



**PARK CITY REGULAR PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
September 29, 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, September 29, 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

2.MINUTES APPROVAL

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.CONTINUATIONS

6.CONSENT AGENDA

7.WORK SESSION

- 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

[PEG Staff Report](#)

[Exhibit A: Applicant's Open Space Calculations](#)

Exhibit B: Draft FOF 09292021 CLEAN
Exhibit B: Draft FOF 09292021 REDLINED
Exhibit C: Draft Conditions of Approval CLEAN
Exhibit D: Public Comment
Exhibit E: MPD Process Summary
Exhibit F: Project Background Information

8.REGULAR AGENDA

9.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.**

Planning Commission Staff Report



Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Date: September 29, 2021
Type of Item: MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a Work Session to focus on 1) Off-Site Parking and Transportation; and 2) Draft Findings of Fact. The Commission may also review Draft Conditions of Approval, in accordance with the City's [Master Planned Development provisions](#) and applicable LMC, [General Plan](#), and [Transportation Master Plan](#) criteria.

Although this date was originally anticipated as a public hearing, due to issues raised at the September 15, 2021 Work Session, staff recommends the Commission use this meeting's time to continue discussion of substantive issues, with public input to follow as time permits. 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 scheduled for October 20, 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)
Bus Rapid Transit (BRT)
Comfortable Carrying Capacity (CCC)
Condition of Approval (COA)
Conditional Use Permits (CUP)
Development Agreement (DA)

Finding of Fact (FOF)
Land Management Code (LMC)
Level of Service (LOS)
Master Planned Development (MPD)
Park City Mountain Resort (PCMR)
Park City Mountain (PCM)

Parking Management Plan (PMP)
Recreational Open Space (ROS)
Traffic Impact Study (TIS)
Transportation Network Companies
(TNCs)
Transportation Demand Management
Plan (TDM)

Recreation Commercial (RC)
Return on Community (ROC)
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](#)

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 after the September 15, 2021 Work Session that must be addressed prior to a vote on this project. Due to the short amount of time between the September 15th and 29th meetings, neither staff nor the applicant have been able to prepare responses to all issues raised. Some issues will be addressed at the meeting on September 29th and remaining issues will be addressed in October. Issues that staff believes the applicant intends to address on the 29th include 1) responses to off-site parking issues raised by Commissioner Kenworthy; 2) softening the northeast façade of Building D in response to concerns raised by Commissioner Thimm; 3) concerns with skier drop off raised by multiple Commissioners; and 4) the northwest corner of Building B as noted by Commissioners Suesser and Hall.

At the September 15, 2021 meeting, Commissioner Suesser noted that additional information is outstanding that the Commission needs to make their decisions including

sufficient parking data and analysis that relies solely on the Canyons ski area, which she does not believe is a good comparable. Commissioner Suesser noted that the hotel use will provide more traffic than condos and is a change in use not contemplated in the 1998 DA. She noted that the hotel should provide a free shuttle to and from the airport and this should be a condition of approval for the project. ***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.***

Commissioner Kenworthy stated Vail should share their parking data for the Resort parking lots and number of employees on peak shifts. He noted that SR 224 park and ride lots do not have the capacity to park the cars coming to the Resort from that direction. He also noted that he believes the applicant should monetarily contribute for their reliance on park and ride facilities, particularly on the future Quinn's park and ride facility. ***The applicant is actively discussing mitigation costs with the City.***

Commissioner Kenworthy also requested more information on Support Commercial Uses. This was echoed by Commissioner Van Dine. Although this information was supplied in the September 15, 2021 [Staff Report](#) (p. 3-4), the applicant will further expand on the information for the October meeting. Commissioner Kenworthy also requested staff further detail what issues can be addressed at the CUP level and what issues must be addressed now for the MPD. This will also be provided for the October meeting.

The applicant noted that increasing the average vehicle occupancy (AVO) through paid parking will decrease demand for parking by 15%, increase transit use, and help meet the modal split goals set out in the Findings and Conditions. The modal split goal models 422 cars that will need to park at off-site lots on a peak ski day. Some of these vehicles will be rerouted from parking in the Kimball/SR-224 area to the expected Quinn's Junction park and ride, where the applicant believes there will be sufficient parking capacity on peak ski days. The applicant stated that they are willing to have conversations about their share of responsibility for off-site parking.

As a reminder, the City recommended a modal split goal of 20% during peak ski-related traffic hours based on existing and modeled vehicle congestion (i.e., Level of Service) at the intersection of SR-224/Empire Avenue/Deer Valley Drive. This is the reduction in vehicles necessary to improve the congestion and functionality of this intersection, which is a bottleneck for the City during peak ski traffic hours. Without a modal split at the Park City Mountain base, this intersection will fail, as additional vehicles exacerbate this failing condition.

Commissioner Thimm, who was not able to attend the September 15th meeting but was able to listen to the audio, stated he did not find concerns with the applicant's proposed Density, square footage, intensity of use in comparison to the 1998 approval, setbacks, and the applicant working with the City regarding traffic and parking. He stated it is

important that shared parking be enforceable and not change in the future depending on who owns or managed the parking. His concerns include:

1. Garage heights being functional for vehicles with roof boxes. ***Submitted plans indicate that garage elevations are 10 feet in height floor to floor. Most large cars are no more than 78 inches or 6.5 ft. A roof box typically adds approximately two feet to the height of a car when open, or 8.5 ft. in total. Therefore, most large cars with roof boxes will fit on all proposed garage levels, as will ADA compliant vans which are typically 98 inches or just over 8 ft. The applicant is proposing that one level of the garage on Parcel E serve as the primary trailhead parking area and will accommodate taller vehicles including Sprinter-like vans.***
2. The height and façade of Building D should be softened as it is a prominent entry to the Resort. ***The applicant is reviewing if changes will be proposed to soften and/or reduce the height of this façade/building. Any changes will be presented on September 29th.***
3. The path around Building C needs to be robust and function in all seasons. ***Submitted plans indicate a 12-foot multi-use path on the south and east sides of Parcel C. A pedestrian plaza and ski beach are proposed for the north and west sides of Parcel C.***

In response to Commissioner Thimm's comment on shared parking arrangements staff notes Page 8 of the TDM states that the applicant cannot guarantee that shared parking agreements can be reached. ***This must be changed.***

Commissioner Suesser, who was also not able to attend the September 15th meeting but listened to the audio, noted she has specific comments on the Findings of Fact. Where staff understands there to be no disagreement among Commissioners, Commissioner Suesser's requests were incorporated, and where disagreement may exist, staff notes those below:

- FOF #4 - add "inter alia," delete "Setbacks." **Done.**
- FOF#5 - specify density allocated for each parcel. **Done.**
- FOF #7 - note the 1998 DA does not allow for the transfer of density from one parcel to another. **Done.**
- FOF #11c - add "subject to compliance with the express conditions and requirements in the DA." **Done.**
- FOF #12 - assign responsibilities to Resort Operator or applicant as appropriate and keep limitation on ticket sales. **See below.**
- FOF #29 - delete or reference General Plan more accurately. **Deleted.**
- FOF #18 - change language to track LMC. **Done.**
- FOFs Zoning - note a hotel was not an allowed use under 1998 DA. **Done.**
- FOF Density – insert numbers and fill in blanks. ***The applicant has not yet submitted a final table of Unit Equivalents. This is expected for the October meeting.***
- FOF #29 - delete. Commissioner Suesser does not agree with the transfer of Density among parcels. ***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.

- FOF #33 - delete. Commissioner Suesser does not believe that any Setback reductions should be granted nor has the applicant shown they are *necessary*. ***It does not appear that this opinion was shared among the majority of Commissioners. 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 Setback reductions on Parcel B only.***
- Commissioner Suesser stated that she thought that it was the Commissions consensus that the northwest corner of Parcel B should not be granted given the number of pedestrians in that area. Commissioner Hall later echoed this sentiment. ***The applicant is expected to address this concern on the 29th. After the discussion the Commission should confirm if there is a consensus for changes to this corner so that staff can prepare appropriate approval or denial Findings.***
- FOF #38 - is Resort Core defined? If not delete. ***Deleted.*** Commissioner Suesser does not believe sufficient back up has been shown for this calculation. How does helipad factor in? ***The applicant resubmitted their Open Space calculations (Exhibit A). This calculation includes the 1998 Exhibit A Open Space area on the mountain, excludes all of Parcel A, and includes the paseo on Parcel B. The applicant should clarify if the ski beach and pool deck on Parcel C are open to the public and included in the Open Space calculation. Amenities open to the public may be included, but amenities that are private to hotel guests only cannot be included as Open Space. It is still not clear where the helipad will be located and if this will count against calculated Open Space.***
- FOF #40 - do not reference Vision 2020, delete. ***Done.***
- Many commissioners are not satisfied with the applicant's parking analysis and have concerns that the project is not adequately parked, including *all* base area employees. Commissioner Suesser also noted that the High School parking area cannot be counted on without a long-term lease and considering the High School is looking to expand. She also stated that she felt that all base area employees should park at Richardson Flats if they cannot be accommodated at Munchkin Lane, and be shuttled by the Resort. ***The applicant is expected to address this issue on the 29th. Staff recommends that the discussion focus on the applicant's ability to meet or not meet the following LMC criteria:***
 1. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:
 - a) The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

- b) A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
- c) Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.
- d) An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
- e) A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
- f) Provisions for overflow Parking during peak periods.
- g) 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.
- Towards the end of the meeting Commissioner Suesser requested the applicant diagram or provide images for how drop off will work, for images of the loading dock on Parcel B, and for further details on snow storage. Commissioner Johnson echoed Commissioner Suesser's concerns with ski school drop off and Setback reductions. Commissioner Kenworthy echoed concerns on snow storage. ***These issues should be addressed on the 29th or in October.***

After public comment was heard, the Commission requested staff clarify what exemptions or reductions/increases the applicant is seeking from the LMC, and what changes the applicant is seeking from the 1998 DA.

The applicant is requesting the following reductions/increased from the LMC:

1. A reduction in the required perimeter Setback from the MPD requirement of twenty-five feet (25') to the Recreation Commercial zone required Setback of twenty feet (20') for portions of Parcel B only including the Shadow Ridge Road, Empire Avenue and Lowell Avenue facades.
2. Reductions to the LMC required number of Off-Street Parking stalls provided for the Commercial and Residential Uses of the project totaling 502 parking stalls due to proposed shared parking among existing and proposed uses.
3. An increase in allowed Building Height from the RC zone height of 35 feet for all parcels;

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. The applicant is now proposing to expand the lowest level of parking to pick up the lost stalls. ***Plans must be updated for inclusion in the final 2021 Concept Master Plan. FOFs have been adjusted accordingly.***

The applicant is also no longer requesting Resort Support Commercial and Accessory Uses more than the 10% allowance for Parcels C and E. The excess Resort Support Commercial square footage has been added to the proposed amount of Commercial Unit Equivalents which have been adjusted accordingly. ***Prior to the October meeting***

an updated final Development Area Spreadsheet must be submitted for inclusion in the final 2021 Concept Master Plan to be posted on the City's webpage. FOFs will be adjusted accordingly.

The applicant is requesting the following amendments to the 1998 DA:

1. To replace expired Exhibit D with a new Master Plan including applied for Setback exceptions for Parcel B, Building Height Exceptions for all parcels, and parking exceptions for LMC required Residential and Commercial parking in the amount of 502 stalls.
2. A Transfer of Density to Parcel C.
3. To allow for a hotel Use.
4. Changes to the Employee Housing Obligations consistent with the approved 2021 Housing Mitigation Plan.
5. To not provide 600 underground parking stalls for the exclusive use of the Resort.
6. Updated Exhibits including the Phasing Plan and Traffic and Parking Mitigation Plan.

These issues should be further discussed on the 29th. If there is not consensus on proposed reductions/increases and proposed amendments, please advise staff at the next meeting and staff will remove and/or adjust Findings or draft denial Findings as directed.

The Commission requested that the applicant and staff clarify which obligations in the DA will remain with the Resort Operator and which will be assigned to the applicant.

Staff recommends further discussion of this topic at the October meeting. As proposed by the applicant and reflected in the draft findings, the following obligations would remain with VR CPC Holding Inc., (Vail Resorts as the Park City Mountain Resort Operator) if the proposed amendment to the 1998 DA is approved:

1. No development within the Shadow Lake Lease Area, the Thaynes Mining Reservation Area, of the Development Exclusion Area.
2. Ski Operation Improvements consistent with the 1998 Mountain Upgrade Plan, the 2015 Amendment to said Plan, and any future amendments to said Plan.
3. Parking for any expansion to lift capacity regardless of whether it is contemplated in the 1998 Mountain Upgrade Plan as amended.
4. The formation of a Master Owners Association for the upper base area including Parcel A.
5. The continuation of employee transportation services as noted in the 1997 Planning Commission Approval including but not limited to shuttles from the Munchkin Lane parking site, the Resorts Employee busing program
6. Any conditions of the 2021 approval that apply to the Resort Operator.
7. The limitation on ticket sales is replaced with proposed COA 34-40 and would become the obligation of the applicant.

The following obligations would be assigned to the applicant (or its assignees) if the proposed amendment to the 1998 DA is approved:

1. The rights to own and develop the land referred to as Parcels B, C, D and E subject to approval of an amendment to the 1998 DA to replace expired Exhibit D with a new master plan known as the 2021 Park City Base Area Lot Redevelopment Master Plan Study, and subject to CUP approvals for each parcel.
2. Any approval to subdivide the parcels.
3. Execution of a lease for the proposed new Transit Station and construction of said Transit Station.
4. A financial security for construction of each parcel.
5. The formation of a Master Owners Association for the new base area project.
6. Upgrade of Utilities necessary for the 2021 Master Plan.
7. The construction of Employee and Affordable units as outlined in the 2021 approved Housing Mitigation Plan as part of Phase 1 of the project.
8. Compliance with the TDM, PMP and Addendum as well as the Construction Phasing and Mitigation Plan.
9. Development impact fees
10. Parking for the Resort and new development as outlined in the 2021 Master Plan including 1,200 day skier parking stalls and 521 stalls for the new development.
11. Proposed COA #34-40 which are intended to replace the 1998 DA's limitation on ticket sales for the Resort Operator.
12. Any conditions of a 2021 approval that apply to the applicant.

Alternatively, the Commission could consider directing staff to explore additional terms or only a limited approval of the assignment of specific items, and maintain VR CPC Holding Inc as responsible for the overall development agreement.

Draft Findings of Fact and Draft Conditions of Approval

Staff has revised the Draft Findings of Fact (Exhibit B) based on discussion at the September 15th meeting. Also attached are Draft Conditions of Approval (Exhibit C) which staff has not had time to update since the last meeting. These Exhibits are still preliminary and should be used for discussion purposes and 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 August 14, 2021.

Public Input

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

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

Exhibits

- Exhibit A – Applicant's Open Space Calculations
- Exhibit B – Draft Findings of Fact (Revised since September 15, 2021)
- Exhibit C – Draft Conditions of Approval (Not revised since September 15, 2021)
- Exhibit D – Public Comments
- Exhibit E – Summary of the MPD Process
- Exhibit F – Additional Project Information

5.0 - OPEN SPACE REQUIREMENTS - LMC SECTION 15-6-5 (D)

OPEN SPACE

All Master Planned Developments shall contain **a minimum of sixty percent (60%)** Open Space as defined in Chapter 15-15, with the exception of the General Commercial (GC), Historic Residential Commercial (HRC), Historic Commercial Business (HCB), and the Historic Residential (HR-1 and HR-2) Zoning Districts.

The minimum Open Space requirement for redevelopment of existing Developments shall be thirty percent (30%). For Applications proposing the redevelopment of existing Developments, the Planning Commission may reduce the required Open Space to thirty percent (30%) in exchange for project enhancements in excess of those otherwise required by the Land Management Code that may directly advance policies reflected in the applicable General Plan sections or more specific Area plans. Such project enhancements may include, but are not limited to, Affordable Housing, greater Landscaping buffers along public ways and public/private pedestrian Areas that provide a public benefit, increased landscape material sizes, public transit improvement, public pedestrian plazas, pedestrian way/trail linkages, Public Art, and rehabilitation of Historic Structures.

