatly suffer.

Sincerely,

Deborah Rentfrow

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Thursday, September 30, 2021 4:48 PM
To: Sarah Hall; John Phillips; Douglas Thimm; Christin VanDine; Laura Suesser; John Kenworthy; Bill Johnson; Alexandra Ananth
Cc: editor@parkrecord.com
Subject: [External] PEG Development Support

[CAUTION] This is an external email.

Hello Planners and Alexandra,

Peg has presented a plan that I and many others support! I request this letter be made a matter of record.

The proposed development offers an enhanced Transit First program and Peg has been working with the City on a city-wide transit and parking program that helps alleviate pedestrian issues and auto traffic coming into the resort.

This development offers long-awaited, attainable, and workforce housing which puts the employee's within walking distance to their work. A hotel with much-needed meeting room space is in the proposal. PEG, under the request of the City, is proposing to implement a day-skier parking fee program as a very important part of parking and traffic management. None of us want to pay for parking, but this program will help reduce traffic and promote the use of public transit.

PEG has been working with City officials and the base area owners on external "employee" parking lots, accommodating 200 satellite parking spaces. Thus taking many of the base employees off our roads and encouraging the use of a PEG-provided shuttle system, opening up more guest parking at the base. Parking will be free for 30 minutes with 30 minutes designated drop-off area allowing for parents to safely drop their children at ski programs. This helps to meet the City's sustainability goals of fewer cars and less traffic on our roads.

PEG's new Transit Center will accommodate public transit now and well into the future. The new Transit Center must stay in its current location. It is vital to the long term, local businesses that have served the base area, skiers, locals, and guests to Park City base area for over 30 years. They are dependent on the Transit Center in its current location to help support their businesses. It provides the best access and connectivity to the main lifts, lodging, and retail establishments. What is typically not known, is that most of the base lodging promotes the location and use of the Transit Center to their guests as an alternative to bringing a vehicle into PC.

The incredible NAC finally has a true location to call home that will better serve its clients, thanks to Vail and PEG. PEG is helping provide the access to this new home. If this project is not approved I fear that the NAC will never have their new home.

I applaud the Planning Commission and PEG for working together to help bring this new development to fruition and look forward to a new, much-needed, world-class base that serves all of Park City and our guests alike.

Sincerely
Trent Davis

Alexandra Ananth

From: planning
Sent: Thursday, September 30, 2021 10:50 AM
To: Alexandra Ananth
Subject: FW: [External] I;m sorry, but what about the new 530 employees?

From: deb <der0813@aol.com>
Sent: Wednesday, September 29, 2021 8:24 PM
To: Laura Suesser <laura.suesser@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] I;m sorry, but what about the new 530 employees?

[CAUTION] This is an external email.

Alexandra Ananth

From: planning
Sent: Thursday, September 30, 2021 10:43 AM
To: Alexandra Ananth
Subject: FW: [External] Re: Misrepresentations of mountains/runs/ridges
Attachments: Building E Study.pdf

From: doug lee <douglasbrentlee@gmail.com>
Sent: Wednesday, September 29, 2021 11:12 PM
To: deb <der0813@aol.com>
Cc: Bill Johnson <bill.johnson@parkcity.org>; planning <planning@parkcity.org>; ndeforge@fabianvancott.com
Subject: [External] Re: Misrepresentations of mountains/runs/ridges

[CAUTION] This is an external email.

Hi All:

Deb asked me to forward a similar study that I did showing RRAD's analysis of the proposed building scale and view corridor compared to PEG's rendering of Building E. Please see attached.

Best,
Doug

On Thu, Sep 30, 2021 at 12:35 AM deb <der0813@aol.com> wrote:

Commissioner Johnson,

As I don't believe you were on the Planning Commission at the time we provided these to the Planning Commissioners and Staff, please review the attached powerpoints which show the true ridge lines at Empire and Silver King as well as 14th and Empire. Your belief they are not accurately depicted in the applicant's exhibits is 100% correct. Please continue to request an accurate depiction that illustrates the impact of this project.

Thank you for your service.

Sincerely,
Deb Rentfrow

RRAD Photo Montage
(scale based on the existing Ski Patrol
Building on Parcel E parking lot)



PEG Photo Montage
(notice false ridgeline
to upper right)



Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Thursday, September 30, 2021 10:42 AM
To: Gretchen Milliken; Alexandra Ananth; John Phillips; John Kenworthy; Douglas Thimm; Laura Suesser; Christin VanDine; Sarah Hall; Bill Johnson
Subject: [External] Planning Meeting Observations 9/29/2021

[CAUTION] This is an external email.

Dear Planning Commissioners and Staff,

In reflecting on the September 29, 2021 meeting, I would like to offer some observations.

In the opening comments from their legal representative, the applicant provided a very clear picture of what it will be like to work with them should this project be approved. Despite the approved '98 plan for parcel C having a residence condo building with skier services and amenities, their claim is the fine print of the approved plan allows them to now replace that intended use with a full service, luxury hotel without any exception or special approval from the Commission. What else will they pull from the fine print to bend the project to their wishes and circumvent the expectations of the Commission and community? It appears to be a slippery slope already.

It was refreshing to see that the applicant listened to the concerns of the Commission concerning skier drop off and actually presented an option to address this issue. I would encourage you to look more closely at the solution presented. From my perspective it was a "fix" that would be proposed if the structures were in place and skier drop offs were a new requirement. It does not appear to be an efficient, designed solution. There were no structural modifications proposed for traffic flow or efficient and safe drop off and congregating of groups. The exits outlined for structure B at either end of the structure are very inefficient and will create significant congestion. It would make sense to have an additional exit that would bring people up at the point between the bus area and the shuttle area, the safest point to cross between Parcel B and the resort center. The applicant achieved their objective of addressing the Commissions' concern without making any substantive changes to the project. Once again the applicant appears to be treating a massive wound with a simple Bandaid that won't stick for long.

The applicant also acknowledged that views are a matter of perspective and that structures would impair sight lines depending upon one's position. It is clear that the open views that currently exist will be impaired when structures are built. The questions are to what extent will this be permitted and what is compatibility with the surrounding area. The request from the public for a physical, 3D model of the project including adjacent structures would provide an effective basis for evaluation of compatibility and perspective. The public deserves a physical rendering of this project in advance of a public hearing.

There is progress being made with regards to parking and transit and recognition of the demands and requirements thanks to the persistence of our Commission. It was good to see that the resort operator brought their employee numbers to the table but as was briefly noted, the numbers for the new employees created by the project were missing and there has been no update to reflect the increase in skier capacity that the

announced lift upgrade will yield. Despite repeated comments from the Commissioners, the applicant fails to recognize that the remote parking sites are not for their exclusive use and that these lots must be shared with their other base operation, the Canyons; another resort, Deer Valley; and the many employers and businesses throughout the community. The numbers must take this into consideration. When designating remote parking as employee versus public parking, all employees for the resorts and businesses should have similar services and conditions provided by the City's transit system and perhaps additional services provided by their employers. It doesn't seem right that a hotel employee would be able to use the Quinn's park and ride but a resort employee would not.

The General Plan and the LMC are certainly the guidance setting the path for this project. Sections of LMC can be applied in isolation but some facets should be considered in conjunction with others and applied accordingly with understanding of the clear intentions of the code. Compatibility is something that also changes with perspective. Please consider the multiple perspectives for this project and challenge whether this is the world class project that we deserve. I would encourage you to be open to alternatives that will continue to improve this project for all but most importantly for the community and its future.

Thank you for your dedication to your roles and the effort being put forth for this project.

Sincerely,

David Gordon
Park City, UT

Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Thursday, September 30, 2021 10:15 AM
To: Alexandra Ananth
Subject: [External] Planning commission meeting

[CAUTION] This is an external email.

I was listening to the meeting last night but it seemed to freeze up and I couldn't log back in. Most likely on my end.

I'll listen to the recording once it's up on the website.

I do like what they proposed on parcel D, I thought the building changes were very attractive, plan 2 I think it was. However, the mountain photos in the back ground is not true to scale by any means.

Has anyone spoken about trash, where the bins will be located? I know it's a fairly large issue for us at Snow Flower and we only have condos, no retail and restaurants.

I'm sure I'll have more questions once I review the recording.

Thank you
Teri

Teri Whitney | General Manager

Snow Flower Condominiums
401 Silver King Drive | PO Box 957
Park City, UT 84060
Office: 435.649-6400
www.ParkCityLodging.com



Park City Lodging, Inc. proudly supports 1% for open space.

Please consider the environment before printing this e-mail.

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Thursday, September 30, 2021 8:53 AM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy; Alexandra Ananth
Subject: [External] Re: Follow up from Last night - Modal Shift

[CAUTION] This is an external email.

The applicant last night questioned whether the traffic mitigation plan of a modal shift should be in-place first in order to prove its capability?

That plan being – It **MUST** shift the occupants of 400 plus cars heading **SPECIFICALLY** and **ONLY** to the base of PCMR onto buses during peak hours....

What is not discussed is that there is **EXISTING EVIDENCE** that this capability is much harder to achieve than that portrayed in the theoretical exercise presented.

Ecker Hill Park & Ride that came on-line in 2018 has already removed 400 plus cars from the vehicles counted in 2017 that are included in the applicant's modal shift calculus. Without the stick of paid parking, the applicant's required modal shift has already taken place at Ecker Hill, and yet there has been no positive effect on the congestion at the base of PCMR?

The applicant needs to answer why? Is it because all of these mode-shifters at Ecker arrived and left outside of peak hours? Or went elsewhere in town? etc. The quick adoption of Ecker Hill Park & Ride since its inception questions the theory of the applicants modal shift calculations in the real world in many ways:-

1. Why didn't a modal shift of over 400 cars make a difference to the traffic at the base of PCMR?
2. With such a fast adoption of over 400 drivers, how will an equivalent parking lot at Quinn's support the exclusive use of Park City Mountain?
3. How will the applicant divert drivers to Quinn's from Kimball Junction?
4. Does the recently announced mountain upgrade plan increase capacity and therefore increase the required number of off-site parking spaces?