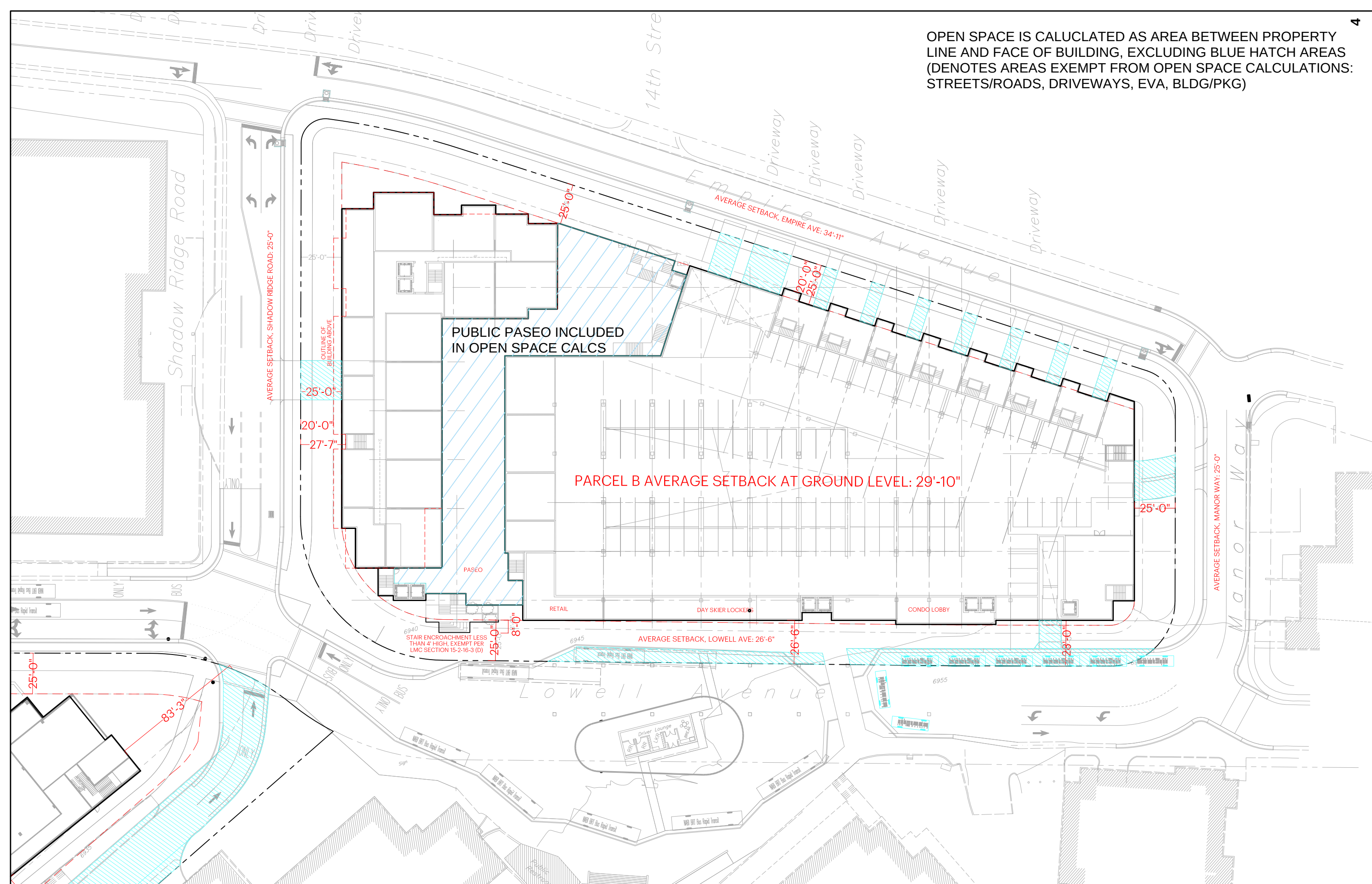
TYPE OF OPEN SPACE

The Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development. The Commission's determination shall be based on the guidance given in the General Plan. Landscaped Open Space **may** be utilized for project amenities such as **gardens, greenways, pathways, plazas,** and other similar Uses. Open Space **may not** be utilized for **Streets, roads, driveway, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.**

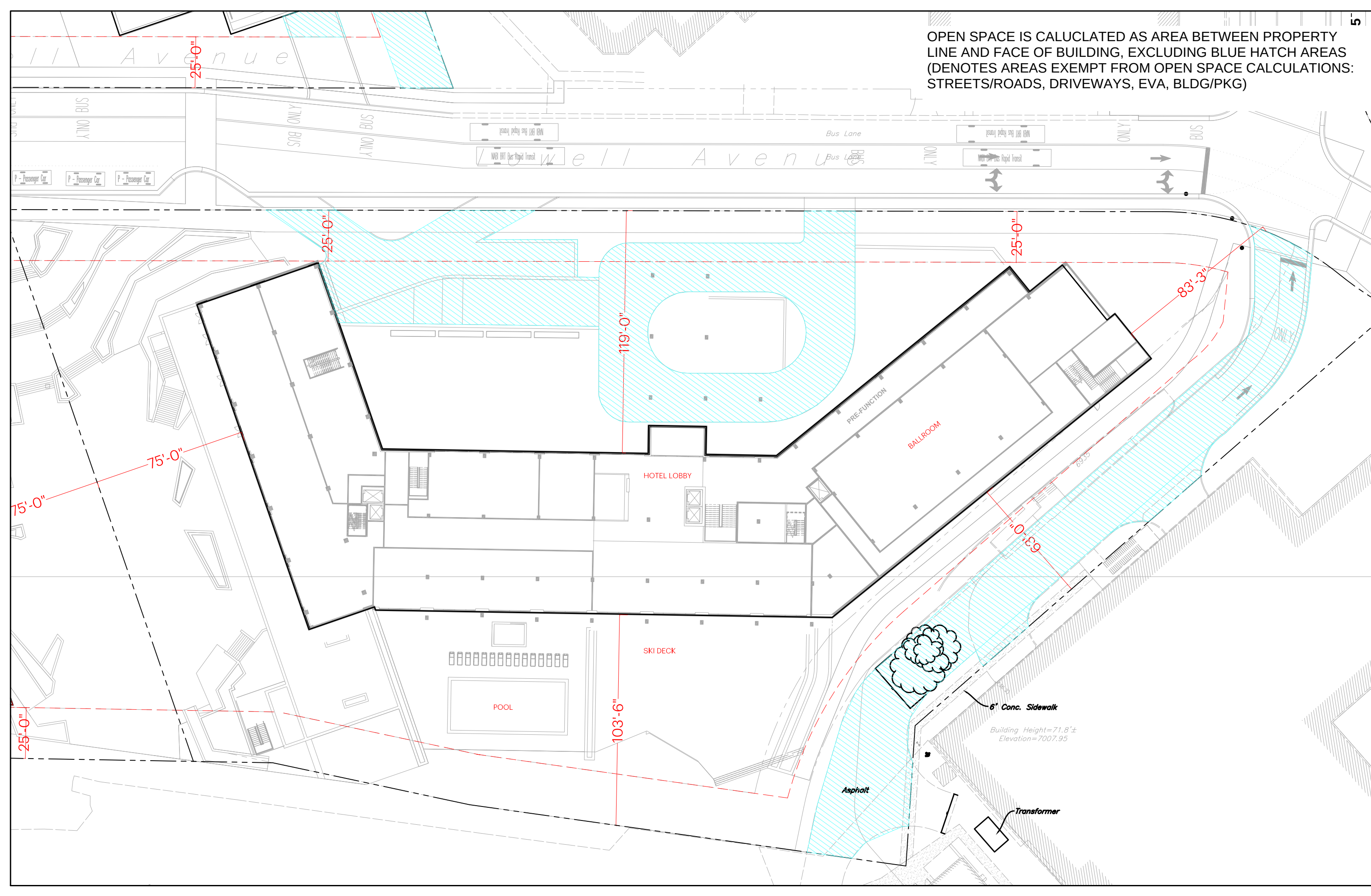
OPEN SPACE CALCULATIONS

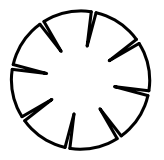
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PARCEL	PROPERTY TOTAL SF	BUILT AREA				TOTAL SF	OPEN SPACE	
		BLDG/PKG	STREET/ROAD	DRIVEWAY	EVA		TOTAL SF	%
EXHIBIT A	-	-	-	-	-	-	496,584	-
A	-	-	-	-	-	148,975	-	-
B	137,491	84,925	3,161	3,827	0	91,913	45,578	0.33
C	150,718	40,719	11,345	15,243	0	67,307	83,411	0.55
D	87,583	35,331	0	2,198	8,400	45,929	41,654	0.48
E	78,792	35,627	0	4,126	0	39,753	39,039	0.50
SUBTOTAL						393,877	706,266	
TOTAL AREA (BUILT + OPEN SPACE)						1,100,143		
% OPEN SPACE						64.20%		

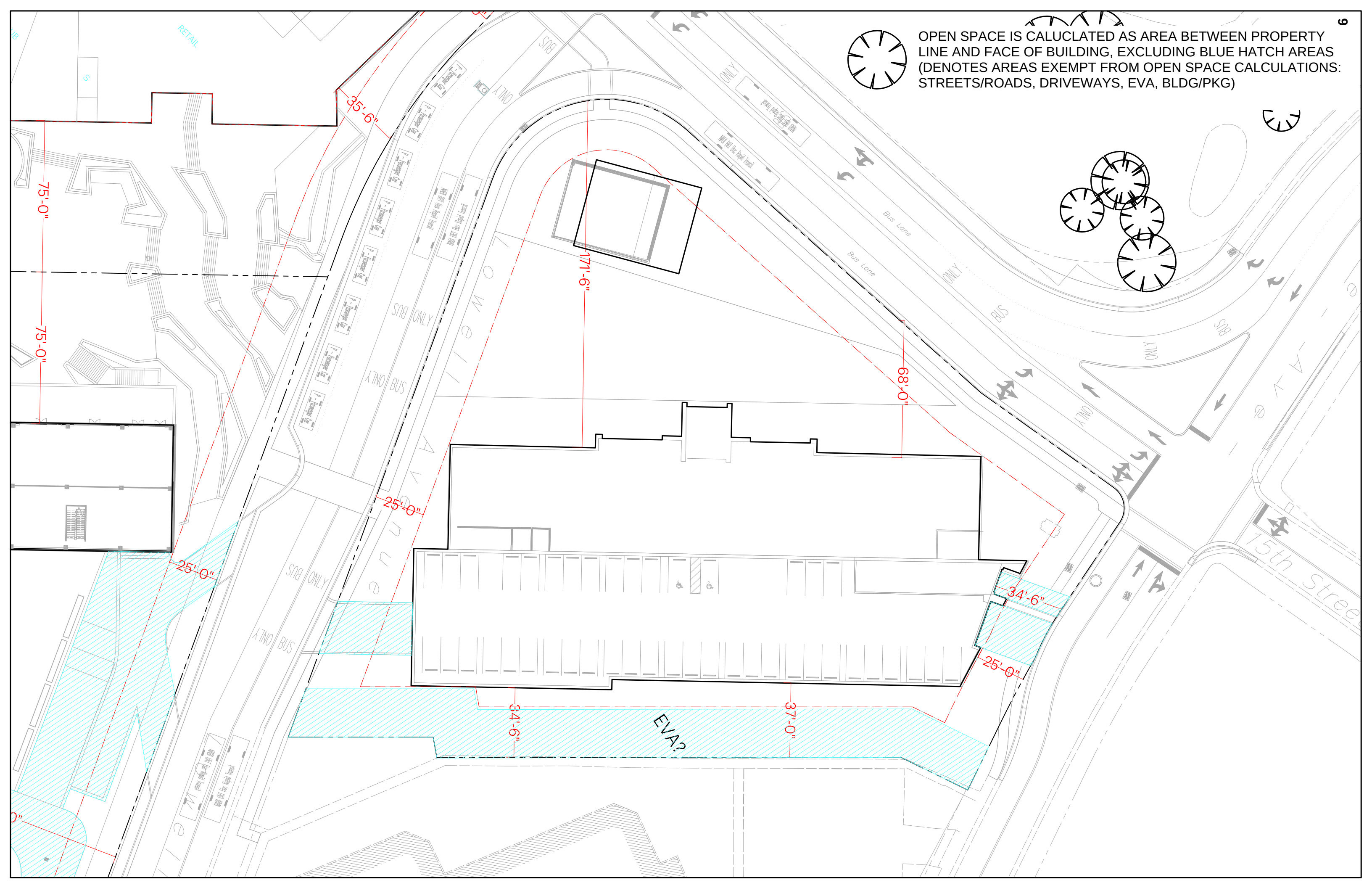
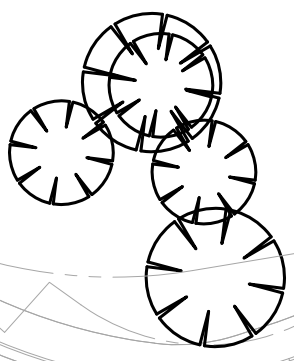


OPEN SPACE IS CALUCLATED AS AREA BETWEEN PROPERTY LINE AND FACE OF BUILDING, EXCLUDING BLUE HATCH AREAS (DENOTES AREAS EXEMPT FROM OPEN SPACE CALCULATIONS: STREETS/ROADS, DRIVEWAYS, EVA, BLDG/PKG)

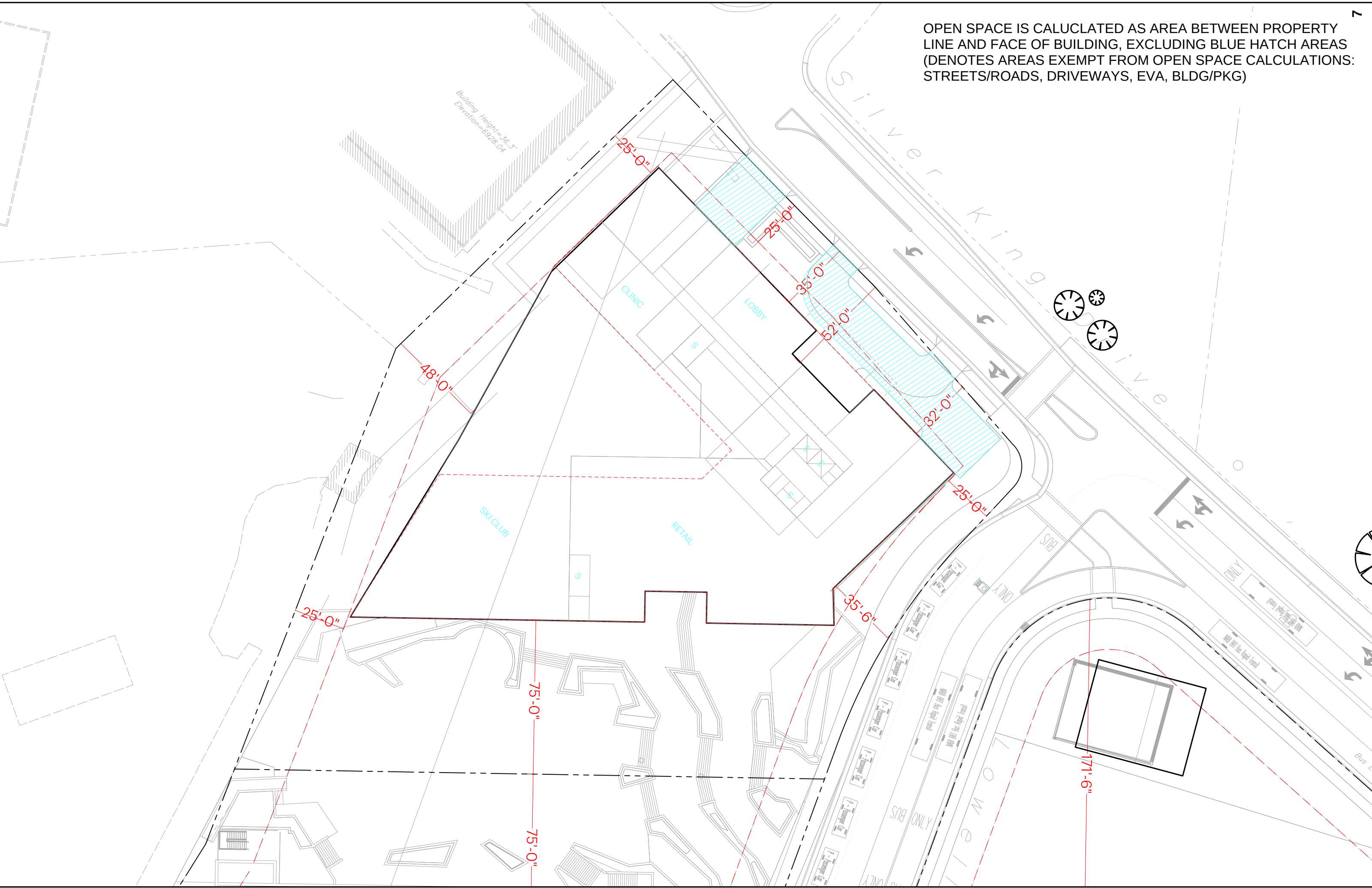




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Draft Findings of Fact: PEG's Park City Base Area Lot Redevelopment Master Plan Study

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 the 1998 PCMR Concept Master Plan.
4. The City granted development rights and height variations contained in the 1997 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 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 assigning 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 Staff Report.
 13. VR CPC Holdings will retain all obligations pertaining to the Ski Operations and 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
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 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, Empire Avenue and Lowell Avenue facades.
 - b. In accordance with LMC 15-6-5(E)(1), a reduction from the LMC required number of Off-Street Parking stalls provided for the Commercial and Residential Uses of the project totaling 502 LMC required parking stalls due to shared parking 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 parking reductions from LMC required Commercial and Residential required parking in the amount of 502 stalls.
 - b. A Transfer of Density to Parcel C.
 - c. To allow for a hotel Use.
 - d. Changes to the Employee Housing Obligations consistent with the approved 2021 Housing Mitigation Plan.
 - e. To not provide 600 additional underground parking stalls for the exclusive use of the Resort.
 - f. Updated Exhibits including the Phasing Plan and Traffic and Parking Mitigation Plan.

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. All of the proposed Uses in the 2021 Concept Master Plan are Allowed or Conditional Uses within the Recreation Commercial zoning district.
24. The applicant has applied for a Master Planned Development approval, including amending the 1998 Development Agreement and a new Concept Master Plan.
25. 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. Density for MPDs is based on the Unit Equivalent Formula defined in LMC 15-6-8.
27. 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 PCMR Concept Master Plan.
28. Utilizing the same square footage calculation results in the following Maximum Parcel Allowed Square Footage [insert applicants final table when received].
29. 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. 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. 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. 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. The zone-required Setback is twenty feet (20') for the Recreation Commercial (RC) District.
34. The limited areas of 20-foot setback requested for Parcel B provide both vertical and horizontal architectural articulation.
35. 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 Commerical 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. 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. The 2021 Master Plan provides that all parking structures above Existing Grade meet the twenty-five feet (25') MPD Setback requirements. Therefore, no setback reductions are allowed for any façade of the parking structure on Parcel B.

Open Space

38. 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. 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 Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal."
- 40.
41. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. The Development Agreement with the applicant will provide the City with the enforcement mechanisms necessary to ensure compliance with the Conditions of Approval.
 54. 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. 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 is it 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. 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. 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. 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. 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. 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.

61. 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. 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. The applicant has agreed that garage parking will include 15 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. 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. 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. 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. 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. The Parking Study & TDM/PMP Plans assume one stall per affordable housing unit, one stall per hotel room, and one stall per condominium.
69. 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. 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. 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. 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. The RC District allows for structures up to thirty-five feet (35') in height from Existing Grade.
74. 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. 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. 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. 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 PCMR Concept Master Plan.
78. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. No Significant Vegetation exists on the parcels as they are surface parking lots.
- 89. The project is designed to minimize Grading and the need for large retaining Structures.
- 90. Roads, utility lines, and Structures are designed to work with the Existing Grade and cuts and fills are minimized.
- 91. 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. 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. 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. 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. 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. 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. 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. A preliminary Landscape Plan was submitted with the MPD application.
99. Detailed landscape plans will be required for the CUP application process.
100. 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. Lighting must meet the requirements of Section 15-5-5(J).
102. Detailed Lighting Plans will be required for the CUP application process.

Sensitive Lands Compliance

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

Mine Hazards

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

Historic Mine Waste Mitigation

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

General Plan Review

107. 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)
108. 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.
109. 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.
110. 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)
111. The 2021 Concept Master Plan increases opportunities for public transit and includes an improved Transit Station and bus only lanes through the Resort.
112. 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.
113. 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.
114. 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.
115. The 2021 Concept Master Plan improves multimodal connections with improved pedestrian and bicycle pathways, public plazas and an improved Transit Station.
116. 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.
117. 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

118. 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”).
119. 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.
120. 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).
121. 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.
122. 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. 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. 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. 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. 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. 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. 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. 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. The 2021 Concept Master Plan meets the minimum requirements of Section 15-6-5 except as noted above.
131. The 2021 Concept Master Plan provides the highest value of Open Space, as determined by the Planning Commission.
132. 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. The 2021 Concept Master Plan compliments the natural features on the Site, which parcels are not characterized by significant features or vegetation.
134. 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. 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. 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. 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. 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. The 2021 Concept Master Plan was properly noticed and the Planning Commission held public hearings in accordance with this Chapter.
140. 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. No Physical Mine Hazards are located on the Parcels.
142. The 2021 Concept Master Plan mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
143. No Historic Structures or Sites are located on the Parcels.
144. 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 Findings of Fact: PEG's Park City Base Area Lot Redevelopment Master Plan Study

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 the 1998 PCMR Concept Master Plan.
4. The City granted development rights and height variations contained in the 1997 PCMR Concept Master Plan and setback exceptions in exchange for inter alia, development restrictions on both the Open Space designated 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

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- 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 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 Staff Report.
 13. VR CPC Holdings will retain all obligations pertaining to the Ski Operations and the City retains the right to enforce all requirements of the 1998 Development Agreement as they relate to the Resort Operator.

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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~~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

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-a reduction in from the required perimeter Setback from twenty-five feet (25') to the Recreation Commercial zone required Setback of twenty feet (20') for portions of Parcel B only including specifically on the Shadow Ridge Road, Empire Avenue and Lowell Avenue facades.
- b. In accordance with LMC 15-6-5(E)(1), Exceptions a reduction to from the LMC required number of Off-Street parking-Parking stalls provided for the Commercial and Residential Uses of the project totaling 502 LMC required parking stalls due to shared parking which is Condition of Approval #X.
- c. In accordance with LMC LMC 15-6-5(F), An-an increase in allowed building Building height-Height from the Recreation Commercial maximum zone-Zone height-Height of 35 feet (35') for all parcels;
- d. A transfer of Density to Parcel C; and
- e. Resort Support Commercial and Accessory Use in excess of the 10% allowed for Parcel C and E to accommodate a four star hotel and

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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 parking reductions from LMC required Commercial and Residential required parking in the amount of 502 stalls.
- b. A Transfer of Density to Parcel C.
- c. To allow for a hotel Use.
- d. Changes to the Employee Housing Obligations consistent with the approved 2021 Housing Mitigation Plan.
- e. To not provide 600 additional underground parking stalls for the exclusive use of the Resort.

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f. Updated Exhibits including the Phasing Plan and Traffic and Parking Mitigation Plan.

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Zoning

- 19-20. The Base Area Parcels B, C, D and E are all located in the Recreation Commercial ~~(RC)~~ 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.
- 20-22. A hotel was not a proposed use in the 1998 Development Agreement.
- 24-23. All of the proposed Uses in the 2021 Concept Master Plan are Allowed or Conditional Uses within the Recreation Commercial zoning district.
- 22-24. The applicant has applied for a Master Planned Development approval, including amending the 1998 Development Agreement and a new Concept Master Plan.
- 23-25. 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

- 24-26. Density for MPDs is based on the Unit Equivalent Formula defined in LMC 15-6-8.
- 25-27. 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 PCMR Concept Master Plan.
- 26-28. Utilizing the same square footage calculation results in the following Maximum Parcel Allowed Square Footage [insert applicants final table when received].
- 27-29. 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]

~~28-30.~~ 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]**

~~29. The Park City General Plan for the Resort Center notes that "Flexibility should be employed regarding the execution of the existing PCMR MPD approval..." in order to facilitate public transit, parking and affordable housing; potential relocation/transfer of density; and emerging recreation and resort visitor experiences (page 191).~~

Setbacks

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

~~31-32.~~ 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."

~~32-33.~~ The zone-required Setback is twenty feet (20') for the Recreation Commercial (RC) District.

~~33. The applicant withdrew setback exceptions originally requested for Parcels C, D and E, and currently requests limited reductions in the perimeter Setbacks to twenty feet (20') for the north, east and west façades of Parcel B only, consistent with the twenty feet (20') Setback for the Recreation Commercial (RC) District.~~

~~34. The applicant is therefore seeking less Setback exceptions than the 1997 approved plan.~~

~~35. In connection with the applicant's request, the applicant has presented, and the Planning Commission has considered multiple configurations and architectural approaches for Parcel B.~~

~~36-34.~~ The limited areas of 20-foot setback requested for Parcel B provide both vertical and horizontal architectural articulation ~~while maintaining an overall average site perimeter setback of approximately 30 feet.~~

~~37-35.~~ The applicant currently requests and the Planning Commission hereby approves ~~the limited~~ 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 Commerical 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.

~~38-36.~~ 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.

~~39-37.~~ The 2021 Master Plan provides that all parking structures above Existing Grade meet the twenty-five feet (25') MPD Setback requirements. Therefore, no setback reductions are allowed for any façade of the parking structure on Parcel B.

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Open Space

~~40-38.~~ LMC 15-6-5(D) MPDs requires a minimum of 60% Open Space as defined in LMC Chapter 15-15. ~~and it~~ The application meets this minimum requirement, providing ~~63.64%~~ 64% of Open Space ~~in a type and mix appropriate to the Resort Core and~~ consisting of pedestrian plazas, sidewalks and multi-use trails, landscape buffers, ski runs, and landscaped ~~and natural~~ 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?

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Off Street Parking

General

41-39. 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 Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal.”

42-40. ~~As noted in the Park City Vision 2020 project, traffic and congestion are some of the City's biggest challenges, and envisioning bold, multi-modal transportation options is one of Park City's biggest opportunities. The City Council has embraced a transit first philosophy and strives to make Park City a car optional community.~~

43-41. ~~More specifically for the resort center, this includes~~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.

44-42. 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.

45-43. 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.

46-44. 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.

47-45. 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

48-46. 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.

49-47. 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.

- [50-48](#). 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.
- [51-49](#). 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).
- [52-50](#). 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.
- [53-51](#). 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.
- [54-52](#). 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.
- [55-53](#). The Development Agreement with the applicant will provide the City with the enforcement mechanisms necessary to ensure compliance with the Conditions of Approval.
- [56-54](#). 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.
- [57-55](#). 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 is it 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.

~~58-56.~~ 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.

~~59-57.~~ 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.

~~60-58.~~ 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.

~~61-59.~~ 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.

~~62-60.~~ 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.

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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.

63-61. 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.

64-62. 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.

65-63. The applicant has agreed that garage parking will include 15 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

- ~~66-64.~~ 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.
- ~~67-65.~~ 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.
- ~~68-66.~~ 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.
- ~~69-67.~~ 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.
- ~~70-68.~~ The Parking Study & TDM/PMP Plans assume one stall per affordable housing unit, one stall per hotel room, and one stall per condominium.
- ~~71-69.~~ 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.
- ~~72-70.~~ 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.
- ~~73-71.~~ 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.

~~74-72.~~ 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

~~75-73.~~ The RC District allows for structures up to thirty-five feet (35') in height from Existing Grade.

~~76-74.~~ 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."

~~77-75.~~ 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.

~~78-76.~~ 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.

~~79-77.~~ 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 PCMR Concept Master Plan.

~~80-78.~~ 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.

~~81-79.~~ 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.

- [82-80](#) 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.
- [83-81](#) 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.
- [84-82](#) 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.
- [85-83](#) 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;
- [86-84](#) 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.
- [87-85](#) 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

- [88-86](#) 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.

- ~~89-87.~~ 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.
- ~~90-88.~~ No Significant Vegetation exists on the parcels as they are surface parking lots.
- ~~91-89.~~ The project is designed to minimize Grading and the need for large retaining Structures.
- ~~92-90.~~ Roads, utility lines, and Structures are designed to work with the Existing Grade and cuts and fills are minimized.
- ~~93-91.~~ Existing trails are maintained and incorporated into the Open Space elements of the project. Parking garage E is considered the primary trailhead parking area.
- ~~94-92.~~ 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.
- ~~95-93.~~ Snow storage Areas will be further detailed and evaluated at the CUP process in order to provide adequate areas for snow removal and storage.
- ~~96-94.~~ Areas for convenient trash and recycling, including adequate circulation area for pick-up vehicles, will be further detailed and evaluated at the CUP process.
- ~~97-95.~~ 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.
- ~~98-96.~~ 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.
- ~~99-97.~~ 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

- ~~100-98.~~ A preliminary Landscape Plan was submitted with the MPD application.
- ~~101-99.~~ Detailed landscape plans will be required for the CUP application process.
- ~~102-100.~~ The Planning Commission finds there is sufficient area in the form of Setbacks from adjacent Properties and Uses to provide for sufficient landscape buffering.
- ~~103-101.~~ Lighting must meet the requirements of Section 15-5-5(J).
- ~~104-102.~~ Detailed Lighting Plans will be required for the CUP application process.

Sensitive Lands Compliance

- ~~105-103.~~ 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

~~406~~.104. The project site does not include a Child Care Center.

Mine Hazards

~~407~~.105. There are no known Physical Mine Hazards on the project site.

Historic Mine Waste Mitigation

~~408~~.106. The project site is located outside of the City's Soils Ordinance Boundary.

General Plan Review

~~409~~.107. 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)

~~410~~.108. 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.

~~411~~.109. 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.

~~412~~.110. 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)

~~413.~~111. The 2021 Concept Master Plan increases opportunities for public transit and includes an improved Transit Station and bus only lanes through the Resort.

~~414.~~112. 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.

~~415.~~113. 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.

~~416.~~114. 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.

~~417.~~115. The 2021 Concept Master Plan improves multimodal connections with improved pedestrian and bicycle pathways, public plazas and an improved Transit Station.

~~418.~~116. 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.

~~419.~~117. 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

~~420.~~118. 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”).

~~421.~~119. 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.

~~422-120.~~ 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).

~~423-121.~~ 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.

~~424-122.~~ 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.

~~425-123.~~ 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.

~~426-124.~~ 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.

~~427-125.~~ 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).

~~428-126.~~ 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.

~~429-127.~~ 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.

~~430.128.~~ 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

~~431.129.~~ 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.

~~432.130.~~ The 2021 Concept Master Plan meets the minimum requirements of Section 15-6-5 except as noted above.

~~433.131.~~ The 2021 Concept Master Plan provides the highest value of Open Space, as determined by the Planning Commission.

~~434.132.~~ 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.

~~435.133.~~ The 2021 Concept Master Plan compliments the natural features on the Site, which parcels are not characterized by significant features or vegetation.

~~436.134.~~ 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.

~~437.135.~~ 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.

~~438.136.~~ 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.

~~439.137.~~ 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.

~~440.138.~~ 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.

~~441.139.~~ The 2021 Concept Master Plan was properly noticed and the Planning Commission held public hearings in accordance with this Chapter.

~~442.140.~~ 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.

~~443.141.~~ No Physical Mine Hazards are located on the Parcels.

~~444.142.~~ The 2021 Concept Master Plan mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.

~~445.143.~~ No Historic Structures or Sites are located on the Parcels.

~~446.144.~~ 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 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.

- 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. The applicant 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.
 - 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.
 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 15 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. 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. 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.

Transportation and Parking - Mitigation

34. 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. 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. 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. 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. 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. 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. 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.

Other Conditions

41. 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.
42. 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.
43. 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.
44. 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.

45. 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.
46. 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.
47. 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.
48. The Plaza area shall include a kiosk with summer and winter Trail Maps and Check with HD and Mountain Trails.

Sustainability

49. The applicant shall comply with the City's EV requirements, as outlined in LMC Section 15-3-11, Electric Vehicle Charging Stations.
50. The applicant shall comply with the City's Outdoor Lighting Code and Dark Sky Ordinance.
51. 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.
52. 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.
53. 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.
 54. 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.
 55. 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.
 56. 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.

57. 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.
58. 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.
59. 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.
60. 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.
61. The applicant will utilize Waterwise landscaping as defined in the LMC, and irrigation techniques to decrease water consumption within the project.
62. 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.

Development Agreement

63. 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.
64. 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.

[External] PEG Application



PJMarth <pmarth@earthlink.net>

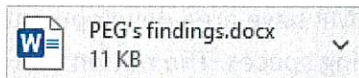
To: planning

Cc: cbushuk@gmail.com



Sun 10:49 AM

 Follow up. Start by Monday, September 20, 2021. Due by Monday, September 20, 2021.



Date: 9-18-2021

To: Park City Planning Commission

I have reviewed carefully PEG's written findings of facts and feel very uncomfortable in the way that the "answers" were worded. It was completely bereft of reasonable answers. I am baffled by the inability of the applicant or staff to provide any clear answers to any of the questions asked of them, but I'm not really. The recent findings of "fact" per applicant/staff, is critically lacking any details that prove compatibility with the GP or LMC, lacking any clear backup, particularly concerning parking and traffic.

This single issue continues to be the primary focus of concern and worry for both the community and our Municipality (as stated). I found it unbelievable that the City's own planning staff, when Ms. Susser this week asked directly during the 9/16 zoom meeting if the applicant had provided a recent analysis of existing traffic conditions and/or containing new data regarding it, answered the question by stating "the applicant provided a study". End of discussion. Zero details and blank audio for 30 seconds. Perhaps a comprehensively-written, independent analysis would look grim? The answer is yes.

This issue particularly is only one of the many deficiencies in the most recent "findings of facts," most of which lack any details or backup. Ignored was the original MPD this community agreed to that was already a compromise. It is critical to our long-term viability and live-ability that we develop the remaining Old Town infill carefully. Interpreting the GP and LMC literally is required. Unfortunately, the applicant appears to sidestep these documents when asked questions about the projects' details or when asked for backup to provide proof for statements made. I have seen no good answers or backup yet.

Use the approved MPD language or go through a new review process under current law. All investment is at risk. The recent findings of facts from the applicant answers none of the many outstanding questions I personally have. Problems with the General Plan, LMC and clear incompatibility with Old Town in general. Completely unanswered (as of today) vital questions the Planning Commissioners have asked repeatedly rejects this application straight away. Just a horribly concocted application IMO, and should be denied as presented.

Peter J Marth

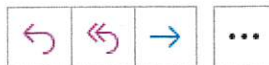
27 Hillside Ave. 39 year resident.

[External] PCMR base area



richard eichner <rickeichner@hotmail.c

To ○ planning; ○ mjeich15@hotmail.com



Fri 9/17

We are long term, full time residents of Park City and have been following the PCMR base area development discussions. We urge you to take hard line with the developer, especially on parking spaces. The notion that cutting back on parking space will cause people to ride the bus is wishful thinking at best. At worst, along with Vail's policy of "pack the mountain " through low Epic pass pricing, will cause gridlock on a constant basis. Park City is being destroyed by the pandemic real estate boom. As Tom Clyde recently wrote, developers should not be given an inch in the current environment.

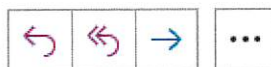
[External] Affordable Housing



deb <der0813@aol.com>

To ○ Andy Beerman

Cc ✓ Mark Harrington; ○ ndeforge@fabianvancott.com



10:03 AM

Andy,

The presentation of a slide during the City Council Retreat including Affordable Housing units planned for PCMR by PEG is a misrepresentation since that proposal has not yet received approval. In fact, during the last Planning meeting on September 15th, Commissioners actually stated they felt they were being pressured. The rush to get a vote before the election for some reason seems to be a priority by the Applicant and the Planning staff. As the City Council has presented two slides st two different times including tax revenues and now affordable housing, unfortunately, the pressure appears to be real.

Back to affordable housing though. Before throwing accolades at PEG for helping us achieve a goal, please consider the following:

- 1) We have a current shortage of affordable housing
- 2) PEG predicts 530 jobs will be created with their project
- 3) PEG plans 161 beds (not units) - not even 1/3rd of new positions
- 4) There is a pecking order for access to these beds - new resort development employees, Vail employees, other existing resort employees, regular community workforce
- 5) PEG isn't doing us any favors ; the 161 is more than the 80 in 1998 but **WHAT IS REQUIRED** under CURRENT Housing Resolution
- 6) the 23 required units from Parcel A were never built and were to be built before further development; yet here we are...
- 6)All of PEG'S plan should reflect current legislation and code. Building heights, parking, site circulation, etc.

Thank you for your consideration of these additional facts.

Deb Rentfrow

Alexandra Ananth

From: Charlotte Lee Reiss <charlotteleereiss@gmail.com>
Sent: Wednesday, September 22, 2021 8:28 AM
To: Alexandra Ananth
Subject: [External] PCMR

[CAUTION] This is an external email.

Dear Planner Ananth:

My young family and I reside on Park Avenue and we love skiing Park City Mountain Resort. I have been following the Planning Commission review process and candidly, I'm alarmed at the rhetoric and perceptions and unwillingness to come together as a neighborhood and a community to make rundown parking lots with NO amenities a far better experience than what it is today.

Here is a list of details we like in PEG's plan:

- Safe sidewalks and crossings for pedestrians that are not there today;
- The possibility of new apres opportunities to stick around after skiing;
- A much-updated transit center and paid day-skier parking that will encourage people to get out of their cars and onto an easy bus ride - not only to the resort but to Main Street businesses;
- A smart drop-off program for locals - who could also ride the bus, by the way - to get their kids to their weekly ski training;
- Finally, day and seasonal lockers for my family and others that will encourage bus use;
- A new four-star hotel that will benefit our local economy and again, get cars off the road because guests can easily come straight to the airport;
- And finally, all housing for locals/employees onsite - by moving employee units "somewhere offsite" we only add to the transit problem.

I strongly encourage the Planning Commission to say 'yes' to the master plan and move this forward to refine details so that construction can begin sooner rather than later. This is a well thought out plan with your invaluable input. Let's move forward with fixes instead of being swayed by a few vocal neighbors who are blocking deeply needed improvements and progress to the base area of Park City Mountain.

Sincerely,

Charlotte Reiss and family

Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Wednesday, September 22, 2021 8:07 AM
To: John Kenworthy; John Phillips; Sarah Hall; Laura Suesser; christin.vandyne@parkcity.org; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; Bill Johnson
Subject: [External] PCMR Base Development

[CAUTION] This is an external email.

Dear Planning Commissioners and Staff,

The time and effort that has gone into the review of the base area development project is commendable. Thank you for your commitment and for the open forum being used to review this application.

Unfortunately, it appears that the time and effort required for this project application is directly related to the many problems and issues that the applicant's proposal brings with it. In the early stages of the project, the applicant appeared to listen to concerns from the Commission and the public and made significant changes in the project concept; however, in the past six months or so, it appears that very little progress has been made in moving the applicant to a more acceptable project concept. This is clearly very frustrating for all involved. If the amount of effort put forth in defending and attempting to justify the current proposal had been put forth to modify and improve it, we would be much further along in this process.

Generally to reach agreement where an impasse is encountered, compromise is required. Unfortunately, the applicant does not appear to entertain any significant avenues of compromise.