5. Has the applicant studied AECOM'S traffic study of Quinn's Park & Ride that would eradicate their guesswork from last night and show that the demand for Quinn's Park & Ride vastly outstrips its capacity, and very quickly and on weekdays?

Thank you again for your time,

Regards,

Clive Bush, Park City resident

Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Wednesday, September 29, 2021 10:18 PM
To: Gretchen Milliken; Alexandra Ananth
Subject: [External] Planning Commission Public Comment 9/29/2021

[CAUTION] This is an external email.

Hello this is David Gordon

My thanks to the commissioners and staff for the time and effort put forth to review, evaluate and influence this applicant's proposal for the base area development and to the public for their involvement in this process. We saw the benefits of those efforts in the updated skier drop off scenarios presented tonight.

I also appreciate the efforts of the commission to hold the applicant accountable to the LMC. As outlined by the staff, the applicant has requested several exceptions to the LMC for this project.

We heard in the September 15 meeting that the various 1998 exceptions were granted in exchange for direct benefits to the community including skier amenities and facilities to support local day skiers and programs and not just resort guests. Any such benefits seem very minimal in the applicant's current proposal.

With regards to building heights, the applicant has attempted to justify their requested exceptions based on the approvals granted in 1998 Master Plan but this aspect of that plan has expired and should no longer be a factor for consideration by the commissioners. Volumetric should not be compared to the 98 concept. The current LMC is now the starting point and exceptions should be granted only when the conditions permitted in the LMC are met. Compatibility with adjacent structures should be a major factor.

The applicant's proposed size and mass of buildings on the various parcels will dramatically change the aesthetic of the base area. From the community's perspective, we must ask if this new aesthetic will be compatible with the character of Old Town Park City or is it the creation of a new resort center that will literally overshadow the character of Old Town?

The applicant has options to reduce building height by redistributing mass and by taking parking below grade. It is not the Commission's nor the City's duty to make exceptions to the LMC to support the economic interests of the applicant.

I urge the Commissioners and staff to please keep your focus on the community and the lasting impact that development of the base area will have on it.

Thank you.

David Gordon

Alexandra Ananth

From: planning
Sent: Wednesday, September 29, 2021 4:24 PM
To: Alexandra Ananth
Subject: FW: [External] Re: 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: doug lee <douglasbrentlee@gmail.com>
Sent: Wednesday, September 29, 2021 4:09 PM
To: deb <der0813@aol.com>
Cc: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; planning <planning@parkcity.org>; ndeforge@fabianvancott.com; Mark Harrington <mark@parkcity.org>; Margaret Plane <margaret.plane@parkcity.org>
Subject: [External] Re: PCMR Base Area Project

[CAUTION] This is an external email.

To All:

As you know, on behalf of Resort area residents and RRAD members, Nikki Deforge and Deb Rentfrow have responded with very detailed concerns with regards to PEG's current proposal and this week's Staff report. As you may be aware, one of RRAD's frustrations is that we have consistently raised numerous, serious design and planning, process and legal issues that are critically important to get "right" to protect the quality of life for the neighbors as well as for all Park City residents but many of these issues don't seem to get addressed. Despite our frustrations, I'd like to add the following to the list for discussion tonight:

1. Staff report states that 10' floor to floor height is plenty of space for SUVs with roof top boxes in all of the project garages. Given my experience as a licensed architect, I can tell you that this is not generally true. You need to deduct:
 - the thickness of the floor slab (at least 8-10")

- the thickness of any structural beams in between columns (at least 6-12")

Without knowing the proposed structural system (steel, concrete, etc.) it's impossible to be definitive but it's possible that the "clear height" might be as little as 8' or less. That is why you see "max height" warning signs in most commercial garages.

2. Why is NO ONE holding PEG accountable for shifting density to Parcel B? Including above grade parking, they are at 354,600 SF, 31,200 SF OVER what was approved for Parcel B in the DA.

3. The Staff report asks if the Planning Commission if they are satisfied that they have done the following:

- "An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts"

How can you be satisfied when you haven't done any such evaluation?

4. Staff report suggests that the City shift the following responsibility from the applicant to Vail:

- "Parking for any expansion to lift capacity regardless of whether it is contemplated in the 1998 Mountain Upgrade Plan as amended"

The recently announced lift expansions (upgrades to Eagle and Silverlode lifts) will dramatically increase CCC and, accordingly, create further challenges with PEG's already sub-optimal traffic/parking/circulation plan. Responsibility for this problem must be jointly shared by Vail and PEG as the resort operations and development are irretrievably intertwined.

5. Over the last 16 months, PEG (and their consultants, SE Group) have consistently cited the fact that the current CCC (12,570) was expected to remain constant in justifying their request for both day skier and commercial parking reductions. With the recent announcement of an increase in lift capacity (and, therefore, CCC), how can the Planning Commission support the following FOF?

- Due to the fact that the Resort is no longer anticipating the Comfortable Carrying Capacity (CCC) assumed in the Mountain Upgrade Plan that was part of the 1998 application and the anticipated modal shift to transit due to paid parking, the 600 additional parking stalls are no longer required.

By my calculations (using the 1996 Mountain Upgrade Plan as a reference), the Eagle lift upgrade (from 250 CCC to 1,500-2,000 CCC) could add 1,250-1,750 to CCC and the Silverlode upgrade (33% increase on top of existing 2,080) could increase CCC by 686. PEG, their consultants, the Staff and the Planning Commission must take this into account!

Thank you for your time and attention on these important topics.

Kind regards,
Doug

On Wed, Sep 29, 2021 at 1:10 PM deb <der0813@aol.com> wrote:

- Dear Planning Commissioners and Staff,

Since the last meeting on September 15, 2021, I've been jotting down things related to the PCMR Project that I believe still need more attention and modification in order to have a successful build out which benefits the

community as well as visitors and the developer. Please consider each of the following points. Some have been posed as questions to hopefully illicit additional thought.

Traffic/Parking:

Why hasn't the applicant performed a traffic analysis using real data pertinent to PCMR rather than extrapolations and assumptions from Canyons data or more recently the data from Deer Valley's Snow Park consultant? Are we comfortable relying on a study based on models rather than actual data? Why when Commissioners have asked for such data is the request ignored?

Is it acceptable to significantly increase the volume of traffic on Empire between Shadow Ridge and Manor Way and potentially 14th Street? There are currently approximately 388 parking stalls on Parcel B; it is being increased to 900+, 760 of which are to be day-skier. With regular drop-off, Uber/Lyft drop-off and shuttle overflow (for those that will fit) occurring in Parcel B as well as ALL shuttle traffic using Empire to access drop-off on Lowell, the volume continues to grow. Can it be stated this proposal is protecting the surrounding neighborhood? Can it be stated that LMC 15-6-6(F) has been met? Specifically, does this plan protect residential neighborhoods and Uses?

How does this plan prevent those ARRIVING to the resort area from cutting through Thaynes, Payday & Three Kings neighborhoods? Signs exist today and yet, it is an issue. The current plan only addresses those departing Parcel E by eliminating a left turn out of the garage. Is this sufficient mitigation?

What is the likelihood of traffic backing up on Shadow Ridge waiting for entry into Parcel B garage or else light at Shadow Ridge and Empire to make a left turn? Keep in mind, once on Lowell, the only way out of the Resort area is via Shadow Ridge. If the entrance to Parcel B on Shadow Ridge is backed up, there is no alternative but to wait and then a left turn is required off of Shadow Ridge to exit the area. If a vehicle chooses to make a right on Empire, the only option to exit the area is via 8th street, an extremely narrow, steep, winding street or a quick left across northbound Empire traffic down 14th, another steep and narrow street.

How will way-finding with available parking and real time parking applications work if 30 minutes of free parking is allowed throughout the garages on Parcel B & E all day? What impact will this have on circulation both outside and inside parking garages as day-skiers search for a "drop-off" happening potentially opening up a parking space?

As to the 20 drop-off spaces for ski school, lessons, errands, etc in the garage of Parcel B, the Applicant has stated they will look to change the format and children may be met by their instructor in the parking garage. 20 spaces. How many children? In a parking garage with other cars circling and locating parking. Ski school is available for children as young as 3; my granddaughter has participated at the age of 3. I can't imagine an instructor with four 3-year olds gathering up their equipment, in their ski clothing, maneuvering through a parking garage being accessed by over 760 vehicles and exiting with over hundreds if not thousands of other people to cross an intersection with two bus lanes or walk up to cross between a transit center and shuttle drop off. Will there be a Lost and Found for children? And, if it's not the instructor, it will be the parents or guardians. Does this really seem to be safe and adequate?

Cyclists parking in Parcel E garage with a single level (100 spaces) for tall vehicles/bikes carriers will potentially use ramps up/down alongside vehicles or must use the single over-sized elevator to get to ground level for exit of the garage and then maneuver plaza to access the mountain. If cyclists opt to drop their bike off at the limited 8 vehicle drop-off location on Lowell, this is beyond the Parcel E garage entrance so additional vehicle circulation up to Parcel B or back around to the Parcel E entrance will be necessary. If the cyclist is able to park in Parcel B, they too will potentially have to use the same ramps as vehicles or the single over-sized elevator to

access an exit from the garage before crossing two bus lanes to access the multi-use pathway to then access the mountain. Is this improving an amenity compared to access today? Is this safer than what exists today? As cyclists are current users of the resort, can it be stated LMC 15-6-6(D) has been met? Specifically, does this plan strengthen and enhance the Resort character for cyclists?

Where will the maintenance and cleaning crews for the 140+ nightly rentals park their vehicles while providing service? Is it realistic to expect they can complete their task within 30 minutes? Will they be "robbing" from the day-skier count? Will they be carrying their vacuums and toolboxes on buses?