It is assumed that the staff has had many discussions with the applicant as to potential modifications of the project that could serve to move it forward less contentiously but because such discussions are not in the public domain, here are suggestions for potential compromise:

Transit and parking:

- A reduction in the LMC requirements for parking required for the new structures but not to the extent requested. Affordable units and employee housing should have spaces allocated to them. Residential units in excess of a certain square footage, perhaps 1,500, should have two spaces allocated to them. Elimination of the stacked parking by the valet at the parcel C hotel. This might reduce the parking space exception to the LMC requirement from roughly 500 to perhaps 350.
- An area dedicated to local program drop off / pick up and parking, perhaps an entire level in the parcel E parking structure as this would be the closest to the ski area.
- Committed resort funding for remote parking and transit for employees and guests wherever the joint jurisdictions determine that to be most effective in the overall transit plan.
- Increase the general public drop off / pick up area, including cars for hire, whether inside or outside of the structures that is accessed separately from the general public day parking in order to foster more efficient circulation.

Building height and setback exceptions:

- Limit exceptions to the building heights and offer exceptions to the open space so that building mass could be spread across the parcels. The existing parking lots are not currently used as open space gathering areas other than a bit of tailgating. The open space for this project is the mountain with ski runs and the trail system. Forgo the large plazas and corridors, spread the structures into these areas and dramatically reduce building heights and mass.
- Setback exceptions could be made in exchange for more effective step up of roof lines. Roof lines should start no higher than those of adjacent structures and then could step up from that level perhaps by one or two additional levels.
- To create the additional parking spaces required if the requested LMC exception of some 500 spaces is not granted and to reduce building heights, more parking must be below grade. It is understood that more below grade parking creates challenges with both time and money but it is so clearly necessary for this project.
- Of course the applicant could forgo much of the approved density to reduce building heights as well, nothing requires that the full approved density must be built out.

It was good to see that representatives from Vail Corp participated in the public session on September 15, but it was disappointing that they made no public commitment to carry out mountain upgrade plans that this proposed project would require. There are multiple aspects of this project that do require binding commitments from Vail Corp and these should be a part of the applicant's proposal.

In a project of this scale there are many conflicting interests and stakeholders and you have been effective in hearing from many of these parties. As Planning Staff and Commissioners, the LMC should be your driving force. But given that this project was approved in 1998, it is worthwhile to gain insight as to the motivations, intentions and trade-offs made at that time and not merely allow the applicant's proposal to carry forward the conditions that benefit their interests while excluding aspects of the project that would have benefited the local community.

This community will live with the long term impact on vehicle and pedestrian circulation in and around the base area and the project's aesthetic integration with historic old town Park City long after the developer has left the scene. Please continue with your diligence in making sure this project conforms to the LMC and will serve the interests of the community for years to come.

Sincerely,

David Gordon

Park City, UT

Alexandra Ananth

From: Bill Johnson
Sent: Monday, September 20, 2021 4:32 PM
To: Alexandra Ananth
Subject: FW: [External] Full Support for PEG's Proposed Development

FYI. Not sure if this was sent to you and the other commissioners.

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

From: Carolyn Rogers <ckjj@verizon.net>
Date: 9/20/21 3:51 PM (GMT-07:00)
To: Bill Johnson <bill.johnson@parkcity.org>
Subject: [External] Full Support for PEG's Proposed Development

[CAUTION] This is an external email.

Mr. Johnson

I have been an owner at The Lodge at the Mountain Village, which is at the base of PCMR, since 2016. For the record, I fully support the proposed base area development by PEG.

With limited parking at the base, PEG's proposed resort development will enhance the city-wide transit options with expansion of the base transit center, off-site parking options, and multiple locations for free skier drop-off and pick-up.

For the skiers that like to drive themselves to the resort, parking lots for the day-skiers will be replaced with covered structures. Yes, they can park there for a fee, however with the proposed enhancements to public transportation, those who do not wish to pay have multiple options to access this area. As base owners, we want the foot traffic through our area and encourage guests to use public transportation.

In addition, PEG will be adding for-sale condominiums which will add monetary value to all property in the surrounding area. This development will also encourage owners to upgrade their units as many condos and homes in this area look worn and tired.

Onsite affordable workforce housing will also reduce traffic. A hotel, retail, restaurants, (yes, we need more restaurants at the base as our options are limited), a ski club, public ski lockers (day, seasonal and year-round rental), skier and bicycle services, sidewalks, and lively public plazas to add to the ski-après festivities.

I feel this is an important development, especially if Park City is a host to the winter Olympics in the next 10 years.

Personally, I'm very excited about this development and look forward to its approval.

Carolyn Rogers

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Monday, September 20, 2021 1:33 PM
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 - DROP-OFF's
Attachments: Breckenridge.pdf

[CAUTION] This is an external email.

Dear Commissioners & Alex

When the developer gets to inform you of other resort amenities by way of comparison such as Breckenridge (drop-offs), during their lengthy presentations, I think it only appropriate that you see the full picture as shown on the attached.

We should be demanding nothing less of the facilities at PCMR, with no net loss to our community as well as something that is comparable to our neighbors - World Class indeed?

Thank you for your time *again* - *INFORMATION IS KEY!*

Regards,

Clive Bush, Resident of Park City

On Thu, Sep 16, 2021 at 1:13 PM Clive Bush <cbushuk@gmail.com> wrote:

Dear Commissioners

Allow me to add some clarity to the drop-off areas, which may enlighten the uninitiated as to why the current design, and last minute shift to drop-off and pick-up to garages is a huge loss to our community (aside from it playing havoc with the Applicants parking counts and variable messaging system).

By way of background, I have 3 children in different ski programs for the last 11 seasons at Deer Valley, and Park City – I know a thing or two about this touchy but vitally important topic...

First, there are two types of ski programs for our youth running out of PCMR - those run by Vail Corp called "Youth Programs", and then private clubs – the largest is Park City Ski & Snowboard Club (PCSS), who's athletes number 800. It's headquartered right above the ice rink. PCSS is one of the largest ski clubs in North America and responsible for Olympic alums such as Ted Ligety.

Not clear last night - was that the applicant's representative was describing the youth programs run by Vail Corp only. These are under Vail Corporations management control and for younger

children in small group sizes. Vail Mountain also has a private ski club run independently of Vail Corp, called Ski & Snowboard Club Vail (SSCV), with approximately 600 athletes.

Ski & Snowboard Club Vail has its own slope-side amenities, including dedicated drop-off and pick-up for 20-24 cars at any one time, which is adjacent to skier service amenities – similar to the original plan for Parcel C (they did know a thing or two back in the day when the original MPD was devised!). These skier drop-off and pick-up amenities are in addition to whatever amenities are made available for Vail Corp's youth programs spoken to by the applicant (see attached).

You can see from the attached schematic and text that even with 24 dedicated drop-off spaces for SSCV, that interference with the public highway is an issue. So just visualize the havoc of 8 bays merging in and out of Lowell Avenue, right before the hotel on a busy powder day - versus the Applicant's simulation that had a truck parked and a couple of cars quickly sliding in and out.

It's time to get our heads up from the Applicants (and supporting cast) exercise books and placating wordsmithed answers and into the real-world. Not just the drop-offs, but the entire circulation model is a miserable failure.

This brings up one last point that I have raised before in my traffic study review, and was confirmed by the Applicants Engineer – that because they didn't have "sufficient data" (no first hand observations), the engineer guessed the drop-offs from hourly counts. This of course doesn't take account of the compressed timeframes in real life, and based on real-life observations of myself and Commissioner Johnson are not representative of the numbers dropping off or picking up at PCMR base.

My solution – Replace the Plaza with these MUCH NEEDED amenities or better still, build a complete loop around the hotel slope-side that would also improve the very limited circulation caused by the one-way car traffic on Lowell Avenue. This would also eliminate the very obvious congestion that will occur in the hammerhead at the end of Shadow Ridge Rd as a highly used un-official slope-side drop-off - red curb or not.

As always, thanks for your time.

Regards,

Clive Bush, Current & future Park City resident



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BRECKENRIDGE PEAK 8 BASE AREA

From Breckenridge blog....August 2019

Peak 8 is our most popular base area and entry point to the mountain, and the heart of the ski resort.

And, if Peak 8 is the heart, then we're getting a whole new beat here for the upcoming season.

- **Accessibility & Convenience**

In addition to a completely new look, we're also making the entire arrival experience at Peak 8 a whole lot easier. Starting with... escalators! That's right, no more having to schlep ski boots and gear up the stairs at Peak 8. This winter, enjoy a smooth ride between street-level and plaza-level, making your trip to the ski slopes that much more seamless.

And, with approximately 20 new drop-off parking spots at the base of Peak 8, there's a whole lot more room to quickly and conveniently check the kiddos into Ski School for the day.

COMPLETED IN 2020 – MOUNTAIN CONTEMPORARY

BRECKENRIDGE – 253 ROOM GRAND VACATIONS (DEVELOPER)

22,000 sqft SKIER SERVICES BUILDING

<https://resorttrades.com>

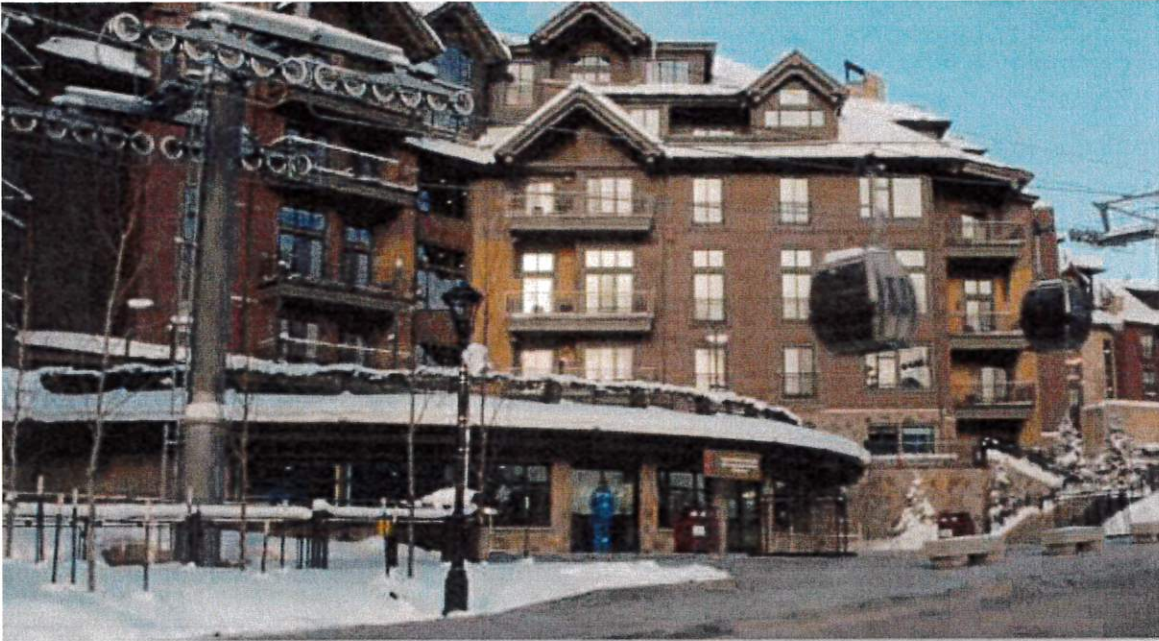
LUXURY & COMMUNITY **TOGETHER**

<https://vimeo.com>

20 DROP-OFFS IN FRONT FOR SKI SCHOOL – OFF ROAD – SKI SCHOOL ON GROUND LEVEL.

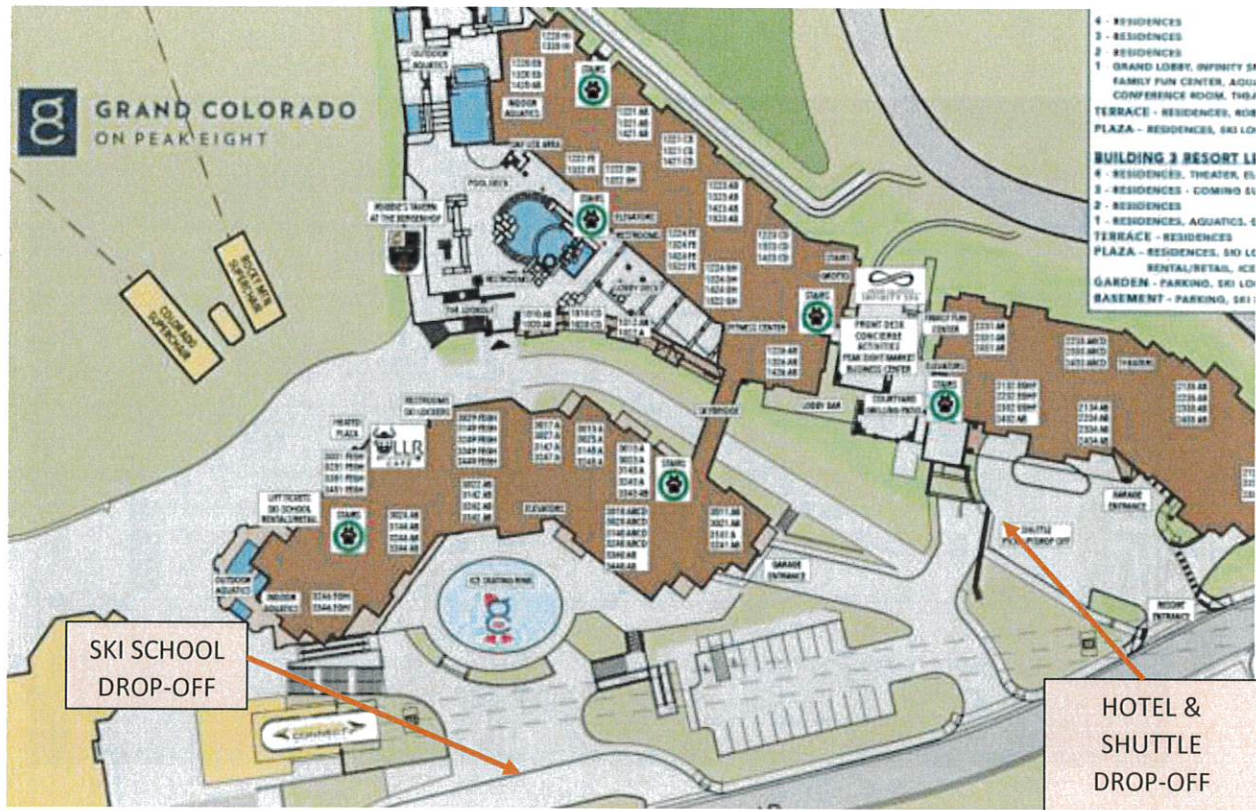


SKI SCHOOL ON GROUND LEVEL **Ski/Snowboard School:** Comfortably attend your ski/snowboard lesson without leaving the property (well, until you get to hit the slopes with your pro instructor!) Breckenridge Ski Resort has their very own lesson meet-up location in the Plaza Level of Building 3 at the Grand Colorado.



SEPARATE HOTEL LOBBY/PULL IN/PARKING – ON RIGHT





ESCALATORS



MANY OTHER AREAS TO DROP-OFF SLOPE-SIDE

PEAK 9



BASE OF GONDOLA – DIRECT LINK TO PEAK 8 BASE AREA



Alexandra Ananth

From: John Kenworthy
Sent: Monday, September 20, 2021 8:12 AM
To: Alexandra Ananth
Subject: Fwd: [External] PCMR parking lot development

Sent from my iPad

Begin forwarded message:

From: Linda Gee <lindagee01@gmail.com>
Date: September 19, 2021 at 12:23:20 PM MDT
To: John Kenworthy <john.kenworthy@parkcity.org>
Subject: [External] PCMR parking lot development

[CAUTION] This is an external email.

Dear Commissioner Kenworthy,

First, thank you for your dedication and hard work on this matter. I know the amount of time involved is massive and you are much appreciated.

I know you have heard from me before as well as from many other concerned Park City residents. I own a condominium at 1401 Woodside Avenue, directly across Empire Ave. from the entrance to the parking lot at the base. We all walk across Empire each morning and evening when skiing, hiking, or enjoying the year round base activities. Not only is the increased traffic a concern of mine and many homeowners in my building (Snow Blaze), but the building heights and erasure of any mountain views is extremely painful and hard to fathom. Making the base area into a mini-city is not right for Park City, especially Old Town. Park City residents and visitors will be appalled by the massive buildings PEG is planning and encouraging you to approve.

Like many others, I am not against this development but want it to be done in a responsible way for all Park City citizens and visitors. I believe the developer should provide an accurate 3-D model prior to moving forward with a vote so the Planning Commission and the town have an understanding of the scale of this project.

At 87 feet tall and over 500 feet wide, the main parking structure and residential building will tower over the entire area, dwarfing everything around it. Alsoright in front of this enormous building will be a bus transit center and a drop off for shuttles. All of these buses, shuttles and pedestrians will be jammed into a very small area in front of

the towering building. Scenic views in every direction will be replaced with contemporary, character-less buildings.

This same story continues with every building in this proposed plan. From Park Avenue, or any approaching direction to the mountain, this proposed project will literally rob and wall off the view of the mountain.

The hotel proposed in the lot next to First Time chair is an enormous 103 feet tall. With the exception of two narrow "view corridors" between these giant buildings, we will forever lose this view of our mountain.

If these high-rise buildings are approved, we risk the loss of our town's character and we put our tourism revenue in jeopardy. With little left to differentiate this mountain from other mountains, we expose ourselves to becoming just another generic ski destination.

Visitors and tourists come to Park City for its romantic, historic mining town ambiance. It is the beautifully preserved, historic two- and three-story commercial buildings on Main Street and the small miner's homes that give Old Town its authentic charm. This town cannot risk destroying this historic treasure by allowing a development that not only does not fit the environment but egregiously out-scales the entire town.

This proposal currently before the Planning Commission needs to be put on hold until the meetings can once again be done in person and the town can see the magnitude of what is being proposed for our signature Park City Mountain ski resort.

I believe this development can be done in a way that is in keeping with the existing, surrounding buildings without "walling off" the town and everyone from the mountain. I believe it can be done without absolutely destroying our community and its authenticity!

With that in mind, I hope the commissioners do the right thing by voting "no" on this project as it is currently proposed, or at the very least, putting a hold on the vote until the meetings can once again be done in person so the community can see what is being proposed and have their voices heard.

Respectfully,

Linda Gee
1401 Woodside Ave., Unit 108
Park City, UT 84060
214-697-0435

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Thursday, September 16, 2021 1:14 PM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy; Alexandra Ananth
Subject: [External] Follow up from Last night - DROP-OFF's
Attachments: SSCV_DROP_OFF.pdf

[CAUTION] This is an external email.

Dear Commissioners

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Not clear last night - was that the applicant's representative was describing the youth programs run by Vail Corp only. These are under Vail Corporations management control and for younger children in small group sizes. Vail Mountain also has a private ski club run independently of Vail Corp, called Ski & Snowboard Club Vail (SSCV), with approximately 600 athletes.

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As always, thanks for your time.

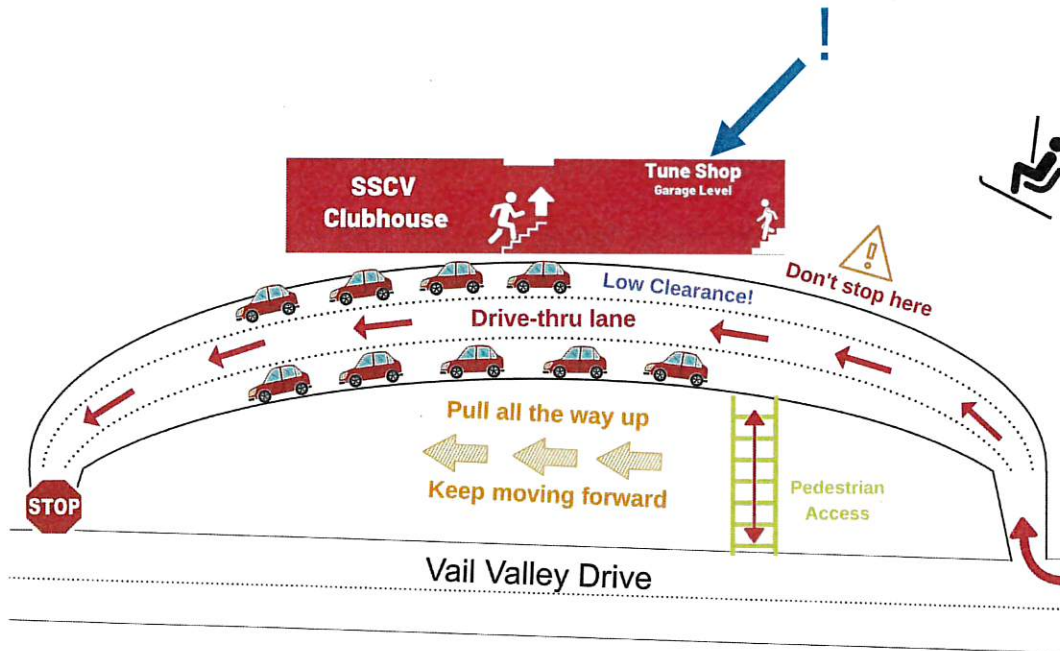
Regards,

Clive Bush, Current & future Park City resident



Virus-free. www.avg.com

SKI & SNOWBOARD VAIL – DEDICATED DROP-OFF



During periods of high traffic in the SSCV Clubhouse driveway, a backup of cars may form on Vail Valley Drive. When dozens of cars arrive all at the same time, your patience and speedy pick-up and drop-off practices will help expedite the process for you and your fellow SSCV

members. If you see a backup on Vail Valley Drive, please pass the Clubhouse so as not to add to the congestion and return when vehicles are able to enter the driveway again.

Driveway use is for active loading and unloading of athletes and gear. Parents are asked to remain with their vehicle at all times. There is no parking allowed in the drop-off or travel lanes in the Clubhouse driveway.

Please be aware of the following pick-up and drop-off procedures:

- All vehicles must enter from the west and exit to the east. It is recommended that vehicles approach from the west side of Vail Valley Drive (rather than coming in from the golf course) because turning left into the driveway may be a challenge during busy periods.
- The driveway will split into three lanes. The left and right lanes are for loading and unloading. The middle lane is for thru traffic only. Under no circumstances is parking or pick-up/drop-off standing in the middle lane allowed. Please also note, the right lane will pass under a clubhouse overhang — no high clearance vehicles!
- Pull all the way up to the furthest available parking spot. Do not hang back and wait. If a vacancy ahead opens up, keep moving forward. This is critical to getting cars off Vail Valley Drive.
- Do not leave your vehicle unattended. Make a plan to meet your athlete(s) on the front side of the building. Coaches have also been instructed to usher athletes to the front of the clubhouse. Keep your vehicle running.
- Load and unload your athletes quickly. If you would like to visit the clubhouse or speak with a coach, please park in the Vail Village parking structure and ride the in-town shuttle over to Golden Peak.
- Do not show up early. You will receive further communication from your program manager about pick-up and drop-off times. These times are intentionally staggered. Arriving early and waiting in the driveway will cause congestion.
- Have a conversation with your athlete(s). Make sure he or she knows where and when to meet.

It is important to remember that, while the new driveway is a huge improvement from our current situation, and even more spacious than the old driveway, it simply is not possible for us to supply even short-term parking to our membership of more than 600 athletes. Parking lanes are for active loading and unloading only.

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, September 15, 2021 10:44 PM
To: John Phillips; John Kenworthy; Laura Suesser; Bill Johnson; Sarah Hall; Christin VanDine; Douglas Thimm
Cc: planning; Alexandra Ananth
Subject: [External] PCMR Base Area Project

[CAUTION] This is an external email.

All,

Thank you very much for allowing Public Input tonight and also allowing me to share my screen.

Thank you also for delving into the Findings of Fact and recognizing the LMC is the standard by which you must approve this MPD.

Lastly, thank you for bringing reality to the forefront. As stated, the benefit to the locals is seriously lacking with this project.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, September 15, 2021 10:25 PM
To: Bill Johnson
Cc: Alexandra Ananth
Subject: [External] PCMR

[CAUTION] This is an external email.

Commissioner Johnson,

The Exhibits are not all to scale with adjacent structures. And, they have photo shopped mountains, ridge lines and ski runs where there are none. Unless, of course, something was submitted after April 2021 that hasn't been shared with the public.

Sincerely,
Deb Rentfrow

[Sent from the all new AOL app for Android](#)

Alexandra Ananth

From: planning
Sent: Wednesday, September 15, 2021 9:50 PM
To: Gretchen Milliken; Alexandra Ananth
Subject: FW: [External] PCMR Base Area - PowerPoint - Please include in Public Input
Attachments: 9.15.21 PowerPoint PDF.pdf

From: deb <der0813@aol.com>
Sent: Wednesday, September 15, 2021 9:24 PM
To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] PCMR Base Area - PowerPoint - Please include in Public Input

[CAUTION] This is an external email.

All,

Attached is the slideshow I presented during the Public Input. Thank you for allowing me to share my screen.

Sincerely,
Deb Rentfrow

Required Findings & Conclusions of Law

- For MPD approval, **ALL** sixteen must be made as **written** in the LMC 15-6-6.
- Wording may not be altered; conditions of approval with means of enforcement may be required.

The Applicant is seeking to amend the 1997 MPD with a new 2021 Concept Master Plan

- The last 2021 Concept Master Plan provided was dated April 2021
- Changes have been discussed, recommended and in some cases agreed to since April 2021
- Many of the 16 required findings in the LMC can only be made based on a thorough review of the 2021 Concept Master Plan
- Expecting our Commissioners to agree to the required findings without a final version of the 2021 Concept Plan in front of them is unacceptable
- Expecting our Commissioners to agree to the required findings without SUFFICIENT TIME to review the final version once provided would also be unacceptable

Critical Findings

All findings are important, but we're narrowing our focus to the following:

- A. Complies with **all** requirements of the Land Management Code – **False** - Building Heights, Setbacks, Parking and Site Planning
- B. Meets the **minimum requirements** of Section 15-6-5 – **False** - Setbacks, Parking, Site Planning, potentially Open Space
- D. Strengthens and **enhances** the resort character of Park City – Agreed Subjective – But, can you find the proposed development does this for PCMR? Not the Canyons, not Deer Valley. PCMR – it's vibe, character, etc
- E. Compliments the natural features on the Site and **preserves significant features** or vegetation to the extent possible – Staff has eliminated a portion of this and altered the language. (See # 135, page 182 of packet) – **False** - Mountain views are a significant feature to the existing neighborhood and area.
- F. 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 – **False** -

Other than Marriott Mountainside which is not "adjacent" to any of these parcels and nestled into side of mountain, which existing buildings and homes are 71' – 103' tall or higher? **ZERO**. The scale is **not compatible** with surrounding neighborhood.

66% of **ALL** day-skier and **ALL** shuttles must use Empire adjacent to residences either upon arrival, exit or both increasing volume of traffic and potential for conflict. **How is this protecting the neighborhood?**

Critical Findings

All findings are important, but we're narrowing our focus to the following:

- G. Provides amenities to the community so that there is no net **loss of community amenities** – **FALSE**

Bus Stop Access/Route/Frequency for Empire & Three Kings transit users Oversized parking for vehicles with equipment carriers and bikes

Drop-Off/Pick-up Access for Lessons, School, Activities Event/Ski Team Racing – Unloading/Loading/Access

Life Saving Medical Access – no heli-pad to date Mountain Trail Access – not just a winter resort

Snowed Inn Horse & Sleigh Experience Farmer's Market – previously displaced from Canyons

- I. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and **least visibly obtrusive** portions of the Site – **FALSE** -
 * **Simple resolution** - adhere to the maximum height for the zone of 35' or a **REASONABLE** exception compatible with the surrounding neighborhood and adjacent buildings and homes as required by (F).
- P. Addresses and mitigates traffic –
 * Traffic is at capacity now; roads are **currently failing**
 * Claim: Adding more parking brings more cars
 * Likewise: Adding more density (hotel, nightly rentals, commercial) brings more cars
 * 66% of ALL day-skier and ALL shuttles must use Empire upon arrival, exit or both **furthest from entry point**
 * **Little to no enforcement** of illegal parking today; applicant states not their responsibility in future
 * Visitors/Owners/Affordable Housing tenants are not hostages to the Resort; exclusive use of transit is extremely unlikely resulting in **additional traffic**

THE REALITY

- Park City has experienced and continues to experience incredible growth since 1997/1998
- Our community has clearly identified **TRAFFIC** and **SUSTAINABLE TOURISM** as primary concerns
- The current proposal fails to meet the LMC, General Plan and 1997 MPD as required and increases traffic and tourism

It has been stated it is not the Applicant's fault this was not built under the terms of the '98 DA and expired Concept Master Plan AND "if it could have been done, it would have been done."

Regardless of whether this last statement is true,

**It is not the responsibility of the City or its residents
to make the project "pencil"**

An improved Concept Master Plan is necessary

Alexandra Ananth

From: planning
Sent: Wednesday, September 15, 2021 9:50 PM
To: Gretchen Milliken; Alexandra Ananth
Subject: FW: [External] Re: PCMR Base Area - Findings of Fact
Attachments: RRAD Planning Commission 9 15 21.pdf

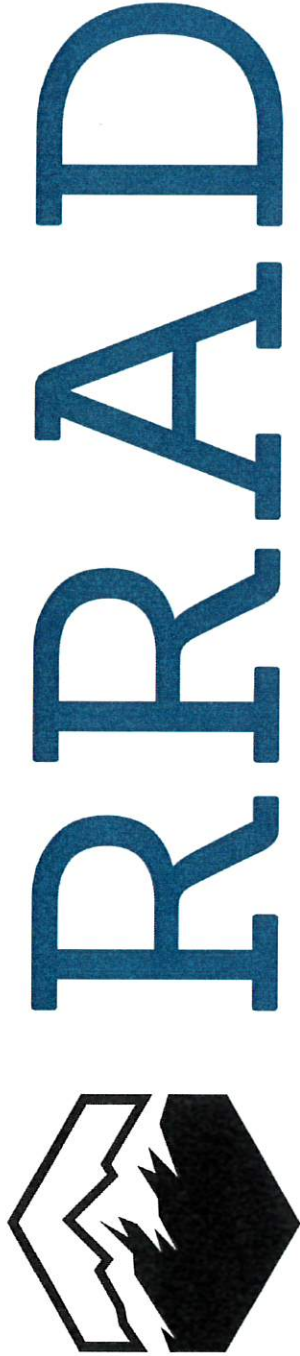
From: doug lee <douglasbrentlee@gmail.com>
Sent: Wednesday, September 15, 2021 9:40 PM
To: deb <der0813@aol.com>; Deforge Nicole (Nikki) <ndeforge@fabianvancott.com>
Cc: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] Re: PCMR Base Area - Findings of Fact

[CAUTION] This is an external email.

Hi All:

I am sorry that my slideshow did not function properly on Zoom tonight. As I stated on the call, it would be great if we could hold PEG and Hales to a higher standard. I have tried to "finish" their park and ride analysis in the attached pdf which illustrates the risk of a dramatic "underparking" situation at the satellite parking lots. This is even BEFORE the potential loss of 100 more reserved spaces to the Canyons.

Thanks
Doug



Presentation to the Park City Planning Commission
Regarding

PEG's Park and Ride Analysis

September 2021

Introduction to “Hales Math”

We believe that the City, Planning Commission and Staff need to hold PEG and their traffic consultant, Hales, accountable for the accuracy, and the conclusions, of their park and ride analysis.

Hales’ park and ride demand analysis relies on the following assumptions (which we are taking verbatim for now):

- IF the mode shift is achieved (and this is a big “if”), 789 transit riders will be added during AM peak hour
- 80% of these transit riders will utilize park and ride lots
- Volume factor of 1x
- AVO of 1.5 to 2.3 (despite Staff and public concerns about the lack of analytical support for Hales’ AVO calculations)

Hales’ conclusion: 276 to 422 spaces for additional vehicles will be needed
--

Incremental Parking Lot Capacity – at 0% Existing Occupancy

The below chart comes directly from the Hales Report.

Hales states in their report that “sufficient stalls [exist] beyond those that are reserved to accommodate the natural demand expected at the park and ride lots”.

Lot	Capacity	Reserved	"Available"	Remaining Spaces Available if NO Other Users
Jeremy Ranch	80	0	80	
Ecker Hill	450	350	100	220
Kimball Junction	40	0	40	
Quinn's Junction	465	0	465	465
TOTAL	1035	350	685	685

Key observations:

1. Existing occupancy is NOT 0%!
2. If NO other users are occupying spaces in these lots, **ONLY 220 spaces** are available in the three northern lots **COMBINED**, where 69% of the traffic is generated

Incremental Parking Lot Capacity – at 35% Existing Occupancy

Surprisingly, Hales takes the TOTAL spaces available (685), assuming the lots are empty (i.e. NO other users), and compares that to their estimate of TOTAL PCMR park and ride demand (276 to 422 vehicles) and concludes there is plenty of capacity.

However, the lots are NOT empty. As Hales points out, one has to assume that they are at least 35-55% occupied BEFORE the addition of PCMR park and ride demand.

The following chart shows the remaining capacity if the lots are **ALREADY** at 35% occupancy BEFORE the addition of PCMR guests.

Lot	Remaining Spaces Available if 35% Occ.	PEG-Generated Parking Demand		
		@ 1.5 AVO	Excess/(Shortfall)	@ 2.3 AVO Excess/(Shortfall)
Jeremy Ranch				
Ecker Hill	143	290	(147)	190 30
Kimball Junction				
Quinn's Junction	302	132	170	86 379
TOTAL	445	422	23	276 409

At 35% occupancy, while there are OVERALL enough spaces for PCMR guests, there is a SIGNIFICANT shortfall in available parking in the three north lots

Incremental Parking Lot Capacity – at 55% Existing Occupancy

The following chart shows the remaining capacity if the lots are **ALREADY 55%** occupied.

It's important to keep in mind that Caroline Rodriguez from Summit County estimated that the north lots are already 80-90% full on peak days!

Lot	Remaining Spaces Available if 55% Occ.	PEG-Generated Parking Demand		
		@ 1.5 AVO	Excess/(Shortfall)	@ 2.3 AVO Excess/(Shortfall)
Jeremy Ranch	99	290	(191)	190 (160)
Ecker Hill				
Kimball Junction	209	132	77	86 293
Quinn's Junction				
TOTAL	308	422	(114)	276 133

CONCLUSION

Despite Hales' assurances, if one utilizes reasonable assumptions for AVO (1.5 to 2.3) and existing parking occupancy (35-55%), there will be significant **SHORTFALLS** in available parking stalls

Furthermore, it's clear that an analysis which utilizes more realistic assumptions (such as lower AVO and higher existing occupancy), will produce even more **DRAMATIC PARKING SHORTFALLS!**

September 14, 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 15, 2021 Planning Commission Meeting.

Regarding the specific issues raised in the September 15 staff report:

1. Excessive Support Commercial Space vs. Building Height Variance. Staff correctly notes in its latest report that the developer's plans call for an increase in the Resort Support Commercial and Accessory Uses on Parcel C above what is allowed in the LMC. What Staff fails to note is the actual amount of the overage—a 200% increase. Staff correctly noted in its August report that the LMC does not allow for a variance to increase support commercial space. However, it now hedges and claims to still be researching the issue.

Staff was correct in its August report. There is no provision in the LMC that allows a variance for increased support commercial allowances, and staff tellingly cites to none. Section 16-5-5(A) of the LMC states that density cannot exceed what is allowed in the zoning district, "except as otherwise provided in this Section." Nowhere in Section 15-6-5 are any exceptions listed. Similarly, Section 15-6-8 provides that support commercial "may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents." There is no exception listed in that section either. As a matter of law, the Commission therefore cannot grant any variance to the maximum allowable support commercial in the LMC—much less the 200% increase assumed by the developer in its plans.

Even if the Commission could grant such a variance, which it cannot, Staff is correct that the developer would then have to "count any square footage over the 10% towards their Commercial Density." In that case, the developer would unquestionably fail to satisfy the first prong of the LMC requirements for increased building heights, namely, that the increase in building height does not result in increased square footage over what is permitted in the LMC. The developer cannot have it both ways. If it receives any increased density over what is allowed in the LMC, it cannot seek a variance for building heights under the LMC.

2. Parking. The developer is seeking an 85% reduction to the number of commercial parking stalls required under the LMC. It attempts to justify this enormous reduction with flawed data and unsupported assumptions. First, as noted by Staff, the purported comparables are improperly taken from a study done at the Canyons base area. For the many reasons stated previously, the Canyons resort is not comparable to PCMR.

Second, as Staff notes, AECOM has not "prepared any traffic studies itself as that is the responsibility of the applicant." Despite the developer's failure to provide the necessary traffic studies to support its unsupported claims, Staff simply goes along with its unsupported assumptions without requiring any traffic studies at all. The Commission should not, and cannot, merely take the developer its word. It can, and should, require the developer to provide the traffic studies so desperately needed for a project that has such serious traffic implications.

Third, all the conclusions on parking and traffic are based on the stated assumption that "[o]ver the next few years, Park City plans to expand transportation options throughout the City." Yet, as every Park City resident knows, the City's 10-year transit plan was little to show for it. The developer now demands approval of its project based only on the assumption that the City will eventually, at some unknown point in the future, miraculously develop a transit system that will fix its unsalvageable circulation plan. That is no basis for approval of this project and its disastrous traffic circulation plan.