Unproven Claims:

The applicant has stated their hotel will bring NO additional traffic to the area and will in fact reduce traffic with the added ability to stay slope-side. How is this claim being substantiated? On what basis do they believe the other nightly rentals and hotels in town will sit vacant or empty? As they built the Hyatt on 224, do their projections for the future show a downturn in occupancy as a result of this development? I doubt it.

It is clear based on available statistics and analysis there is insufficient parking currently offered at Park and Rides to support this development as well as others in the works (SnowPark/Sommet Blanc). Even with the addition of Quinn's, there will remain a deficiency as it will not be solely dedicated to PCMR visitors. In addition, the applicant has stated it will save time due to the express lane – again, the express lane is 1.5 mile to the HS and then merges with general traffic. Finally, while the BRT lanes sound like a great idea, if the north 3 lots are already at 80-90% and there are no plans for additional lots, where are all of these additional people using the BRT lanes from I-80 parking to get on the bus?

Other:

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There was discussion surrounding the necessary amenities at the Quinn's and Richardson's Park and Rides. Caroline Rodriguez stated something to the effect that amenities are not necessary as people prefer to sit in their cars and jump out last second when they see a bus arriving. How "quickly" this can occur with ski equipment is unknown; however, this indicates people will then sit for 10 or 20 or 30 minutes or however long since the buses don't always arrive on time or traffic may preclude one from arriving at the "right time" for the next bus. And, in winter, idle for that amount of time to keep warm or in summer, idle for that amount of time to stay cool. Is this an acceptable trade-off to encourage ridership? Does this not go against our laws of "no idling"? Or, is this one of those acceptable deviations from the law because it's a "balancing act"? Clearly, appropriate amenities are necessary in order to promote both ridership and no idling.

In looking at the recent Exhibit for open space specifically for Parcel B on page 14 of the staff report – please notice the following:

- The public is free to play, hangout, tailgate or whatever in the front yards of the 7 townhomes facing Empire Avenue.
- The additional 700+ transit riders will all be extremely skinny and using lockers and therefore require a very small area to congregate while waiting for the appropriate bus. The same will be true for the shuttle area. Does the Commission believe the "hatched" area is really enough space for this increased ridership which is 100% necessary to meet the modal split? Will this limited area conflict with

the number of people entering/exiting Parcel B and its 760 + parking spaces or desiring to use the paseo to cut across Parcel B?

- Staff notes the location for the heli-pad has not yet been determined. First of all, from a safety standpoint, shouldn't this be figured out before an approval? Second, it will potentially impact Open Space, therefore, no claims regarding meeting Open Space requirements can be made at this time.

The applicant has previously stated there are no plans for Mountain Upgrade at this time and even so, it's not relevant to their project. Interestingly enough, Vail just announced two lift upgrades for the next season 2022-23. Sharing information was brought up in the September 15th meeting; did Vail really not share this information with PEG until it hit the presses? Regardless, it will surely impact carrying capacity and now must be addressed with additional review and necessary modification as it is required by the MPD. The need for additional day-skier parking to handle the additional carrying capacity should be analyzed at a minimum.

PEG rarely includes exhibits in the Staff Packet and generally brings new illustrations, tables, etc to the meeting which are **NOT then included** in the next packet or available when requested. This prevents any real review or understanding of what is presented to the Commissioners or Public during a meeting. We all must take a picture of the screen or pray our memory serves us well. Why do they do this? If this is a project that will truly benefit everyone and they have complete faith in its success, why not make the information available? Why not build a 3D model to scale? Please note, requests made for PEG's presentation slides and 3D model go unanswered. Why isn't the sharing of this information required? Yes, there are modifications, but only the Applicant has anything to show as to what they last presented.

The fact that PEG is meeting the current criteria for Affordable Housing is NOT justification for letting other deviations from the LMC slide. Unrelated requirements. And; in fact, as recently as the 2015 Mountain Upgrade Plan, Finding of Fact #105 specifically states "No additional base parcels can be approved until the housing for the 23 PCMR employees are available and in use." What is the justification for not meeting this requirement? And, if we allow it, perhaps the COA should be more strict. Having them hold off on the sale of 10 market units out of 149 units/condos for nightly rental doesn't seem strong enough.

Is the Planning Department requiring the final 2021 Concept Master Plan (yet to be provided) be to scale and a true reflection (no false ridgelines, mountains or runs) of the area?

Lastly, the LMC 15-1-2 is clear on its purpose. I have copied and highlighted the aspects of that purpose which are at risk should the current proposal be approved.

The LMC is designed, enacted, restated and reorganized to implement the goals and policies of the Park City General Plan, and for the following purposes:

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3. To **protect and preserve** peace and good order, comfort, convenience, and **aesthetics of the City**,
4. To protect the tax base and to secure economy in governmental expenditures,
5. To **allow Development in a manner that encourages the preservation of** environmentally sensitive lands, Historic Structures, the integrity of Historic Districts, and **the unique urban scale of original Park City**,

6. To provide for well-planned commercial and residential centers, safe and efficient traffic and pedestrian circulation, preservation of night skies and efficient delivery of municipal services;
7. To prevent Development that adds to existing Geologic Hazards, erosion, flooding, degradation of air quality, wildfire danger or other conditions that create potential dangers to life and safety in the community or that detracts from the quality of life in the community,
8. To protect and ensure access to sunlight for Solar Energy Systems, and
9. To protect or promote moderate income housing.

Thank you for your continued diligence in the review of this proposal.

Sincerely,

Deb Rentfrow

Alexandra Ananth

From: planning
Sent: Wednesday, September 29, 2021 3:14 PM
To: Alexandra Ananth
Subject: FW: [External] New eComment for Planning Commission

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Wednesday, September 29, 2021 2:56 PM
To: planning <planning@parkcity.org>
Subject: [External] New eComment for Planning Commission

[CAUTION] This is an external email.



New eComment for Planning Commission

Sherie Harding submitted a new eComment.

Meeting: Planning Commission

Item: 7.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 Off-Site Parking and Transportation, Draft Findings of Fact, Draft Conditions of Approval and Other Issues Raised in the Staff Report. PL-20-04475. *Public Input will be taken via e-comments and Zoom* (A) Work Session, No Action Will Be Taken

eComment: Dear Commissioners, I wish to discuss Parcel C. Originally, in 1998 DA, Parcel C was to be "residential/learning center," not a hotel. The problem of no skier services or no learning center is becoming painfully clear. For example, ski instructors meeting toddlers and parents in underground parking garages is complicated. I support the Commissioners that asked, "Why the hotel?" The proposed hotel on Parcel C presents numerous problems: Loss of the learning center, no convenient accessible location for ski school drop off, excessive height, no benefit for locals or visitors interested in a learning center, and probably increased traffic, although no satisfactory traffic study was done. In 1998 a hotel was mentioned as maybe a desirable option. But, a hotel was not part of the 1998 design. Hotel was mentioned as a singular

option. Parcel A got the hotel. Again, I support the Commissioners who question the benefit of a hotel.

[View and Analyze eComments](#)

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[Unsubscribe](#) from future mailings

Alexandra Ananth

From: planning
Sent: Wednesday, September 29, 2021 11:24 AM
To: Alexandra Ananth
Subject: FW: [External] 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: deb <der0813@aol.com>
Sent: Wednesday, September 29, 2021 11:10 AM
To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; planning <planning@parkcity.org>
Cc: ndeforge@fabianvancott.com; Mark Harrington <mark@parkcity.org>; Margaret Plane <margaret.plane@parkcity.org>
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

- Dear Planning Commissioners and Staff,

Since the last meeting on September 15, 2021, I've been jotting down things related to the PCMR Project that I believe still need more attention and modification in order to have a successful build out which benefits the community as well as visitors and the developer. Please consider each of the following points. Some have been posed as questions to hopefully illicit additional thought.

Traffic/Parking:

Why hasn't the applicant performed a traffic analysis using real data pertinent to PCMR rather than extrapolations and assumptions from Canyons data or more recently the data from Deer Valley's Snow Park consultant? Are we comfortable relying on a study based on models rather than actual data? Why when Commissioners have asked for such data is the request ignored?

Is it acceptable to significantly increase the volume of traffic on Empire between Shadow Ridge and Manor Way and potentially 14th Street? There are currently approximately 388 parking stalls on Parcel B; it is being increased to 900+, 760 of which are to be day-skier. With regular drop-off, Uber/Lyft drop-off and shuttle overflow (for those that will fit) occurring in Parcel B as well as ALL shuttle traffic using Empire to access drop-off on Lowell, the volume continues to grow. Can it be stated this proposal is protecting the surrounding neighborhood? Can it be stated that LMC 15-6-6(F) has been met? Specifically, does this plan protect residential neighborhoods and Uses?

How does this plan prevent those ARRIVING to the resort area from cutting through Thaynes, Payday & Three Kings neighborhoods? Signs exist today and yet, it is an issue. The current plan only addresses those departing Parcel E by eliminating a left turn out of the garage. Is this sufficient mitigation?

What is the likelihood of traffic backing up on Shadow Ridge waiting for entry into Parcel B garage or else light at Shadow Ridge and Empire to make a left turn? Keep in mind, once on Lowell, the only way out of the Resort area is via Shadow Ridge. If the entrance to Parcel B on Shadow Ridge is backed up, there is no alternative but to wait and then a left turn is required off of Shadow Ridge to exit the area. If a vehicle chooses to make a right on Empire, the only option to exit the area is via 8th street, an extremely narrow, steep, winding street or a quick left across northbound Empire traffic down 14th, another steep and narrow street.

How will way-finding with available parking and real time parking applications work if 30 minutes of free parking is allowed throughout the garages on Parcel B & E all day? What impact will this have on circulation both outside and inside parking garages as day-skiers search for a "drop-off" happening potentially opening up a parking space?

As to the 20 drop-off spaces for ski school, lessons, errands, etc in the garage of Parcel B, the Applicant has stated they will look to change the format and children may be met by their instructor in the parking garage. 20 spaces. How many children? In a parking garage with other cars circling and locating parking. Ski school is available for children as young as 3; my granddaughter has participated at the age of 3. I can't imagine an instructor with four 3-year olds gathering up their equipment, in their ski clothing, maneuvering through a parking garage being accessed by over 760 vehicles and exiting with over hundreds if not thousands of other people to cross an intersection with two bus lanes or walk up to cross between a transit center and shuttle drop off. Will there be a Lost and Found for children? And, if it's not the instructor, it will be the parents or guardians. Does this really seem to be safe and adequate?

Cyclists parking in Parcel E garage with a single level (100 spaces) for tall vehicles/bikes carriers will potentially use ramps up/down alongside vehicles or must use the single over-sized elevator to get to ground level for exit of the garage and then maneuver plaza to access the mountain. If cyclists opt to drop their bike off at the limited 8 vehicle drop-off location on Lowell, this is beyond the Parcel E garage entrance so additional vehicle circulation up to Parcel B or back around to the Parcel E entrance will be necessary. If the cyclist is able to park in Parcel B, they too will potentially have to use the same ramps as vehicles or the single over-sized elevator to access an exit from the garage before crossing two bus lanes to access the multi-use pathway to then access the mountain. Is this improving an amenity compared to access today? Is this safer than what exists today? As cyclists are current users of the resort, can it be stated LMC 15-6-6(D) has been met? Specifically, does this plan strengthen and enhance the Resort character for cyclists?

Where will the maintenance and cleaning crews for the 140+ nightly rentals park their vehicles while providing service? Is it realistic to expect they can complete their task within 30 minutes? Will they be "robbing" from the day-skier count? Will they be carrying their vacuums and toolboxes on buses?

Unproven Claims:

The applicant has stated their hotel will bring NO additional traffic to the area and will in fact reduce traffic with the added ability to stay slope-side. How is this claim being substantiated? On what basis do they believe the other nightly rentals and hotels in town will sit vacant or empty? As they built the Hyatt on 224, do their projections for the future show a downturn in occupancy as a result of this development? I doubt it.

It is clear based on available statistics and analysis there is insufficient parking currently offered at Park and Rides to support this development as well as others in the works (SnowPark/Sommet Blanc). Even with the addition of Quinn's, there will remain a deficiency as it will not be solely dedicated to PCMR visitors. In addition, the applicant has stated it will save time due to the express lane – again, the express lane is 1.5 mile to the HS and then merges with general traffic. Finally, while the BRT lanes sound like a great idea, if the north 3 lots are already at 80-90% and there are no plans for additional lots, where are all of these additional people using the BRT lanes from I-80 parking to get on the bus?

Other:

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8. To protect and ensure access to sunlight for Solar Energy Systems, and
9. To protect or promote moderate income housing.

Thank you for your continued diligence in the review of this proposal.

Sincerely,

Deb Rentfrow

Alexandra Ananth

From: planning
Sent: Wednesday, September 29, 2021 10:27 AM
To: Alexandra Ananth
Subject: FW: [External] PCMR Base Area
Attachments: Sept 29 PDF Exhibit.pdf

From: deb <der0813@aol.com>
Sent: Tuesday, September 28, 2021 9:17 PM
To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; planning <planning@parkcity.org>
Cc: ndeforge@fabianvancott.com; Mark Harrington <mark@parkcity.org>; Margaret Plane <margaret.plane@parkcity.org>
Subject: [External] PCMR Base Area

[CAUTION] This is an external email.

Commissioners,

Attached is an exhibit which highlights the **incompatibility** with the surrounding area the current proposal at PCMR Base will achieve.

As required for Building Height by the LMC 15-6-5(F)(2):

"Buildings have been positioned to **minimize visual impacts** on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis;"

As required Findings of Fact by the LMC 15-6-6(F) the MPD :

"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;"

Exhibits were taken from Staff Reports (April 16th, May 19th and June 16th) and edited to include information on the surrounding neighborhood. Thank you for the taking the short amount of time required to open the document and review.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: Nicole Deforge <ndeforge@fabianvancott.com>
Sent: Tuesday, September 28, 2021 11:46 PM
To: planning; Mark Harrington
Cc: Alexandra Ananth; John Phillips; Laura Suesser; Mark Sletten; Douglas Thimm; Christin VanDine; Sarah Hall; John Kenworthy; Bill Johnson
Subject: [External] Park City Mountain Resort Base Development public comments - Sept 29 meeting
Attachments: RRAD Sept 28 comment letter.pdf

[CAUTION] This is an external email.

Dear Planning Commission and Staff,

Please see the attached letter sent on behalf of the RRAD community organization regarding the proposed Park City Mountain Resort Base Development, together with a redline of the draft Findings of Fact. Please include the letter and findings as part of the public comments that will be circulated in advance of tonight's September 29, 2021 Planning Commission meeting.

Thank you.

Nikki

NICOLE M. DEFORGE

Attorney

FabianVanCott

215 South State Street, Suite 1200

Salt Lake City, UT 84111-2323

(T) 801-531-8900 (D) 801-574-2620

ndeforge@fabianvancott.com

www.fabianvancott.com

September 28, 2021

VIA E-MAIL (planning@parkcity.org)

Park City Planning Commission
P.O. Box 1480
Park City UT 84060

Re: Park City Mountain Base Area Development—MPD Modification

Dear Commissioners and Staff:

We are writing on behalf of RRAD Coalition, Inc, a non-profit organization comprised of many Park City residents, business owners, and homeowners. RRAD submits the following comments in advance of the September 29, 2021 Planning Commission Meeting.

The MPD amendment cannot be approved as a matter of law because it does not comply with numerous provisions of the Park City Land Management Code. RRAD has previously raised these issues with the Planning Commission on multiple occasions, but the comments made by the commissioners at public hearings evidence a continuing misunderstanding and misapplication of these requirements.

For example, at a recent hearing, RRAD emphasized that setbacks cannot be granted unless they are necessary for desired architectural interest and variety. A commissioner subsequently stated that the setbacks should be granted because the developer was offering additional open space and affordable housing. Similar comments about key legal issues are made at most public hearings.

We therefore wish to highlight again critical legal issues that are fatal to the developer's MPD modification application and request that the City Attorney and Planning Staff address each of the issues directly.

1. 1998 DA:
 - a. Please confirm that the City need not allow Vail out of its contractual agreements under the 1998 DA as part of the requested amendment.
2. Building Heights:
 - a. Please confirm that the 1998 DA did not grant a blanket increase in density for the entire site and instead granted increased density by parcel and prohibited shifting between parcels.

- b. Please confirm that, to the extent PEG is relying on the 1998 DA for its claimed "Transfer of Development Credits," any increase in density on a parcel now would not have been received as part of that transfer and no new transfer is offered by PEG.
- c. LMC 15-6-5(F)(4) requires increased setbacks from "adjacent properties". Please confirm that "adjacent properties" under this section means properties adjacent to the façade of the building where building heights exceed the maximum. In other words, this LMC requirement is not met by increasing a setback on a different building on the site for which no height exception is sought or even on a façade of a building where there is no increased height.
- d. LMC 15-6-(F)(5) requires that building height increases result in more than the minimum of publicly accessible open space. Please confirm that a helipad and private front yards do not count as publicly accessible open space under the LMC 15-15, as noted below.
- e. Please confirm that findings of fact regarding the building height variances must be made separately for each building. Each of the six factors set forth in LMC 15-6-5(F) that must be met with respect to each building, with supporting findings for each building. It is not legally possible for the Planning Commission to find that all six factors are met with respect to each building.

3. Setbacks:

- a. PEG has repeatedly stated in public hearings before the Planning Commission that it needs the requested setback reductions to fit all the parking it wants on Parcel B. Given this admission, please confirm that PEG cannot meet its burden as a matter of law of showing that its setback reductions comply with LMC 15-6-5 as being "necessary for desired architectural interest and variety."
- b. Please confirm that a setback variance cannot be granted to enable PEG to meet other LMC requirements. PEG claims that it needs setback reductions to have façade variation. But façade variation is already required under LMC, as referenced in Section 15-6-5(F)(1). Therefore, the developer cannot receive setback reductions for the purpose of façade variation.

4. Tandem Parking:

- a. Please confirm that tandem parking for the hotel is prohibited under LMC 15-3(1).

5. Open Space:

- a. It is impossible to tell from the latest documents provided by the developer what it is counting as "open space" and what it is not. To the extent, it is

including any of the following, those items do not fall within the definition of "open space" under the LMC 15-15:

- i. Please confirm that a helipad does not count as publicly accessible open space.
- ii. Please confirm that private front yards do not count as publicly accessible open space.
- iii. Please confirm that hotel amenities, like decks and pools, do not count as publicly accessible open space. Even if they were publicly available, they would constitute "Structures", which are expressly excluded from the definition of "open space" in the LMC.

6. Mountain Upgrade Plan:

- a. The developer has represented throughout the process that there were no mountain upgrades planned to the resort that would require an amendment to the Mountain Upgrade Plan, which was incorporated as an exhibit to the 1998 MPD and 2015 amendment.
- b. But Vail Resorts announced this week that it plans to upgrade the Eagle and Silver Lode lifts to high speed, higher capacity lifts by 2022, which will increase carrying capacity on the mountain. The developer's plans and studies for the project are premised on a current carrying capacity (CCC) of 12,570 people. But the lift upgrades will increase CCC by over 2,000 people. Because the developer's CCC numbers are wrong, the traffic and parking numbers are wrong. It is difficult to believe that the developer did not know of these plans at the time it made contrary representations to the City and submitted its plans based on inaccurate numbers.
- c. As Staff has previously noted, the 1998 MPD required that the developer have adequate parking and mitigation for any expansion of lift capacity. Because its plans do not account for even next year's CCC, they fail to satisfy the legal requirements of the MPD.