Fourth, the Staff's statement that the project will result in 43% more spaces than currently exist is at best extremely misleading. Although the number of day-skier parking spaces are technically unchanged, those spaces will not be used exclusively for day-skier parking even during peak hours. There will be dedicated drop-off spaces along with free 30-minute parking that will make many spaces unavailable for parking. Additionally, the project is bringing a huge amount of *new* residential and commercial uses and density to the area for which no parking is currently needed. Therefore, to say that the project will bring 43% more parking spaces to a site that has no need of those spaces currently is disingenuous to say the least. And Staff's suggestion that pushing employee parking offsite will increase parking availability is not correct. Employees are already required to park off-site on peak days and weekends.

3. Connection Between Transit and Parking. The Hales Engineering Report referenced in the Staff Report is replete with methodological flaws and erroneous assumptions, a number of which Staff correctly calls out in the bolded sentences of the report. For example, Staff asks for calculations as to how the purported AVO range of 1.5-2.3 as it "seems atypical and rather high for a park-and-ride lot." In fact, the range doesn't even square with the numbers that Hales claims to rely upon, specifically an AVO range of 1.5 for trips in the United States and 2.1 along the Wasatch Front. Based on those numbers, there is no basis for the 2.3 AVO that Hales claims. There is also no attempt to tie those AVO numbers specifically to park-and-ride lots, as opposed to average vehicle trips for all uses.

The Hales Report also seriously understates the existing capacity of the current park-and-ride lots that service the resort. Hales concluded that there should be sufficient capacity at these lots if existing demand takes up only 35-55% of the available, unreserved stalls. But, as Summit County explained at the last meeting, the three northern park-and-ride lots—Jeremy Ranch, Ecker Hill, and Kimball Junction—are already at 80-90% capacity. And, as Hales correctly notes, the traffic coming to the resort from areas served by the northern lots,

namely, the Wasatch Front and Kimball-Jeremy, accounts for 76% of all traffic going to the resort. Therefore, the lots that currently have the fewest number of spaces available serve the areas with the greatest demand. Hales' assumption concerning existing capacity at the lots is therefore flawed.

As for Quinn's Junction, it hasn't even been built yet and, if built, will have not room for expansion. The developer/staff seems to assume that another deck could be added, but it cannot for various reasons. Richardson Flats also cannot be expanded due to legal issues. And the additional travel time to get from the northern park-and-ride lots to Quinn's Junction or Richardson Flats is significantly understated. Once there, it would still be a 30-40 shuttle ride over Hwy 248, which is one of the most congested roads in Park City. Hales' assumptions regarding the capacity, scalability, and viability of the park-and-ride lots as a reasonable alternative for on-site parking are therefore misguided. These inconvenient and inflexible park-and-ride lot experiences will disincentivize transit ridership, not encourage it.

In addition to the specific topics addressed in the staff report, RRAD also wishes to again emphasize the following:

- Developer has failed to satisfy the legal requirements for building height increases, including the requirement for no increase in density and related increases in setbacks;
- Developer has failed to satisfy the legal requirements for reduced setbacks, including for the parking garage on Parcel B that front setback allowances;
- Developer has failed to provide sufficient plans and underlying data to demonstrate that open space requirements have been met, including the location of the helipad which the developer has stated may be impermissibly constructed in areas it counts as open space;
- Developer has failed to provide sufficient parking for the hotel and instead is relying on impermissible tandem parking in direct violation of LMC § 15-3(1).
- Developer has failed to comply with the General Plan requirements to "decrease the impact around the resort center," particularly with respect to Empire Avenue where the impacts of the development will dramatically increase current traffic directly across from single-family homes.

RRAD further addresses these failings in greater detail in the attached annotated Findings of Fact and Conditions of Approval, which are incorporated herein by reference.

Given the foregoing, and the additional issues raised by RRAD, the Commissioners, and the public throughout the project review, the Planning Commission cannot make the necessary findings for approval of this project.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicole", with a stylized flourish at the end.

Nicole M. Deforge

cc: client; alexandra.ananth@parkcity.org
Encl.

Draft Findings of Fact: PEG's Park City Base Area Lot Redevelopment Master Plan Study – RRAD REDLINE 9-15-21

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 the 1998 PCMR Concept Master Plan.
4. The City granted development rights and height and setback exceptions in exchange for development restrictions on both the Open Space designated 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, but allocated the density by parcel, stating that the "maximum square footages, unit equivalents and volumetrics as described in the Park City Mountain Resort Base Area Master Plan Study are the maximums permitted for each development Parcel" and that the "volumetrics represent maximums that can be achieved on any given parcel." Specifically, the maximums on each parcel are as follows: and subject to the volumetrics of the PCMR Concept Master Plan, which represented maximums that could be achieved on any Parcel A-E: Parcel A: 350,810 sf; Parcel B: 323,519 sf; Parcel C: 192,963 sf; Parcel D: 102,338 sf; Parcel E: 187,157 sf.
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 the following density remains: Parcel B: 323,519 sf; Parcel C: 192,963 sf; Parcel D: 102,338 sf; Parcel E: 187,157 sf. Under the 1997 Large Scale Master Plan this equated to a total of 805,700 allowable square feet or 353 UEs 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 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 DA; 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 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.
 13. VR CPC Holdings will retain all obligations pertaining to the Ski Operations. IPCMC can, and should, require VR CPC to be contractually liable for the amended DA and can then better enforce the requirements.]

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~~ 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
18. The applicant is seeking exceptions from the requirements of the Land Management Code including:
- a. A reduction in the required perimeter Setback from twenty-five feet (25') to the zone required Setback of twenty feet (20') for portions of Parcel B only including the Shadow Ridge Road, Empire Avenue and Lowell Avenue facades.
 - b. ~~Exceptions~~ Reductions to the required number of parking stalls provided for the Commercial and Residential Uses of the project.
 - c. An increase in allowed building height from the RC zone height of 35 feet for all parcels; and
 - d. Resort Support Commercial and Accessory Use in excess of the 10% allowed for Parcel C only to accommodate a four-star hotel.

Zoning

19. The Base Area Parcels B, C, D and E are all located in the Recreation Commercial (RC) zoning district and the applicant is not proposing any changes to the zoning.
20. The RC 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.
21. All of the proposed Uses in the 2021 Concept Master Plan are Allowed or Conditional Uses within the Recreation Commercial zoning district.
22. The applicant has applied for a Master Planned Development approval, including amending the 1998 Development Agreement and a new Concept Master Plan.
23. 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

24. Density for MPDs is based on the Unit Equivalent Formula defined in LMC 15-6-8.
25. 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 PCMR Concept Master Plan.

26. Utilizing the same square footage calculation results in the following Maximum Parcel Allowed Square Footage **[insert applicants final table when received]**.
27. 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]~~
28. 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 but not within the maximum permitted density per parcel allowed under the 1998 Development Agreement. **[update]**
29. ~~The Park City General Plan for the Resort Center notes that "Flexibility should be employed regarding the execution of the existing PCMR MPD approval..." in order to facilitate public transit, parking and affordable housing; potential relocation/transfer of density; and emerging recreation and resort visitor experiences (page 191). [This quote is not relevant to the pending application because it contemplates only flexibility with respect to "execution of the existing PCMR MPD approval" and does not apply to unanticipated amendments that are directly contrary to the express requirements of the approval.]~~

Setbacks

30. The LMC requires a minimum Setback around the exterior boundary of a Master Planned Development ~~shall be of~~ twenty-five feet (25') for Parcels greater than 2 acres.
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."
32. The zone-required Setback is twenty feet (20') for the Recreation Commercial (RC) District.
33. The applicant ~~withdrew setback exceptions originally requested for Parcels C, D and E, and~~ currently requests limited reductions in the perimeter Setbacks to twenty feet (20') for the north, east and west façades of Parcel B only, consistent with the twenty feet (20') Setback for the Recreation Commercial (RC) District.
34. The applicant is therefore seeking less Setback exceptions than the 1997 approved plan.

35. In connection with the applicant's request, the applicant has presented, and the Planning Commission has considered multiple configurations and architectural approaches for Parcel B.
- ~~36.~~ Although The limited areas of 20-foot setback requested forfor the developer claims that setback reductions on Parcel B are necessary to provide both vertical and horizontal architectural articulation, such architectural articulation could be provided without setback reductions. Moreover, the applicant is required to provide façade variation and building stepping under other provision of the LMC and cannot obtain a variance under one section of the LMC simply to enable it to comply with other LMC requirements.
- ~~36.~~37. The applicant also attempts to justify setback requirements by claiming that while maintaining an the overall average site perimeter setback of is approximately 30 feet. However, this is not a relevant factor under the LMC for granting setbacks reductions.
- ~~38.~~ The applicant has repeatedly stated in public hearings that the setback reductions are needed to increase the width of the parking decks in Building B. As the Park City Board of Adjustment previously concluded in connection with the appeal of the Woodside II Affordable Housing MPD, this is not a basis for granting setback reductions under the LMC.
- ~~39.~~ The applicant also seeks a below-grade reduction to the perimeter setback adjacent to Lowell Avenue, which is considered a front setback area under Section 15-15 of the LMC. This setback reduction is not necessary for desired architectural interest and variety.
- ~~37.~~40. The Planning Commission hereby disapproves the applicant's requested limited reductions in the perimeter setbacks reductionsto twenty feet (20') for the north (floors 2,3 and 4 only), east and west façades of Parcel B, specifically finding that the twenty-foot (20') Setbacks for Parcel B 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.c. 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.~~

~~38.41.~~ 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.

~~39.42.~~ The 2021 Master Plan provides that all parking structures above Existing Grade meet the twenty-five feet (25') MPD Setback requirements. Therefore, no setback reductions are allowed for any façade of the parking structure on Parcel B.

Open Space

~~40.43.~~ MPDs require a minimum of 60% Open Space as defined in LMC Chapter 15-15. The applicant claims to be -and the application meets this minimum requirement, providing 63% of Open Space in a type and mix appropriate to the Resort Core and consisting of

pedestrian plazas, sidewalks and multi-use trails, landscape buffers, ski runs, landscaped and natural areas open to the public. The applicant also claims that sStreets, driveways, parking areas and private open space areas are not included in the applicant's Open Space calculations. However, the Commission has not been provided with the underlying data or calculations showing precisely what the applicant is claiming as Open Space or how it has calculated its claimed Open Space. Additionally, the applicant has indicated that it may construct a helipad in area that it is including in its calculations of Open Space, which is not permitted under the LMC. The applicant has therefore failed to meet its burden of showing that it meets the Open Space requirements under the LMC.

Off Street Parking

General

~~41.44.~~ 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 Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal."

~~42.45.~~ As noted in the Park City Vision 2020 project, traffic and congestion are some of the City's biggest challenges, and envisioning bold, multi-modal transportations options is one of Park City's biggest opportunities. The City Council has embraced a transit first philosophy and strives to make Park City a car optional community.

- ~~43.46.~~ More specifically for the resort center, this includes 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.
- ~~44.47.~~ 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.
- ~~45.48.~~ 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.
- ~~46.49.~~ 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.
- ~~47.50.~~ 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

- ~~48.51.~~ 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. However, these stalls will also be used as dedicated drop-off locations and free 30-minute parking will be provided throughout the site, meaning that there will not be 1,200 stalls available for day skier parking, especially during peak hours. [Ski school half day, full day, private lessons, etc., don't all occur at same time; therefore, spots reserved for drop-off will not be available for day-skier parking as they will be needed throughout the day.]
- ~~49.52.~~ The applicant is also removing all employee parking from the base area, however, employees are not currently allowed to park at the resort during peak days and weekends so this may not which will effectively increase the parking supply at the base area for Resort guests at times when more capacity is needed.
- ~~50.53.~~ 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.
- ~~51.54.~~ 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).

52.55. 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. However, the applicant has conceded that it cannot meet these AVO requirements that would be necessary for the applicant's circulation plan to function.

53.56. 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. However, the applicant has failed to provide sufficient data upon which the Commission can adequately determine whether the target AVO range necessary for the circulation plan to function can be achieved. In addition, staff points out in spite of numerous requests, the applicant has not provided any data as to the percentage of reduction of parking that will result from paid parking.

54.57. 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.

55.58. ~~The Development Agreement with the applicant will provide the City with the enforcement mechanisms necessary to ensure compliance with the Conditions of Approval.~~

56.59. 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.

57.60. 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.

58.61. 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.

59.62. 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.

~~60.63.~~ 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.

~~61.64.~~ 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.

~~62.65.~~ 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. The above findings proposed by the applicant are too vague, lax, and subjective to be enforceable. They will place all the burden on the City and none on the applicant. All the criteria would need to be met before the applicant has any obligation to do anything to correct the problems. So if people opted not to park in the lots and instead parked on the local streets, that would not be enough to trigger any enforcement mechanisms, even if the City were consistently enforcing the regulations.

63.66. 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, which is insufficient to meet current or anticipated demand and cannot be expanded to meet increasing demand due to the overall site plan.

64.67. 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, which is insufficient to meet current or anticipated demand and cannot be expanded to meet increasing demand due to the overall site plan.

65.68. The applicant has agreed that garage parking will include 15 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.]

- 66-69. 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. Although 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, we do not find that conditions at the Canyons resort are comparable to those at PCMR.
- 67-70. 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.
- 68-71. The Conditions of Approval will require the proposed Hotel to provide valet parking at all times, which valet parking may not include use of stacked parking in order to increase the Hotel's parking supply because stacked/tandem parking is prohibited under Section 15-3(1) of the LMC. Without the use of stacked/tandem parking, there is insufficient parking at the hotel to meet anticipated demand. The applicant claims that it has sufficient parking based on purported fluctuations in demand through out the day, but those claims fail to account for overnight hotel guests and other scenarios previously raised that call the calculations into question.
- 69-72. 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. However, the Canyons is not sufficiently comparable to the Resort to provide reliable data.
- 70-73. The Parking Study & TDM/PMP Plans assume one stall per affordable housing unit, one stall per hotel room, and one stall per condominium.
- 71-74. 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. However, the assumptions concerning valet parking assume the use of stacked/tandem parking, which is not permitted under the LMC. Accordingly, a Condition of Approval requires the TDM to include valet parking and shared use agreements to mitigate peak use but that will not be sufficient to accommodate the parking needs for the hotel.
- 72-75. 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.
- 73-76. 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.

74.77. 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

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

76.79. 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." The applicant "bear[s] the burden of proof to the Planning Commission that the necessary findings for an increase in Building Height can be made, according to Subsections (1) through (5) of Section 15-6-5(F).

77.80. 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.

78.81. 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.

79.82. The Planning Commission finds that the applicant has failed to meet its burden of showing 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 would be allowed under the zone-required Building Height and Density or that the increased square footage or Building volume is from the Transfer of Development Credits. was approved in the 1998 Development Agreement and 1997 PCMR Concept Master Plan. Although the applicant relies on the 1998 Development Agreement and 1997 PCMR Concept Master Plan, the 1998 Development Agreement imposed square footage maximums per parcel and prohibited transfer of square footage from one parcel to another. Although the applicant is seeking to amend the 1998 Development Agreement to increase the density allowed on Parcel B and Parcel C (including a 200% increase in Support Commercial on Parcel C), such an amendment would not be the result of any "Transfer of Development

Credits” under Section 15-5-6(F). The application already received the allocated density based on its transfer of development credits in connection with the 1998 Development Agreement and is not transferring additional development credits in connection with the requested amendment. Additionally, the total density allowed under the 1998 Development Agreement was granted based on the express requirement that it could not be reallocated between parcels. The developer cannot claim entitlement to density under the 1998 Development Agreement unless it also complies with the express conditions pursuant to which that density was granted. Moreover, because the LMC does not permit excess support commercial density, the 1998 Development Agreement cannot be amended to allow the 200% increase requested by the applicant. The building height increases on Parcel B and Parcel C would therefore result in an increase in density.

~~80. 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.~~

~~84.83. The Planning Commission finds that the applicant has failed to meet its burden of showing that the 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 not been sufficiently mitigated through building placement and increased Setbacks with respect to the “adjacent Structures” that will be most affected by the increased building heights.~~

~~82.84. The Planning Commission finds that the applicant has failed to meet is burden of showing that there is adequate Landscaping and buffering in the form of Setbacks from adjacent Properties and Uses.; The applicant has failed to submit sufficient landscaping plans to enable the Planning Commission to make a finding that this condition has been satisfied. In addition, Landscape buffering and detailed landscape plans will be required for the CUP application process. The applicant has also failed to make a sufficient showing that there is adequate buffering from “adjacent” Properties and Uses.~~

~~83.85. Although tThe Planning Commission finds there is adequate room for Landscaping in certain areas of the site, there is not adequate room for Landscaping between other areas of the buildings for which height variances are sought and for the adjacent Properties and Uses. Landscaping details will be required at the CUP process to ensure adequate buffering for adjacent Properties and Uses.~~

~~84.86. The Planning Commission finds that the applicant has failed to meet its burden of showing increased building Setbacks and separations next to “adjacent” properties. are increased, Although the applicant claims that there is 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 the "average" setback calculation is not relevant. Section 15-6-5(F)(4) requires a finding that setbacks are increased next to "adjacent" properties. In many areas of the site, setbacks are actually reduced between the portions of buildings for which excessive height is requested and the adjacent properties. In fact, there is not a single façade on Parcel B that has an increased Setback from adjacent properties. To the contrary, three of the four facades show a reduced Setback next to adjacent properties.

85.87. The Planning Commission finds that the applicant has failed to meet its burden of showing that the proposed additional Building Height results in more than the minimum Open Space required, and that additional results in Open Space that is publicly accessible, because applicant has failed to provide the underlying data upon which the Planning Commission can determine what is counted as Open Space, whether the amount claimed actually meets the 60% minimum amount required, and therefore whether there is any additional Open Space provided or whether such Open Space is publicly accessible;

86.88. The Planning Commission finds that the applicant has failed to meet its burden of showing 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. Although there is some stepping of buildings on the site, it is insufficient to mitigate the significant height increases and is generally not located next to the adjacent properties that will be most impacted by the height increases. Further, roof elements have not been shown for every parcel from every vantage point to enable the Planning Commission to make the necessary findings.

87. The Planning Commission therefore denies the requested building height variances. 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.a. 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.

- ~~88-89.~~ 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.
- ~~89-90.~~ 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.
- ~~90-91.~~ No Significant Vegetation exists on the parcels as they are surface parking lots.
- ~~91-92.~~ The project is designed to minimize Grading and the need for large retaining Structures.
- ~~92-93.~~ Roads, utility lines, and Structures are designed to work with the Existing Grade and cuts and fills are minimized.
- ~~93-94.~~ Existing trails are maintained and incorporated into the Open Space elements of the project. Parking garage E is considered the primary trailhead parking area.
- ~~94-95.~~ Adequate internal vehicular, pedestrian, and bicycle circulation is provided ~~and~~ but pedestrian and bicycle circulations are not sufficiently separated from vehicular circulations and do not provide safe travel within the boundaries of the project and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.
- ~~95-96.~~ Snow storage Areas will be further detailed and evaluated at the CUP process in order to provide adequate areas for snow removal and storage.
- ~~96-97.~~ The applicant has not shown that there are Areas for convenient areas for trash and recycling, including adequate circulation area for pick-up vehicles, will be further detailed and evaluated at the CUP process particularly with respect to Parcel B.
- ~~97-98.~~ 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.
- ~~98-99.~~ The project includes transportation amenities including separate drop-off Areas for hotel shuttle service, general purpose vehicles, and an existing bus stop, but those areas are insufficient to meet current or anticipated demand and are not scalable. Additional drop off can be accommodated in the garage structures but that will reduce the availability of parking stalls and the clearance is insufficient for access by shuttles currently in use.
- ~~99-100.~~ Service and delivery Access and loading/unloading Areas are included in the project ~~and~~ but they are not sufficiently separated from pedestrian Areas ~~and will be further detailed and evaluated at the CUP process and will create significant conflicts with pedestrians, cyclists and vehicular traffic, particularly with respect to the loading dock on Parcel C.~~
- ~~100-101.~~ Applicant's plans also do not adequately accommodate use of the site by cyclists, including the need for sufficient high-clearance vehicle parking, proximity to the mountain, or sufficient drop-off areas.

Landscape and Lighting

- ~~101-102.~~ A preliminary Landscape Plan was submitted with the MPD application.

~~102.~~103. Detailed landscape plans will be required for the CUP application process.

~~103.~~104. The Planning Commission finds there is sufficient area in the form of Setbacks from adjacent Properties and Uses to provide for sufficient landscape buffering.

~~104.~~105. Lighting must meet the requirements of Section 15-5-5(J).

~~105.~~106. Detailed Lighting Plans will be required for the CUP application process.

Sensitive Lands Compliance

~~106.~~107. 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

~~107.~~108. The project site does not include a Child Care Center.

Mine Hazards

~~108.~~109. There are no known Physical Mine Hazards on the project site.

Historic Mine Waste Mitigation

~~109.~~110. The project site is located outside of the City's Soils Ordinance Boundary.

General Plan Review

~~110.~~111. 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)

~~111.~~112. 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.

~~112.~~113. 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.

113. ~~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) [not relevant to an amendment approval; only applies to “execution of the then-existing MPD approval]~~

114. The 2021 Concept Master Plan increases opportunities for public transit and includes an improved Transit Station and bus only lanes through the Resort, but it also eliminates, changes, or reduces transit access on Empire and Three Kings. Additionally, the proposed Transit Station may not be sufficient for current capacity and cannot be expanded to address future growth due to its location.

115. 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 but the plan will not improve the user experience of arriving and leaving the Resort Center. The proposed vehicle drop-off location on the north end of Lowell Avenue is too close to the proposed HAWK signal, loading dock, hotel entrance, and traffic signals, which will result in additional congestion and conflicts.

116. 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. However, it is unclear whether the Transit Station is sufficiently large to accommodate current traffic and it will not be expandable to address future growth.

117. 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. However, the applicant has provided no data to be able to quantify the expected reduction in traffic and parking demand that will result from implementing paid parking.

118. The 2021 Concept Master Plan improves multimodal connections with improved pedestrian and bicycle pathways, public plazas and an improved Transit Station, but the sidewalks and multi-use pathways are not wide enough, there are no dedicated bike pathways in the site plan, and there is not a separation between pedestrians and bikes.

119. The 2021 Concept Master Plan does not decreases resort impacts on surrounding residential communities by improving traffic circulation and congestion, improving opportunities for public transit, and improved multimodal connections. The impact on Empire Avenue is particularly significant with increased traffic circulation and congestion from shuttles, 66% of all day skier parking, drop-offs for passenger vehicles and a parking garage with double

current capacity will require use of Empire Avenue to enter, exit, or both.

120. The 2021 Concept Master Plan discourages resort through traffic on certain 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. But it does not address or minimize traffic arriving at the resort from using Three Kings Drive. It also significantly increases traffic on Empire Avenue, which is an adjoining residential street with many single-family homes.

Sustainability

121. 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").
122. 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.
123. 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).
124. 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.
125. 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.
126. 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.
127. 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.
128. 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).
 129. 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.
 130. 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.
 131. 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

132. The 2021 Concept Master Plan ~~does not~~ compliyes with all requirements of the Land Management Code ~~with the exception including 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.
133. ~~The 2021 Concept Master Plan meets the minimum requirements of Section 15-6-5 except as noted above.~~
134. ~~The Planning Commission is unable to determine whether t~~The 2021 Concept Master Plan provides the highest value of Open Space based on the information submitted by applicant, as determined by the Planning Commission.
135. 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.
136. The 2021 Concept Master Plan compliments the natural features on the Site, which parcels are not characterized by significant features or vegetation.
137. The 2021 Concept Master Plan is not Compatible in Use, scale, and mass with adjacent Properties within the Resort Center Neighborhood, ~~does not~~ promotes neighborhood Compatibility, and ~~does not~~ protects surrounding residential neighborhoods and Uses. The 2021 Concept Master Plan is not compatible with the density allowed by the development agreement and is ~~in-not in~~ keeping with

the Building Height for adjacent properties approved on Parcel A, Marriott's MountainSide Hotel [Parcel A is not adjacent to any of the other parcels and is an improper point of comparison.].

138. 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.
139. 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.
140. 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.
141. 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, but the proposed circulation plan will not adequately function as designed and will provide insufficient parking for the planned uses, concentrate too much traffic on Empire Avenue, provide insufficient shuttle and vehicle drop-off areas, prevent expansion of the transit center to address future growth, and concentrate too much parking on Parcel B.
142. The 2021 Concept Master Plan was properly noticed and the Planning Commission held public hearings in accordance with this Chapter.
143. 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.
144. No Physical Mine Hazards are located on the Parcels.
145. The 2021 Concept Master Plan mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
146. No Historic Structures or Sites are located on the Parcels.
147. The 2021 Concept Master Plan does not adequately address~~es~~ and mitigates traffic or demonstrate that the applicant's 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 can achieve a 20% modal split that would be required at a minimum for the plan to function 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

Alexandra Ananth

From: Glidefar <glidefar16@yahoo.com>
Sent: Wednesday, September 15, 2021 7:28 AM
To: Alexandra Ananth; Gretchen Milliken; sarah.hall@parkcity.org; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine
Subject: [External] PCMR Base Area Over Development

[CAUTION] This is an external email.

Dear Planning Commissioners and Alexandra Ananth:

The review of the PC Base Area OVER-Development 'Findings of Fact' at tonight's meeting will continue to fall short of having accurate support of REAL FACTS. The transportation plans remain completely under supported. You must require a real accurate traffic report which PEG and AECOM and the City do not presently have. Spend 2021-2022 and generate real live facts. Otherwise, you are doing a dis-service with this guess work that will be a nightmare forever... ruining our Park City.

I have watched with awe the amount of new residents and visitors who park their vehicles at the Base Area with license plates from all USA states . This has never been the case until COVID has changed the patterns of people lives visiting and residing here. I expect that the 2022 winter will be the same. The parking lots were full by 8:30-9:00 am and not even on peak weeks or weekends. Summertime too! Your plans do not even mention the changes to our town due to COVID ! The population has swelled.

AS NOTED BELOW.... The setbacks requested should not be allowed. If you even grant less building height restrictions, there is no way you should squeeze out the sidewalks.

The BUILDING HEIGHTS MUST BE RESTRICTED as to have less impact on the surrounding area. This is OLD TOWN... the quaint Park City area so well desired for locals and visitors. These monster structures are not a pleasant addition instead they will block views, sunlight, nature, and are creating terrible congestion. Pollution during construction must be mitigated.... This is an established neighborhood!

And NO EXCEPTIONS to increase the Resort Commercial Accessory Use should be granted to such a highly proposed density that is too big for the base area as is !

Please STOP this OVERDEVELOPMENT OF THE BASE AREA.

THE 1998 DEVELOPMENT PLAN WAS MORE SUITED TO THE SPACE THAN THIS MASSIVE DEVELOPMENT from PEG THAT DOES NOT FIT THE OLD TOWN SURROUNDINGS.

KEEP OUR COMMUNITY FREE FROM THIS OVER ARCHING PROJECT.

IT IS THE DUTY OF THE PLANNING COMMISSION TO PROPERLY PLAN FOR THE FUTURE AND VIABILITY OF OUR TOWN. YOU HAVE ACCEPTED TO MANY EXCEPTIONS ALREADY. YOU MUST REPRESENT THE PEOPLE AND NOT BOW TO THE DEVELOPER. STOP THIS MADNESS- NOW.

Regards,
Deborah Hickey
Local resident

FROM YOUR PLANNING NOTES:

The applicant is seeking exceptions from the requirements of the Land Management Code including:

a. A reduction in the required perimeter setback from twenty-five feet (25') to the

zone required Setback of twenty feet (20') for portions of Parcel B only including the Shadow Ridge Road, Empire Avenue and Lowell Avenue facades

b. Exception to the required number of parking stalls provided for the Commercial and Residential Uses of the project.

c. An increase in allowed building height from the RC zone height of 35 feet for all parcels; and

d. Resort Support Commercial and Accessory Use in excess of the 10% allowed for Parcel C only to accommodate a four-star hotel.

On Aug 17, 2021, at 6:39 PM, Deborah <glidefar16@yahoo.com> wrote:

Dear Alexandra Ananth and Planning Commissioners:

I have read the latest staff report for tomorrow's meeting and find the information presented unfair and inaccurate. PEG is not meeting the town's criteria and Planner Ananth is ignoring her duties to follow the codes and laws of Park City. Why are you promoting such an awful plan? What is the motive here? The lack of a traffic plan is enough to stop this project immediately. The building heights are outrageous! You will RUIN Park City!

You have ignored the impact on the locals citizens. All for the greed of money! Please stop this project and ask for a redesign that is flattering and efficient for the town to be a first class place to live.

A soils test should have been presented already... not delayed into the future. Construction pollution is critical and our WATER RESERVES are LOW. Halt the process now! What are you thinking?

We also have a new massive population growth since Covid issues have encouraged migration to the mountains. More traffic!

SAVE PARK CITY FROM OVERDEVELOPMENT!

Regards,

Deborah Hickey

Alexandra Ananth

From: Clive Bush <cbushuk@gmail.com>
Sent: Tuesday, September 14, 2021 8:51 PM
To: John Phillips; Sarah Hall; Laura Suesser; Bill Johnson; Douglas Thimm; Christin VanDine; John Kenworthy; Alexandra Ananth
Subject: [External] Re: PEG'S application to develop the base of PCMR
Attachments: JTAB MAY 2019.pdf; JTAB Dec 2020.pdf; Quinns P&R Eval.pdf

[CAUTION] This is an external email.

Dear Planning Commissioners and staff:

Re: PEG Application TDM/Transit First/Deliverables

All of the 'expert' consulting on this application has revolved around theorized data manipulations and assumptions with a similarly prescribed desktop review by the City's hired consultant AECOM - so is that enough?

First is a report from the City's Transit Consultant on the suitability of Quinn's P&R. (QUINN'S P&R EVAL.pdf).

This report was sent to city hall prior to the September 2020 planning meeting when the 'Transit First' philosophy was first presented to the commission by The City Engineer. Missing in the Engineers presentation, but expertly spelled out by the City's consultant - Mr. Benson, is what needs to happen to make Quinn's deliver the prescribed mitigation of peak traffic. This is the real meat and potatoes of what needs to be done, and brings to life the paperwork exercise of the Applicant's Engineer and subsequent theoretical review done by AECOM and trumps it all.

Most notably is a comprehensive vision and high level plan between neighboring agencies before proceeding with a Park & Ride lot. This is clearly lacking as we have Summit County going in one direction on Transit First philosophy, the City and the Applicant in another, and silence from Wasatch. The consultant and Summit County's representative acknowledge in the report that no vision is shared and that the parties should acknowledge that current plans and designs are inadequate to demonstrate how a system will actually function - true to this day.

The transit-wise consultant lists many more items that must be achieved in order to make Park & Ride and bus routes function as a viable Transit solution - many are not achievable by the Applicant before, during or after this application - period.

In 2019 Park City Municipal delivered a memorandum to JTAB asking Summit County to sign onto a Joint Transit First Policy Statement that was to be incorporated into each one's General

Plan ([JTAB MAY 2019.pdf](#)). Two years later - JTAB has broken up and nothing to this effect is incorporated in either organizations General Plan or Land Management Codes that governs development approvals, including this MPD.

Approving this MPD with the prescribed Findings of Facts and Conditions of Approval as they relate to the TDM/PMP, Parking and Transportation modal shift strategy is the equivalent of a 'get-out-of-jail-free card' for the Applicant, while subjecting our community's livability to an unknown and perilous future - don't do it.

Moving on to this week's staff report:-

1. It's Deer Valley's traffic study (not AECOMS knowledge thereof) that further highlights the inadequacies of the applicants borrowed data from a 2017 Treasure Hill study that never contemplated a modal shift. The required traveler origin data that forecasts transit ridership may be added to the other missing data sets of field observations, dubious resort comparisons, imperfect simulations, disregarded neighborhood impacts, and under reported growth projections.
2. At least one member of the City Council projected themselves front and center into these proceedings by questioning the understanding of the planning commission on yet to be published transportation plans of the Municipality. It would have been more productive for this councilor who sits on the JTAB board to explain why Summit County didn't adopt the Joint Transit First Policy presented to them in 2019 or the findings of AECOM's full build out analysis of the Quinn's Park & Ride, as well as ongoing concerns from Summit County Council on future congestion at this site. ([JTAB Dec 2020.pdf](#)).

Or recall the following:-

July 11th 2019 Council meeting to discuss UDOT 248 widening proposal:-

Councilor Steve Joyce ".....*You could build the nicest spiffy park and ride that you've ever had out at the intersection of 40 + 248 but if the answer is you get there and you get on the bus and the bus gets in the 40-minute queue to slowly crawl past the high school and then go crawling up to Old Town no one will ever take it - we've all agreed with that and no one's ever challenge that....*"

And :

July 16, 2020 Council Meeting to discuss Quinn's Park & Ride:-

Councilor Joyce ".....*At maximum we can build 500 spaces 500 Spaces really just buys us about two or three years of our growth and if you look at how Heber is growing at 4% and Kamas at 2 1/2 % this doesn't do much at all really to make a dent in that 248 traffic.....*"

Thank You for your continued diligence in addressing these issues that are vitally important to the outcome of this proposed project and the health and livability of our community.

Regards,

Clive Bush
Resident, Park City 84060



Virus-free. www.avg.com



MEMORANDUM

Date: May 21, 2019
To: Park City Transit Joint Transit Advisory Board
From: Park City Staff
Subject: Review and Discussion of Draft Transit First Policy

Background:

On February 7, 2019, Park City Transportation Planning staff provided a "Critical Priority" update as part of the Park City Council Annual Retreat. As part of that discussion Council challenged staff with present aggressive and innovative policy questions to advance Council's "Critical Priorities" which included a discussion and subsequent endorsement of pursuing a "Transit First Policy." The intent of the "Transit Policy" is to provide a policy lens in which financial, land use, and project related decisions are contemplated and made at a local, regional, and state level to promote and facilitate a "car optional" experience for both residents and visitors. While this policy was discussed at a conceptual level at the Council Retreat a formal policy has not been adopted. As such, it is timely for the JTAB to review and provide feedback on a draft policy to be present to the respective Park City and Summit County councils for consideration.

Please see attached link for February 7, 2019 staff reports:

https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/304493/Staff_Report_2_7-8_19.pdf

https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/304466/Council_Transportation_Policy_Brief_2019.pdf

Discussion:

Both the Park City General Plan and Snyderville Basin are very clear in their strategic direction of increasing capacity through alternative modes and travel demand management as opposed to focusing solely on traditional transportation engineering solutions. To further reinforce this strategy and associated policies it is recommended that JTAB members review and provide input on a draft policy that will ensure existing policies in adopted plans are carried over into subsequent plans and that private development and state sponsored projects demonstrate consideration of transit improvements during project development activities. Adoption of such a policy is also intended to provide additional leverage related to the management and operations of existing state highway facilities.

Consistency with Adopted Plan:

A "Transit First Policy" is consistent with the adopted 2016 Short Range Transit Development Plan, 2009 Snyderville Basin Transportation Master Plan, 2011, Park City Traffic and Transportation Master Plan, and 2014 Park City General Plan.

Fiscal Analysis:

Staff time required for this effort is captured in the City's and County's respective work programs and annual transit operating budget.

Additional Information:

If you have any questions or comments regarding this item, please contact Alfred Knotts at alfred.knotts@parkcity.org.

Attachments:

- Attachment A – Draft Transit First Policy

ATTACHMENT A

TRANSIT-FIRST POLICY

Transit First Policy – PARK CITY AND SUMMIT COUNTY JOINT CHARTER

SAFETY, ACCESSIBILITY, ENVIRONMENT, CONNECTIVITY, ECONOMIC VITALITY, “COMPLETE STREETS”, COMMUNITY ENHANCEMENT,

(A) The principals and planning objectives detailed henceforth are to constitute and be unilaterally adopted as both the Park City and Summit County’s *Transit-First Policy*, which should be incorporated into the general plans of the City and County. All existing and future committees, advisory boards, and departments should implement these principles in conducting the City and County’s affairs to the maximum extent feasible and practicable:

1. To ensure quality of life and economic vitality in Park City and greater Summit County Region, the primary objective of the transportation system must be the safe and efficient, serve the needs of visitors, residents, and employees, provide for the efficient movement of people and goods; resulting in improved circulation, improved environmental and human health, and overall community vitality and sustainability.
2. Public transit, including private transportation providers and vanpools, also on-demand micro-transit are an economically and environmentally sound alternative to transportation by individual private automobiles. Within Park City and Summit County, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile – supporting Transportation and Environmental City and County Council Critical Priorities.
3. Decisions regarding the use of limited public street and sidewalk space should encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and should strive to reduce traffic and improve public health and safety, with goal of facilitating pedestrian and bicycle access to transit stops as needed – detailed in the Complete Streets Ordinance/Policy, and Streetscape standards.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization/preemption, should be made to expedite the movement of public transit vehicles . Projects should be identified and prioritized by improvement to transit performance with the focus on public and private partnerships to increase the operating efficiency of existing bus service through enhancements in speed and reliability in highly congested corridors. 5. Intelligent Transportation Systems (ITS) – ITS architecture and infrastructure such as real time traveler information, SCATS coordinated signal system, including traffic signal preemption, queue jumping, and active transportation system management through the Park City Traffic Command Center should be fully integrated and upgraded with the best available technology as necessary. Special considerations will be given to times of peak seasonal demand and special events

6. Pedestrian facilities should be enhanced wherever possible to improve the safety and comfort of pedestrians (wide enough to walk side-by-side) and to encourage travel by foot as a viable "first mile/last mile solution." 7. Bicycling should be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking (lockers), other support facilities

8. Parking policies for areas well served by public transit should be designed to encourage travel by public transit and alternative transportation. Reductions in parking requirements shall be considered and applied where transit is a viable alternative to the private automobile.