In addition to the legal issues, there are numerous reasons why the requested MPD amendment will not function and should not be approved. Those issues have been repeatedly raised by RRAD and many Park City residents and are detailed again in the latest comments submitted to Planning Commission in connection with the September 28 staff report.

Sincerely,



Nicole M. Deforge

cc: client; Mark Harrington; alexandra.ananth@parkcity.org

Alexandra Ananth

From: deborah.glidefar.com <deborah@glidefar.com>
Sent: Monday, September 27, 2021 7:55 PM
To: Gretchen Milliken; Alexandra Ananth; sarah.hall@parkcity.org; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine; bill.williams@parkcity.org
Subject: [External] Planners must follow LMC for PEG Development

[CAUTION] This is an external email.

Dear Park City Planners and Ms. Ananth;

Once again, I am writing to you prior to a Base Area Development meeting to share my frustration with the proposed materials and Finding of Facts presented.

Clearly, the LMC is not being maintained and the Planning Commission MUST deny this application in it's present design with lack of factual based statistics. You have one chance here to not allow overdevelopment at the Base Area which impacts the surrounding Old Town neighborhood and the entire communities access to the PCMR facility.

As you have learned from previous correspondence:

- 1) The EXCESSIVE BUILDING HEIGHTS are exceeding the LMC and the excuse of increased Support Commercial Space is also not allowed by the LMC
- 2) Parking reductions for public and employees goes against the LMC. There is no real data to support the traffic circulation plan- just comparable to non comparables.
- 3) Traffic studies are not based on real facts for this area- just assumptions that will not serve the community or tourism. Excessive congestion all directed to Empire Ave. will not support the amount of vehicles.
- 4) Parking lots off site are not developed, are not dedicated to the resort visitors experience, not dedicated to employees and are unproven. PEG and AECOM dont even know where the PCMR guests are coming from!
- 5) No real models have been shown with the surrounding buildings for size, shadows, blockage of the mountain view by PEG. Building a 3D model has been requested long ago and PEG has not responded.
- 6) Setbacks for buildings must follow LMC.
- 7) This week Vail has announced 2 new high speed, large capacity lifts for 2022 to improve capacity of skiers from the Base Area. How will they get there!

I was hoping for a wonderful design with open space, large areas to move around, beautiful mountain views and ease of access to the ski mountain. PEG has not provided a first class facility to enhance Park City. Instead we are asked to accept OVER DEVELOPMENT with massive building heights, blocked views, bad traffic flow and lack of access. If you get this wrong... PCMR will not be a preferred destination for skiers and summer tourism.

Here is a paragraph from your own website:

Open space is directly related to the visitor experience and is extremely important to the long term economic viability of Park City as a world class resort town. Park City must work within the Wasatch Back region to maintain a unique place in order to stay competitive within the local and global tourism industry. Preserving the natural context of place within

meaningful sequences of regionally distinctive landscapes reinforces the community's connection to the natural setting and brings delight to residents and visitors alike.

Please VOTE NO.

THANK YOU
Deborah Hickey

Alexandra Ananth

From: Arnie Rusten <arnie.rusten@gmail.com>
Sent: Monday, September 27, 2021 8:55 AM
To: Alexandra Ananth
Subject: [External] RE: Park City Mountain Base Development
Attachments: Park City Planning Commission18 September 2021.docx

[CAUTION] This is an external email.

Dear Alexandra

Thank you for responding, by bad. Here is the attachment.

Arnie

Sent from [Mail](#) for Windows

From: [Alexandra Ananth](#)
Sent: Monday, September 27, 2021 7:38 AM
To: arnie.rusten@gmail.com
Subject: RE: Park City Mountain Base Development

Hi Arnie – There was no letter attached.

From: planning <planning@parkcity.org>
Sent: Friday, September 24, 2021 5:38 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: FW: Park City Mountain Base Development

From: Arnie Rusten <arnie.rusten@gmail.com>
Sent: Tuesday, September 21, 2021 10:17 AM
To: planning <planning@parkcity.org>
Subject: [External] Park City Mountain Base Development

[CAUTION] This is an external email.

Park City Planning Department

Please consider the following letter regarding the PCMR Development.
Thank you,

Arnie Rusten

Sent from Mail for Windows

Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Monday, September 27, 2021 7:37 AM
To: Gretchen Milliken; Alexandra Ananth
Subject: [External] Public comment from 09 15 2021

[CAUTION] This is an external email.

Hello, this is David Gordon,

I live in the Shadow Ridge Building.

Thank you all for your efforts to achieve a win win outcome for this project.

I was happy to see the resort publicly involved tonight. I was hoping for more commitment to mountain upgrades which should go hand in hand with this project.

That said, we have now heard many concerns with Drafted Findings of Fact and I would like to continue by identifying concerns with FOF's 88-99 on page 178 of the packet which are related to LMC 15-6-5-G Site Planning requirements.

In FOF 89 there is reference to buildings being separated by Open Space but once again, we do not have adequate details of what is designated as open space and how the reported values were calculated. We would love to see this information.

In FOF 93, it is stated that existing trailheads are maintained and incorporated and parking garage E is the primary trailhead parking.

But to access the trails on a bicycle from the parking garage, one would need to go all the way up Lowell to the Shadow Ridge extension, other more direct routes would require walking the bike. It does not appear that there is a multi use trail from Three Kings intersection to the trails nor through the pedestrian plaza.

That leads us right into FOF 94 which I would say is invalid as there is not "adequate" internal pedestrian and bicycle circulation. There is also the question of whether there Will there be safe travel ways for bikes moving in and out of the parking structure or will they have to contend with car traffic and gates in the parking structure.

FOF 95 states that snow storage will be detailed and evaluated in the CUP process. Isn't this too late, if exceptions to Building Setbacks are granted and there are 12' wide pathways, where will the snow go? Are heated walkways required? this project does not adequately address the space needed for snow removal and storage.

FOF 96 states that adequate circulation area for waste and recycling pickup will be detailed and evaluated in the CUP process. Again, Isn't that too late to require potential structural changes to accommodate garbage trucks?

FOF 98 acknowledges that transportation amenities are included but there is no mention of whether they are adequately sized for the number of shuttles and car services? Will private party drop off areas further reduce parking available to day skiers? These are transit issues addressed elsewhere but that pop up here too.

FOF 99 states that there are designated service and delivery access points but fails to point out that a primary loading dock access crosses a main pedestrian pathway and is very close to a HAWK pedestrian crossing. Unfortunately, the stated facts don't tell the whole story.

I urge the staff and commissioners to challenge the FOF's and be certain that you are drafting FOF's that are Findings of Fact and not Formulations of Fiction.

Thank you

Alexandra Ananth

From: Alexandra Ananth
Sent: Wednesday, October 13, 2021 5:53 PM
To: Alexandra Ananth
Subject: FW: [External] Fw: PEG proposed development

[CAUTION] This is an external email.

Hi

The below was omitted from public comments for the Sept.15 meeting. I incorrectly assumed it would be included in the packet for Sept. 29 meeting.

Please ensure it is included in public comments for the October meeting.

Thank you.

Moir Howard

----- Forwarded Message -----

From: J Moira Howard <moira_howard@yahoo.com>
To: alexandra.ananth@parkcity.org <alexandra.ananth@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; john.phillips@parkcity.org <john.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>; laura.suesser@parkcity.org <laura.suesser@parkcity.org>; sarah.hall@parkcity.org <sarah.hall@parkcity.org>; christinvandine@parkcity.org <christinvandine@parkcity.org>; douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>; bill.johnson@parkcity.org <bill.johnson@parkcity.org>
Sent: Thursday, September 9, 2021, 09:45:22 PM MDT
Subject: PEG proposed development

Hi

Please include in public comments:

* Hope you have all had the chance to read and digest Tom Clyde's Aug. 28 and Sept. 4 columns in the Park Record:

<https://www.parkrecord.com/opinion/columns/tom-clyde-epic-renewal/>

<https://www.parkrecord.com/opinion/columns/tom-clyde-jackrabbit-habitat/>

* Also, from Park Record:

<https://www.parkrecord.com/news/park-city-mountain-resort-announces-dates-for-2021-22-ski-season/>

The announcement also indicated that the company does not plan to have a reservation system in place for mountain access this winter at PCMR or its other properties.

The company's goal is to sell as many passes as possible, to, as Katz said on Vail's recent earnings call, "... be aggressive ... and really move big numbers of people into the [Epic Pass] program." The numbers are already big: Vail sold **around 1.4 million Epic Passes** for the 2020-21 ski season. Mar 24, 2021

* From <https://www.stormskiing.com/p/vail-slashes-epic-pass-prices-by>

Vail aims to supercharge season pass base.....

transforming it from a niche locals product to a **mountain passport for the masses**.....

The company's goal is to sell as many passes as possible, to, as Katz said on [Vail's recent earnings call](#), "... be aggressive ... and really move big numbers of people into the [Epic Pass] program." The numbers are already big: Vail sold [around 1.4 million Epic Passes](#) for the 2020-21 ski season. Katz [calls](#) the Epic Pass the "cornerstone" of its business, and it is: invest several hundred or thousand dollars into a ski pass, and **most skiers will choose one of the pass' resorts as its destination, with all the attendant spending on shuttles, hotels, food, and ski school that entails.**

That the **aim is to pack as many people as possible** onto the mountain ought to be a consideration for anyone looking to buy an Epic Pass. Price matters, but so does the overall experience. Katz said last week that Vail would nix its reservation system for next ski season. **That means the only ski area capacity restriction in many communities may be the size of their parking lots.** What happens when ultra-cheap passes meets a holiday weekend with good snowfall is predictable enough. How well Vail manages those peak periods will determine skier's perception of the Epic Pass as a true value over the long term.

*** Remote parking limitations were well discussed at Aug. 18 meeting. If people have prepaid tickets, they expect to ski when they want. You cannot limit ticket sales when they are already sold! If skiers are going to be forced to turn away, they will not be happy! Neither will Vail or Park City!! Such visitors may also not return.**

*** Buses:**

High Valley Transit hopes to double or triple the frequency of buses during peak season. i.e. 8 or 12 buses per hour coming and going equals 16 or 24 buses per hour navigating the Resort transit hub. (Plus perhaps more from Heber/Wasatch side in future.) (Plus possibly buses from Salt Lake Valley!) Add to that City buses times two. In summer 3 City routes go there. That will likely increase in winter. Even if it doesn't, then there's probably at least 18 City buses transitting the resort in winter.

i.e. a *minimum* of 34 or 42 buses per hour! CAN THE RESORT COPE WITH WHAT IS PLANNED??! Or will buses be queued back to Park Ave.?

HVT has about 15 stops on the way to PCMR. Nobody wants to sit on a bus for an hour. Limited stop? What about the folk in between (likely locals?) - they also need a decent frequent service or they will be forced to drive somewhere!

*** Shuttles:**

Shuttle drop-off may work just now but if you expect more people to shuttle, you need more spaces!

*** Annual/bi annual reviews:**

PEG are talking about things they might address in 10 or 15 years. What if they aren't around in 10 or 15 years?

* Site Planning

79. The 2021 Concept Master Plan sets forth a plan for development/redevelopment

consistent with the Resort Center neighborhood..... and LMC 15-6.

80. The units are clustered on the most developable and least visually sensitive portions of the RC zoned remaining parcels, and the buildings are separated by Open Space.

85. Adequate internal vehicular, pedestrian, and bicycle circulation is provided and pedestrian and bicycle circulations are separated from vehicular circulations and provide safe travel within the boundaries of the project and safe travel to

adjoining public sidewalks, trails, and Rights-of-Way.

86. The plan includes adequate Areas for snow removal and snow storage that are accommodated by the Landscaping plan, and the Structures are set back from any hard surfaces so as to provide adequate Areas to remove and store snow on-site. Snow storage Areas will be further detailed at the CUP process.

* Section 15-6-6 Findings

128. The 2021 Concept Master Plan is Compatible in Use, scale, and mass with adjacent Properties within the Resort Center Neighborhood, promotes neighborhood Compatibility, and protects surrounding residential neighborhoods and Uses.

131. and the project has been designed to place Development on the most developable

land and least visually obtrusive portions of the Site.

How does what is planned comply with any of the above?

* Building Heights:

The Marriot is *against* the mountain. The 103ft, as planned, hotel is *in front* of the mountain and next to the much lower Lodge. Do you want to see the mountain or a skyscraper?! How does this fit in with minimising the impact of development on hillsides and sensitive view areas, neighbourhood compatibility.....?

ETC.

Again, PEG has the sole mission of making as much money as possible. What they are planning will **not** work for the City, residents or visitors!

PEG should be compelled to go back to the drawing board!!

Thank you for your time and consideration.

Moir Howard

Alexandra Ananth

From: Austin Taylor
Sent: Friday, October 8, 2021 12:00 PM
To: Alexandra Ananth
Subject: RE: DVR TDM

Thanks for sending this my way.

Table 2 should specifically include indoor bike parking for employees. If we care about a specific number, Association of Pedestrian and Bicycle Professionals has recommended numbers that can be found for free in Provo City Code [14.37.050 \(3\)](#)

Table 3 could include a letter of support from UDOT to allow the messaging to strengthen the commitment. I know sometimes they can be sticklers on what can or can't be messaged on VMS signs.

Table 4—a Deer Valley rep said at a lodging association meeting this week that they've met obligations but are looking to build some employee housing off-site. A location for that, unit number commitment, and transit to-from the site could strengthen the proposal.

Table 5 – Paid parking is likely going to be the biggest game changer

Table 6 could specify "Deer Valley is a participating member of the RideOn Park City program" instead of "Deer Valley supports a mobile app"

Austin Taylor

he, him, his
Transportation Planner—Active Transportation and TDM
Park City Municipal Corporation
parkcity.org
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5317 | c: 435.705.3519



From: Alexandra Ananth <alexandra.ananth@parkcity.org>
Sent: Thursday, October 7, 2021 1:27 PM
To: Austin Taylor <austin.taylor@parkcity.org>
Subject: DVR TDM

Attached is DVR's TDM. I thought it looked pretty good, but I'd love any thought you may have on anything more they can do or if you see areas we should push them for more info. Thanks.

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.

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Wednesday, October 6, 2021 11:48 AM
To: Alexandra Ananth
Cc: Gretchen Milliken
Subject: Re: [External] Base of PCMR - Parking

I think it's important to understand how the modal shift affects the parking garages during the peak hours, and after, and why so many spaces are being built when the required modal shift on top of the already modeled shared parking analysis would suggest you are over-built by about 600 stalls during peak hours?

Is it the intention that all of this additional capacity is used later in the day? How does this work, and will it work? Or is there another use we are not aware of?

How will this "spare" capacity be managed.. Assuredly the applicant will want to monetize it to the fullest extent, which would mean all-day parking and peak hour access?

Will the applicant commit to displaying parking full signs with empty spaces? How will this be perceived by drivers who know the signage is not telling the truth?

If employees come in before rush hour as we are told - why are we not proposing that they use these under parked spaces?

Something seem amiss here and I'm struggling to understand the rationale.

Thanks again for your time.

Clive

On Wed, Oct 6, 2021, 11:21 AM Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:

No, but I think its OK for them to be conservative in this analysis knowing that it is more of a worst case scenario.

From: Clive Bush <cbushuk@gmail.com>
Sent: Wednesday, October 6, 2021 10:01 AM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Cc: planning <planning@parkcity.org>
Subject: [External] Base of PCMR - Parking

[CAUTION] This is an external email.

Alex:

Has the applicant updated their hourly parking spreadsheet presented on-line at one of the past planning meetings to take account of the 20% modal split during peak hours?

The applicant's assessment of actual parking use based on the modal split is a requisite in presenting an accurate portrayal of what is being proposed.

Regards,

Clive

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Friday, October 8, 2021 3:22 PM
To: Alexandra Ananth
Subject: Fwd: FW: [External] Modal Split projections Scenario 2B

Alex:

Hales Engineering has reported back and explained in part that the discrepancy is as a result of instructions from City Staff and AECOM on how the traffic counts and projections should be interpolated and used by different software systems (see email below from Josh Gibbons).

Going from the original model calculated by Hales for 2040 plus build-out to the new one there is a 15% drop or 600 cars per PM hour to the new one used for Scenario 2B

Perhaps AECOM can better describe why this is outside of the Summit County model and whether they have audited this variance accordingly? I would imagine if they requested this change in software they are best to describe the difference? It doesn't seem feasible that the revised projection model from Summit would account for such a wide disparity?

Regards,

Clive

----- Forwarded message -----

From: Josh Gibbons <josh@halesengineering.com>
Date: Fri, Oct 8, 2021 at 2:34 PM
Subject: Re: FW: [External] Modal Split projections Scenario 2B
To: Clive Bush <cbushuk@gmail.com>
Cc: Robert Schmidt <rschmidt@pegcompanies.com>, Nick Blayden <nblayden@pegcompanies.com>, Kristin Kenney Williams <kristin@commfluent.com>

Clive,

The latest studies that have been done were completed with different methodologies and assumptions per the request of Park City staff and AECOM, which is why the process and results (including traffic volumes) are different between the previous iteration and the latest studies. For example, the sheet you attached used a software called "SimTraffic" while the latest studies used a software called "VISSIM".

Like Robert said, we'd be happy to have a call with you to talk through any of these questions you may have. Just let us know.

Thanks,

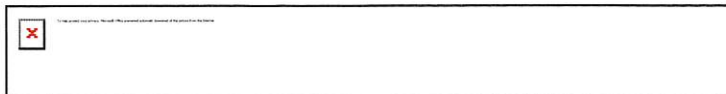
Josh Gibbons, PE | Transportation Engineer

o. 801.766.4343

1220 North 500 West, Ste 202

c. 801.889.4218

Lehi, UT 84043



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On Fri, Oct 8, 2021 at 2:10 PM Clive Bush <cbushuk@gmail.com> wrote:

I did read somewhere that the Summit report roughly matched the 1% growth - the additional detail prompts that most of our future growth is resort based which has never been presented before - I figured the additional volumes going in and out of the resort were from the new development trip generation sheet - where are these added like the attached from a prior iteration and why would the total volumes now be less at this intersection than shown here?

Thanks,

Clive

On Fri, Oct 8, 2021 at 1:50 PM Robert Schmidt <rschmidt@pegcompanies.com> wrote:

Hi Clive,

Alex forwarded your email to our team regarding traffic growth. Josh Gibbons with Hales Engineering answered below to Alex. You may see a response from her as well. If you're interested in a collaborative discussion with myself and Josh I'd be happy to have a call. Let me know.

Regards,

Robert

Robert Schmidt, P.E. | President, PEG Development

Direct: 801.841.3082 | Mobile: 801.592.0621

[PEG Companies](#)



From: Josh Gibbons <josh@halesengineering.com>
Sent: Friday, October 8, 2021 1:44 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Cc: Robert Schmidt <rschmidt@pegcompanies.com>; Nick Blayden <nblayden@pegcompanies.com>; Kristin Kenney Williams <kristin@commfluent.com>; Braley, Kordel <kordel.braley@aecom.com>
Subject: Re: FW: [External] Modal Split projections Scenario 2B

Alex,

Thanks for passing this along. As Clive noted, he is expecting the traffic to grow uniformly by 1% per year. The reference 1% annual growth was the previous assumption made for the traffic analyses. However, based on feedback from AECOM and as we have noted previously, we ended up changing how we estimated future "background" traffic growth by using the Summit County Travel Demand Model instead of a straight 1% growth rate. This method resulted in a more accurate estimation of future traffic volumes than just using the simple 1% assumption.

This is why the numbers that Clive is comparing are not showing a direct 1% per year growth on each movement. It just so happens, though, that the overall entering vehicle count increased by between 22% and 24% at the intersections. The growth just occurred on movements predicted by the travel demand model instead of on all movements.

Thanks,

Josh Gibbons, PE | **Transportation Engineer**

o. 801.766.4343
c. 801.889.4218

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From: Clive Bush <cbushuk@gmail.com>
Sent: Friday, October 8, 2021 12:23 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: [External] Modal Split projections Scenario 2B

[CAUTION] This is an external email.

Alex:

I recently delved back into the February 9, 2021 memorandum from Hales Engineering (attached) regarding scenario 2b 2040 Evaluation. Whereby Hales also introduced the need for a modal shift - that being a GLOBAL 20% reduction of all traffic. Although I've reviewed multiple attempts from AECOM and staff to push PEG more in the direction of reducing parking on-site I now understand this is the applicants preferred method of mitigating traffic.

In the memorandum they present a number of tables, including internal trip generations for the new development as well as tables used as the bases for the modal split calculations.

Tables are labeled for both AM & PM:

1. FUTURE 2040 Scenario 2B
2. FUTURE 2040 Scenario 2b - 20% reduction.

I would have expected the traffic counts for traffic by-passing the resort in 2040 before any modal split to be 21% (1% per year) higher than the 2019 background data?

As this is not evident (and highlighted on the attached), it would be a prudent check as this would also materially affect the subsequent global 20% reduction modal split output on table 2.

Love to hear your thoughts/feedback - am I whacko?

Regards,

Clive

[External] Re: Misrepresentations of mountains/runs/ridges



doug lee <douglasbrentlee@gmail.com>
To deb
Cc Bill Johnson; planning; ndeforge@fabianvancott.com



Wed 11:12 PM

 Building E Study.pdf
642 KB

Hi All:

Deb asked me to forward a similar study that I did showing RRAD's analysis of the proposed building scale and view corridor compared to PEG's rendering of Building E. Please see attached.

Best, Doug

RRAD Photo Montage
(scale based on the existing Ski Patrol
Building on Parcel E parking lot)



PEG Photo Montage
(notice false ridgeline
to upper right)



[External] Misrepresentations of mountains/runs/ridges



deb <der0813@aol.com>
To Bill Johnson; planning
Cc ndeforge@fabianvancott.com



 4.21.21 Slideshow PDF.pdf
2 MB

 14th St Corridor Overlay.pdf
553 KB

Commissioner Johnson,

As I don't believe you were on the Planning Commission at the time we provided these to the Planning Commissioners and Staff, please review the attached powerpoints which show the true ridge lines at Empire and Silver King as well as 14th and Empire. Your belief they are not accurately depicted in the applicant's exhibits is 100% correct. Please continue to request an accurate depiction that illustrates the impact of this project.

Thank you for your service. Sincerely, Deb Rentfrow

**SEE PDF's in the folder. 4.21.21 Slideshow and 14th St Corridor Overlay

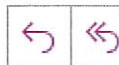
[External] I;m sorry, but what about the new 530 employees?



deb <der0813@aol.com>

To: Laura Suesser; John Kenworthy; planning

You forwarded this message on 9/30/2021 10:49 AM.

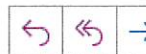


FW: Kenworthy Questions



Alexandra Ananth

To: Christin VanDine; Douglas Thimm; John Kenworthy; John Phillips; Laura Suesser; Mark Harrington; Mark Sletten; Planning_Mail; Sarah Hall



Gretchen and Alex,

I apologize for the late delivery of this email but wanted to respond in writing to Commissioner Kenworthy's questions. I am also prepared to walk through each of these at the meeting tonight.

The Resort's responses to Commission Kenworthy's inquiries are below. Please share this information with all Commissioners. Mike Goar and I will be attending the work session this evening and are happy to discuss this information or any other questions the Planning Commission has regarding Resort operations in that meeting.

Late last week we received your series of questions and information requests for Park City Mountain (the "Resort") in conjunction with the PEG Development application for an amendment to the Master Development Plan and redevelopment of the parking lots at the base of Park City Mountain.

We appreciate the Commission's thoughtful work on this project and look forward to making further progress on this application, which we believe is transformational for the community.

Commission Kenworthy Questions (as provided to the Resort by Planning Staff)

1. The number of Epic passholders by zip code for the Wasatch Front and Back.
 - As a publicly traded company, we are subject to securities regulations regarding the information that we release publicly. Because we do not publicly release a breakdown of our passholders by zip code, we are not able to provide that information for these zip codes to the Commission.
2. The number of days skied at PCMR and days skied at the Canyons
 - As a publicly traded company, we are subject to securities regulations regarding the information that we release publicly. Because we do not publicly release a breakdown of our skier visits by resort, we are not able to provide that information for these two areas within the Resort to the Commission.
 - In our annual 10K filing, we provide the approximate number of skier visits across our North American resorts each year (In Part 1 of that filing, under the section entitled "Ski Industry/Competition)." For reference, in our 2021 10K, we disclosed that total skier visits across our North American resorts for the 20/21 ski season were ~13.9 million. In our 2020 10K, we disclosed that total skier visits across our North American resorts for the 19/20 ski season were ~12.4 million. In our 2019 10K, we disclosed that total skier visits across our North American resorts for the 18/19 ski season were ~13.8 million.
3. The number of employees on the largest shift for three dates or periods including Christmas week, February vacation week, and a weekend day in March.
 - On a peak period day, the Resort is staffed with approximately 1,200 employees, of which approximately 480 employees are based on the Park City portion of the Resort.
4. The number of employees that can be accommodated (parked and shuttled) at the Munchkin Lane lot. Can these stalls be guaranteed in the future as a COA?
 - Munchkin can accommodate approximately 125 vehicles, who are then shuttled via private shuttle to the resort base. Approximately 30 of those spaces are currently used daily by employees who are based in the facilities at that location.
 - The Applicant and the Resort will agree to a COA requiring a provision in the Development Agreement to mitigate the impacts of any displacement of these employee spaces resulting from any future development of the Munchkin site.

5. Where exactly will these employees/cars park in the future?

Employees	Number
Total Resort Employees (both sides of resort)	~1200
Employees based on Park City side	~480
Total employees participating in TDM	~145
Total Park City-side employees who park (current)	~335

Location	# Parked Today	# Parked Future
Silver King/Base	220	0
Munchkin	30	125
King Shop (on Mountain)	10	10
Resort Center Garage	75	75
Richardsons/Quinn's	0	125
Total Provided	335	335

- PEG will present these figures in the work session this evening.

7. How has the number of skiers on a typical day increased as a result of the Epic Pass?

- As a publicly traded company, we are subject to securities regulations regarding the information that we release publicly. Because we do not publicly release a breakdown of our passholder skier visits by resort, we are not able to provide that information for the Resort to the Commission. At a high level, it is important to note that we offer a wide variety of advance commitment products, including Epic Day passes for 1-7 days. For example, a guest who in previous seasons purchased a lift ticket may have taken advantage of the advance commitment discount now offered by the Epic Day Pass.

8. How does this track with the SE analysis of estimated CCC?

- The Comfortable Carrying Capacity (CCC) is not a visitation metric. It is a planning parameter to quantify the level of utilization that provides a pleasant on mountain experience with efficient use of the Resort infrastructure on a daily basis.
- The CCC is a combination of the uphill hourly capacity of the lifts, the downhill capacity of the trail system and the total vertical rise of the lift system. Additional factors are the total amount of time spent in the lift line, on the lift itself and in the downhill descent.

9. How was the current CCC arrived at? No backup was presented by SE Group? Did they do a new uphill capacity analysis like what was done in the 1998 Mountain Upgrade Plan? How can the Commission believe this number?

- CCC is not just a calculation of uphill capacity. As noted above, it includes a variety of factors and variables, including terrain capacity, lift capacity, capacity within a certain lift pod, etc. Uphill capacity is just one variable.
- The current CCC presented by SE Group used the same industry-standard formula and methodology used in 1998. SE Group calculated the improvements in the Mountain Upgrade Plan that have been completed to date to produce the CCC presented in their findings.

Kara M.W. Bowyer, AICP

Director of Land Use & Community Development

Vail Resorts Management Company

Cell: 202.215.3330

kbowyer@vailresorts.com

[External] PCMR Planning Meeting September 29th, 2021



deb <der0813@aol.com>



To ○ John Phillips; ○ John Kenworthy; ○ Laura Suesser; ○ Douglas Thimm;
○ Bill Johnson; ○ Sarah Hall; ○ Christin VanDine; ○ planning
Cc ○ ndeforge@fabianvancott.com; ● Margaret Plane; ● Mark Harrington

Dear Commissioners and Staff,

Thank you for your continued diligence in vetting this proposal for the PCMR Base Area. Clearly there are issues which still must be addressed for a vote of approval on this project.

As I stated in the September 29, 2021 meeting, it would be an injustice to both the Commission and public to not have the applicant provide a 3D model and improved exhibits which accurately reflect the area including existing buildings, proposed buildings and the existing topography including the mountains to scale. It would also be an injustice to hold a public hearing on this matter prior to providing the final complete proposed 2021 Concept Master Plan the Commissioners will be voting on.

Based on the Staff Report, there are some additional outstanding issues which were not addressed during the meeting last night including the following:

- Pages 4-5 discusses concern about parking data and analysis is from Canyons which is not a good comparison, Parcel C is now proposed to be a hotel and the hotel should provide a free shuttle to and from the airport. It is stated "Staff expects the applicant to respond to this suggestion, and the Planning Commission should indicate whether there is consensus on the need for and proposed mitigation of the impacts raised by Commissioner Suesser." There was no discussion or decision made on this during the meeting.
- Page 6 FOF #29 reflects Commissioner Suesser's disagreement with the transfer of Density among parcels. It is stated "It does not appear that this opinion was shared among the majority of Commissioners therefore staff did not make this change. If staff's assumption is incorrect, please advise at the next meeting and staff will remove this finding or draft a denial finding for the proposed transfer of Density to Parcel C." This was discussed very briefly at the end as not being covered. It is an important item as it clearly deviates from both the 1997 MPD and the '98 DA and should require additional discussion.
- Page 7 FOF #33 pertains to setbacks. While Thimm, VanDine and Phillips interpret as one way and are in favor, Johnson, Kenworthy and Suesser disagree with allowing the exception. Commissioner Hall asked for the exhibits to be shown again before weighing in. Due to time this did not occur. Consequently, this needs further discussion to determine whether the finding can be made or not. Separately, on September 15th, Commissioner Hall expressed concern over the setback reduction on the northwest corner of Shadow Ridge and Lowell. The exhibit provided this meeting was quite difficult to interpret as the sidewalk or "blue area" referenced by Robert Schmidt clearly cut into the northbound bus lane as exiting the transit area. Mr. Schmidt stated something to the effect it wasn't perfect but provided an idea of how the sidewalk curves out a bit more for additional pedestrian space. But looking at it closely, it didn't even appear two buses would be able to pass one another just south of the intersection without going up on the sidewalk. A clearer exhibit is necessary in order a full understanding and determination by the Commissioners.
- Page 7 FOF #38 pertains to Open Space. Commissioners have asked for a diagram that shows the specific measurements of each area of open space so verification of the calculation can be performed. Yes, the applicant had a previous exhibit with what is Open Space, but again, no way to actually make the calculations. Now the applicant shows what isn't Open Space but admits there were errors - the pool isn't blue hatched. Until the applicant can provide an accurate exhibit with the actual measurements of every area, the open space calculation can not possibly be verified. Finally, the helicopter landed **numerous** times this past season outside the medical clinic and there is no big H or special lighting or any of that. Shouldn't we want the ability to provide life saving rescue at the base area if necessary? The applicant's statement (paraphrased) "well, there's a bunch of FAA rules and stuff which make it very challenging" is telling. The FAA doesn't allow deviations from their rules; neither should our Planning Department unless all criteria for such deviation or exception has been met.
- Pages 7,8 pertains to Drop Off. The applicant put forth a new plan; however, it reduces the number of day-skier parking spaces by 20 in Parcel B and 14 in Parcel C, plus additional spots to provide safer "one-way" circulation. These areas will be coned off as needed. Pick up is not factored in and the drop-off is not at ground level and therefore requires use of stairs or elevator to exit the parking garages which is less than ideal. For Parcel B, it requires either crossing a crosswalk over two bus lanes or else crossing in the congested only 15' wide path between the transit and shuttle drop-off. Imagine an instructor doing this with three to eight year olds in the morning when everyone else is arriving. Most parents will feel it necessary to accompany their child and then

there's no movement from the drop off area making it ineffective. In addition, there are private group lessons and afternoon sessions which require drop-off later in the day. If these drop-off areas aren't dedicated and no longer coned off, where do these drop-offs occur?

- Page 8 (2nd to last paragraph) states "The applicant is no longer proposing exceptions to the Recreation Commercial **twenty feet Setback** below grade on Lowell Avenue for the garage on Parcel B." Isn't the Recreation Commercial setback 25 feet? So, is the applicant still seeking the 20' below grade or adjusting to the required 25'? Agreed, plans must be updated to reflect these changes so an accurate review and understanding of what is proposed can occur.

Other notes taken from the meeting which should be either included in the Applicant's final CMP or addressed prior to a Public Hearing and vote include the following:

- Applicant stated the sidewalk/pathway on the west side of Parcel E connecting Three Kings Drive to the plaza is shown as 5' in the exhibit but will actually be 6-8'. The exhibit should be updated to reflect this additional width so when it comes time to put that sidewalk in, the city can require the 6-8' as promised.
- The applicant's consultant (Emir) when displaying exhibits of the building on Parcel D made a comment when questioned about the accuracy of the view from Empire and Silver King on arrival (paraphrased) "the arrival is really at Lowell and Silver King, not Empire". Does the Commission agree with this statement? Robert Schmidt also commented "he doesn't want to re-open". Perhaps this is because more attention to the matter highlights the inaccuracy of the exhibits. Commissioners Johnson, Kenworthy, Suesser and VanDine all expressed a desire to see the exhibits in better context.
- The applicant is not making any changes to garages to facilitate vehicles with bicycles on top of the car. Any cyclist using this type of equipment will be required to park at the 8 car drop-off, unload and lock, proceed up Lowell and perhaps back around to Silver King, park, walk back to the bike and then do it in reverse when ride is complete. This is not an improvement and increases the difficulty in enjoying the PCMR trails on a bike. This is an existing amenity enjoyed by hundreds, if not thousands, every spring, summer and fall.
- Statements regarding parking spaces opening up in the middle of the day and then throughout the remainder of the day leaving ample parking for pick up are inaccurate. As someone who walks to and from the base, at least 75% of the time when I am crossing the parking lot (Parcel B) on foot to leave the mountain, someone is circling in their car and pulls up, rolls down their window and asks if I'm leaving. The same thing happens regularly to my ski friend who crosses the lot in front of First Time lift (Parcel C/E) Why? Because the lot is still full, there is nowhere to park and they are hoping to snag a space.
- Quinn's Park and Ride no matter how you analyze it will not be sufficient. Vail presented their employee numbers which does not include any new resort development employees (forecasted at 530 less 161 on site = 369 additional employees) NOR does it include any existing base area employees who work for businesses other than Vail, for example, the Cornerstore, Pig Pen, Cole Sports, NAC, etc. And, as pointed out by Vail, while 30% participate in the TDM program, it simply means its not just a single vehicle occupant. While some may be using transit or shuttle, one can't assume that all 30% use it and there is no personal vehicle involved.
- At least two commissioners **who are concerned** over the traffic and parking situation should absolutely be included in the upcoming meetings with AECOM.
- Peak Day. All of the talk about Peak Day when every weekend is a peak day and as commented by others, the resort fills up on Mondays, Tuesdays, Wednesdays, Thursdays as well. In fact, locals are blacked out on the holidays including President's Day which suggests other days should in fact be used as the standard - a day(s) when both locals and visitors are accessing the mountain.
- No further discussion on Uber/Lyft/Micro staging, drop-off, pick-up. Assuming this is occurring inside a garage with other vehicles, the opportunity for additional congestion and conflict increases.
- Over 40% increase in season pass sales and lift improvements are planned for 2022-23 ski season increasing the carrying capacity. How is this being factored into the analysis? The analysis needs to be updated and reviewed prior to a vote of approval.
- The question was asked how Parcel D building height compares to the '98 building height. Mr. Schmidt erroneously stated it is lower "they took a story off". He is correct in that the Applicant modified their original plans and took 7' off and moved it to C (although C increased by over 10'). However, he is incorrect in stating it is lower than the '98 DA. Per Staff's table from the August 18th packet, page 83, Parcel D building was 60' in the '98 plan. It is now 71'. **Eleven feet taller**. The fact the applicant makes false statements and is not corrected is baffling.

In light of all of the above, it is premature to hold a final Formal Public Hearing on this project until the 2021 Concept Master Plan is finalized and the Findings of Fact and Conditions of Approval have been determined. This project must benefit the public and we can not allow the applicant or their attorney to bully the city into moving forward with a current project proposal which is likely to fail. No amount of payment in lieu will fix the current proposal; other modifications must be made or else our quality of life will greatly suffer. Sincerely, Deborah Rentfrow

[External] Base of PCMR - Parking.



Clive Bush <cbushuk@gmail.com>

To  Alexandra Ananth

Cc  planning

Alex:

Has the applicant updated their hourly parking spreadsheet presented on-line at one of the past planning meetings to take account of the 20% modal split during peak hours?

The applicant's assessment of actual parking use based on the modal split is a requisite in presenting an accurate portrayal of what is being proposed.

Regards, Clive

Subject: Park City Mountain Base Development

Dear Planning Commissioners:

My name is Arnie Rusten; my wife and I reside at 1058 Lowell Avenue. We have followed the hearings regarding the development of the PCMR Base with interest. It has been frustrating not be able to attend the Planning Commission Meetings in person as I believe the public input would have been much more effective and better understood. That being said, comments at recent meetings as well as articles, comments and opinions in the Park Record has prompted me to again write a letter to you.

As presented by the applicant I believe that it has been difficult to fully grasp the magnitude of this project specifically with respect to building size, height, setbacks, shadow impacts, view corridors, harmony with surrounding structures, impact to neighborhood views and traffic circulation. Individuals with training and experience with drawings and renderings can make this project come to life; however, for many it becomes difficult to relate the images and sketches to real site geography. What this project needs are visual aids that can be presented to the public and the planning commission in the form of a physical model and/or a 3D type computer-generated visualization (also suggested by RRAD members). The size and potential impact of this project must be fully understood by all involved with the project, specifically by those tasked with granting approval. The physical model or a computer-generated 3D model needs to correctly depict the surrounding structures, including residences, condominiums and the resort base. Only then can one get a true feel for the impact of this project. I believe that the Treasure Hill hearings benefitted greatly from the physical model presented, as well as some of the computer-generated aerial views.

We also believe that Vail must take a much larger part in this process. As of now, it appears that they are not participating and are letting the developer just "do their thing", which by our account is focused around maximizing profit with minimum regard to neighborhood impacts.

Further, once the project has been defined, the construction phasing and impact to the community must be presented in detail so that it is understood what mitigation measures must be put in place to make this project tolerable. As full-time local residents, we have endured the Kings Crown development impact and it has at times been extremely disruptive, especially all the construction traffic, including dump truck traffic.

We recognize that this is a very difficult project and that the Park City Planning Commission has a difficult task ahead of them. We appreciate the hard work that all of you have been putting forth. However, there are much work yet to be done. If a vote needs to be cast as of now, we urge the Planning Commission to please deny this project as currently proposed as the applicant should be required to bring forth a significantly revised proposal for your consideration.

Sincerely,

Arnfinn and Jane Rusten

1058 Lowell Avenue