9. Encourage transit-oriented developments (TODs), i.e. specifically housing/commercial developments that seek to maximize opportunities for the use of multi-modal transit, especially in high density/congested areas.

10. The ability of the City and County to reduce traffic congestion depends heavily on the availability and effectiveness of existing and future regional public transportation and linkages to land use decisions.

- a. Infill development and redevelopment should be encouraged and incentivized along existing and future transit corridors.
- b. Promote land use patterns that maximize trip chaining opportunities by assembling uses that allow people to take care of daily needs, and or mixed use zoning (ground level retail/commercial/office space, upper floor residential).
- c. Residential areas – Neighborhood Traffic Management Program (NTMP).

11. The City and County should promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system. Interlocal Agreements and partnerships with private, local, state, and federal are of the utmost importance.



Joint Transit Advisory Board (JTAB)

December 15, 2020 Meeting Minutes

The JTAB of Park City and Summit County, Utah, met in open meeting on December 15, 2020, at 9:00 AM.

ROLL CALL

Upon confirmation that quorum connected to the electronic meeting, the meeting was called to order by Mrs. Fjeldsted at 9:05 AM. All in attendance were recorded and announced by Cindy Stockley.

Attendee Name	Title	Status
Kim Carson	Council Member-Summit County	Present
Chris Robinson	Council Member-Summit County	Present
Tim Henney	Council Member-Park City	Present
Steve Joyce	Council Member-Park City	Present
Tom Fisher	Summit County Staff	Present
Caroline Rodriguez	Summit County Staff	Present
Jamie Dansie	Summit County Staff	Present
Matt Dias	Park City Staff	Present
Sarah Pearce	Park City Staff	Present
Kim Fjeldsted	Park City Staff	Present
Vinny Nguyen	Park City Staff	Present
Benjamin Johnson	Park City Staff	Present
Scott Burningham	Park City Staff	Present
Robbie Smoot	Park City Staff	Present
Jerry Benson	Park City Staff	Present
Andy Stevenson	Park City Staff	Present
John Robertson	Park City Staff	Present
Cindy Stockley	Park City Staff	Present

I. ELECTRONIC MEETING DOCUMENTATION

The meeting was a remote, electronic meeting due to the declared public health emergency.
Read by Kim Fjeldsted

II. PUBLIC COMMENTS:

None

DISCUSSION ITEMS

A. Review/Acceptance and approval of the November 17, 2020 meeting minutes

RESULTS: APPROVED

AYES: Council members Kim Carson, Tim Henney, Chris Robinson, Steve Joyce

B. Quinn's Park & Ride Traffic Impact Study (John Robertson)

In 2016 Park City and Summit County entered into Inter-local agreement to use the additional mass transit tax. County took Ecker Hill and City took on Quinn's Park & Ride. City did a lot of research to determine where to place the park & ride. Due to the proximity to Hwy 40, land cost and other advantages they decided on the location park & ride. To get it permitted, UDOT requested a traffic impact study be completed to address the concerns of the old HWY 40 and SR-248 turn lane queue. AECOM did additional analysis to see what would happen at full build out and use of park and ride. Determined queue would back up into intersection during morning peak.

As a result of the study the City and UDOT determined there are two options: 1. Install a signal at the old HWY 40/SR-248 and have it interconnect with the signals at the interchange to work in conjunction to help turn lane from backing up. 2. Move intersection further to the east 150 ft. Would give us more room and help with the queue during peak times in the turn lane pocket. Another option would be to combine both options. The City would like to move forward now and will make the choices on the options at a future date as full build out and use will not happen until a later date.

Cost to install signal approximately \$250,000-\$270,000

Cost to move intersection approximately \$500,000 to \$600,000

Tim Henney asked if UDOT would be able to participate in the cost of this effort. UDOT is interested in doing traffic studies at the interchange at a later date. There is potential that UDOT will contribute to the costs. Tom Fisher stated the County would be supportive of an overall interchange analysis there, key intersection to Park City, Summit County and Wasatch County.

Steve Joyce questioned if we knew the intersection would be moved, would we change the park and ride design. John explained that it would not change our design due to existing constraints in the area.

Chris Robinson asked how the signaling of the frontage road would work. John explained the signal would have to be interconnected with signals at the on and off ramp to work together to reduce the queue.

Kim Carson expressed concern with traffic that will continue to increase from the Silver Creek Village area and other future development. This is the only relief valve for this area. Want to this was accounted for in the traffic study. John will confirm this is looked at in the study.

C. Operational Presentation (Kim Fjeldsted)

Transit Operations Center (TOC)-Utilized for the first time last weekend, The TOC is now open from 6AM to 11PM (365) days a year. There is a primary number for the resorts to call into to have VMS signs changed.

Transit service is now full winter service- We are currently about 6 to 8 operator positions short, working to get them filled. We will be able to cover service with the 35% reduction in winter service this year. Added frequency to the Lime and White lines as of December 13th and will have 15 minute frequencies during peak hours (7am-7pm). Ridership is increasing a little with the employees for the resorts.

American Public Transportation Association (APTA) Health & Safety Seal Program (Andy Stevenson)

We have put the safety seal stickers and durable flyers on all of our buses. We have a recorded announcement recorded by Mayor Andy and will be played in English and Spanish advising riders of the measures the City is taking to keep them safe. City has posted ads on Facebook, Twitter and the Park Record advising wearing masks and distancing when possible while riding transit. We had 13,500 impressions, around 8,000 of those were from our paid ads. We have posted flyers at all bus stops and the transit center advising our riders what we are asking them to do to ride the bus.

Kim Carson requested we target the PC-SLC Connect riders to ensure they know the measures we are taking to keep safety at the forefront.

D. Operation Update County (Jamie Dansie)

Ridership Report-County increased the circulator riders (up) 57 riders last month. We have increased our frequency to 15 minutes all day on the circulator and hope that we see an increase in riders next month.

Steve Joyce asked if the County is receiving feedback regarding transition of traditional Brown line to the Trailside Loop. Jamie said the contractor has not been receiving feedback on this change. Steve requested we keep an eye on the latent riders who are no longer riding.

E. Additional Mass Transit Tax Update (Caroline Rodriguez)

Provided an overview on AMT on the joint holding account for joint services between Park City and Summit County (see page 8 of packet). The table outlines the revenues and debits to the AMT holding account through December 31, 2019. Revenues were higher than originally Because projected. Remaining balance of \$2.6 million in holding account for joint services for Park City and Summit County.

Steve Joyce asked how the PC-SLC Connect is paid for. Caroline explained this is paid for with a 3 way contract with Summit County, Park City and UTA, both Park City and Summit County receive a separate invoice monthly for this service. Payment for this service is not coming from the joint managed tax. Chris Robinson asked how much the service cost for each entity,

Caroline stated approximately \$25,000- \$32,000 total for each entity (approximately \$700,000 a year). Per Jamie Dansie, the cost per rider for the PC-SLC Connect was \$30 before COVID vs \$109 per rider now. Chris Robinson asked about the \$85,000 a year cap that was put in place. Caroline explained the cap was for UTA, not the other entities. Kim Carson requested a deeper dive on this topic at the next JTAB.

Steve Joyce requested simplicity in how we account for the cost of the shared services going forward.

Matt Dias asked how the Kimball Circulator came to be funded through the AMT. Caroline explained Park City and Summit County staff came together and decided which services would be paid for from the AMT.

Next Agenda items:

County will give a Regional Planning/Transition update.

City and County staff will create a plan on items that need to get completed before split in July.

JTAB Sign Off:

JTAB Member, Kim Carson, announced this was her last JTAB meeting. Kim was thanked for her service on the board.

Meeting adjourned at 9:57 AM

Next meeting:

Tuesday, January 19, 2021 at 9:00 AM

Respectfully Submitted:

Cindy Stockley-Park City, Transit Department, JTAB Recorder

MEMO

To: Matt Dias, Park City Manager
From: Jerry Benson, Transit Consultant
Subject: Quinn's Junction Park and Ride Lot Review
Date: March 27, 2020

Summary

Per your request for an assessment of the proposed park and ride (P & R) lot at Quinn's Junction, I have reviewed the history, funding and planning of this project. I have also reviewed industry guidelines and best practices for P & R lots. This memo summarizes my findings and recommendations. In short, I recommend that the city proceed to build a P & R lot at the frontage road location as recommended by staff. Before that occurs, I also recommend that the city and county, through JTAB, develop a comprehensive vision and high level plan for infrastructure, transit service and supportive parking and land policies for the two entry corridors, SR224 and SR248.

History and Funding

A P & R lot and increased bus service in the area of Quinn's Junction has been anticipated in regional plans for several years. The 2016 Short Range Transit Plan identified enhanced access and signal improvements to the Richardson Flat P & R lot, along with all day bus service. The 2016 Interlocal Agreement on Additional Mass Transit Tax (2nd quarter) between Summit County and Park City identified express bus service on SR248 as a priority project to be funded with the new tax. Planning and design of a P & R lot at Quinn's Junction was funded in 2018 by the County Transportation Sales Tax (3rd quarter) at \$405,000. In 2017, Park City applied for and was awarded Federal 5311 funding (in FY 2018) for construction of the P & R lot in the Quinn's area. There is currently \$1 million in federal funding available for a first phase lot. Future federal funding can potentially be made available by reprogramming funds from other projects that are not moving forward at this time. There is some urgency to decide on the final site and provide documentation to UDOT to secure the \$1 million. Funds were allocated for federal FY 2018 and if final site selection and environmental clearance is not transmitted to UDOT in the next few months, then these funds would likely need to be reallocated to other projects that are ready to advance.

Bus service to the area has been limited. Until the Winter 2019-2020 service, the area was only served by the Dial-a-Ride and Kamas Commuter routes. This winter, the Red 1 Route was extended to provide all-day fixed route service to the hospital area. The Richardson Flat P & R is only used for special event service.

Planning and Evaluation

A professional evaluation of three sites was conducted by AECOM in 2019. In comparison to another UDOT-owned parcel and the existing Richardson Flat P & R, the frontage road site is superior. It has better proximity to the SR248/US40 interchange. It can accommodate about 500 stalls and has no insurmountable engineering or

environmental challenges. It would require improvements to the interchange; such as, lane reconfiguration and striping. The city has not yet addressed the related transportation and land use issues that will determine whether this lot will make a positive impact on auto travel into the city. Without those elements, it's not possible to determine the extent to which this lot will be utilized and whether it will impact auto travel into the city.

Park and Ride Lot Sizing and Effectiveness

I reviewed the Transit Cooperative Research Program Report 192 "Guidebook on Planning and Managing Park-and-Ride." I also spoke with Hal Johnson at UTA, who was one of the members of the oversight panel for the report. While most P & R lots serve rail transit, there are several points from this industry guidance worth noting:

1. P & R lots are used creatively by patrons for car pooling, park and walk, park and bike, drop off and ride, and transfers from one route to another. For example, this lot could become a car pooling location for people driving into Salt Lake or Utah Counties.
2. Use of a P & R lot is dependent on accessibility and size, but, more importantly, on the amount and quality of transit compared to drive-only options.
3. Drive-only options are influenced by auto restrictions, driving travel time, cost, parking availability and accessibility to final destination.
4. Bus P & R lots are most successful if they are served by multiple bus routes, enabling travel to and from several locations.
5. Transit agencies usually deploy multiple P & R lots to serve different markets and to keep sizes manageable.
6. P & R lots can be incorporated into transit oriented land uses to enhance transit ridership and to use parking resources efficiently. Lots can be shared between daytime transit users and overnight hotel users, or be shared between transit and businesses.
7. P & R lots should be evaluated with consideration of their entire lifecycle. Often, lots start out small, but need to be enlarged as transit service is improved or land is developed and transit ridership grows. Conversely, some P & R lots begin large and are then reduced as transit service is extended or as parking is converted to transit-oriented developments (UTA's Sandy TRAX lot is a good example, beginning at over 1000 stalls and now having fewer than 300).

P & R lots are typically sized to accommodate the number of projected transit boardings at a station by people who drive from surrounding areas. There are about 20,000 auto trips daily along SR248 with hourly peaks Westbound of 290 cars per hour between 7:30 and 9:00 and Eastbound of 340 cars per hour between 4:45 and 5:15. A P & R lot of 450 stalls served by a bus route operating on 15 minute frequency could potentially reduce the peak traffic significantly. If the buses each carried 20 passengers, 80 riders per hour could be delivered into the city or about 20 percent of the peak hour auto trips (290 cars per hour between 7:30 and 9:00 equals 435 cars with 1.2 passengers each equals 522; 20 riders per bus times 4 buses per hour times 1.5 hours equals 120; 120/522 equals 23%). This level of bus ridership would consume about 100 stalls during the peak hours.

Quinn's P & R as Part of a Transportation System

This P & R facility should be considered as part of a system of transportation infrastructure, services and policies that support the city's goals. The location and size of the preferred lot make it worth the investment, as long as it's supported with good bus service to major destinations in the city, supported with aggressive city parking controls, supported with transit oriented development of adjacent land, and supported with good regional connections from Eastern Summit County and Wasatch County. The Quinn's P & R lot cannot be evaluated separate from transit service on SR248. Consider the following possible transportation scenario:

- Quinn's P & R lot served by express bus service every 15 minutes, traveling on bus only shoulder running into the Park City bus hub.
- Quinn's P & R lot served by commuter buses from Kamas, Heber and Salt Lake.
- Destinations in the area of the Park City Hospital, NAC and sports complex continue to provide ample, free parking, and have an all-day bus connection into Park City.
- Park City expands parking controls to include city-wide residential permit parking and paid parking at resort areas.
- Express bus service is provided from Richardson Flat P & R lot to ski resorts and Old Town throughout the winter and on event days in the summer. Resorts supplement service with employee shuttles, and extra buses for events, weekends and snow days.
- Resort base areas and Old Town are served by frequent, dedicated transit ways (bus or aerial) from bus hub.
- The area adjacent to the Quinn's P & R is redeveloped into transit oriented mixed use commercial and residential (currently low density industrial: cement plant, waste removal services, auto parts and services). Shared parking is expanded as part of the transit oriented development.

Assuming that this scenario were to be achieved, this P & R lot and the bus routes serving it would be highly utilized. Together with the Richardson Flat P & R, a significant transit mode share, especially during high volume periods, could occur.

Regional Partnerships

Success of a regional transportation system depends on effective partnerships with other cities, counties, UDOT and FTA. The partnerships with Summit County and with UDOT are strained at this point. While both JTAB and the County Council were briefed on the Quinn's P & R location evaluation, they did not meaningfully contribute to the project. Neither the city nor the county has had the opportunity to discuss how this lot would function together with bus service and other projects, such as the SR224 BRT. The fact that the city and county publically opposed the UDOT SR248 widening project is an indication of poor communication at the staff level between the city and UDOT earlier in the project planning.

I have talked with Caroline Rodriguez at Summit County and we both recommend that the JTAB engage in a thorough review and discussion about the high level vision, constraints, and funding assumptions for transportation along the two entry corridors. As you know, the BRT terminal at the Arts and Culture District is a point of concern. If the JTAB can keep the discussion at a high level, I believe we will find that both the city and county desire to create a transportation system that really works. The parties should acknowledge that current plans and designs are inadequate to demonstrate how a system will actually function.

Conclusion

The Quinn's P & R lot at the frontage road location is a worthwhile investment for the city. It will enable Park City Transit to implement express bus service along with shoulder running to a dedicated bus end-of-line with parking for customers. It is convenient to drivers from US40 and SR248 and is adjacent to a development node identified by the county (although the current and near future uses are not transit-supportive). It is not the sole solution to congestion on SR248 nor to excessive auto travel in Park City, but it can be an important contributor if paired with appropriate transit service levels and city parking strategies.

The most powerful tool the city has to limit auto travel into the city is parking policy. However, unless there are attractive transit alternatives to auto travel, potential visitors to the area will go elsewhere. The University of Utah achieved a non-auto mode share of over 50 percent by limiting parking (both supply and expense) and by investing in transit infrastructure, service and fare subsidies. Vail Ski Resort has charged for base area parking for years and has effectively restricted auto trips into the core resort area. The challenge for the city is to preserve quality of life for residents while also enabling economic success for the resorts and businesses. Restricting auto travel and parking in the core and providing abundant, high quality transit may be the only way to meet that challenge.

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Tuesday, September 14, 2021 1:08 PM
To: planning; Alexandra Ananth; Gretchen Milliken
Cc: Mark Harrington; John Phillips; John Kenworthy; Douglas Thimm; Laura Suesser; Sarah Hall; Christin VanDine; ndeforge@fabianvancott.com; Bill Johnson
Subject: [External] PCMR 2021 Concept Master Plan - Base Area Project

[CAUTION] This is an external email.

Gretchen and Alexandra,

In reviewing this month's packet, there are a number of places where space has been left to insert final information with regards to the PCMR Base Area Project. In addition, many of the Findings of Fact refer to the 2021 Concept Master Plan. I believe it was the July 21st meeting when Chair Phillips asked for a complete updated "deck" due to the number of changes that have occurred over the last several months with regards to the proposal. This sentiment was echoed by other commissioners as well. Neither the August nor the September packet include the 2021 Concept Master Plan. As there is a section of the City's website dedicated to this project, <https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project>, I went there in hopes of locating this important part of the application. Unfortunately, this section of the City's website doesn't appear to have been updated since June of this year.

Obviously, the 2021 Concept Master Plan needs to be available for review and discussion/questions by the Commission prior to any vote as well as available to the Public. Please advise of the timing of release of the Final 2021 Concept Master Plan.

Thank you.

Deb Rentfrow

Alexandra Ananth

From: J Moira Howard <moira_howard@yahoo.com>
Sent: Monday, September 13, 2021 4:52 PM
To: Alexandra Ananth
Subject: [External] Hales Memorandum

[CAUTION] This is an external email.

Hi

From Peg Staff Report for Sept. 15 meeting.

Ref. Hales Engineering Memorandum dated Sept. 8, 2021

Page 4:

"When considering the travel times of each of these routes for the 5 lots from **west I-80**, it was identified....."

Page 6:

....."which would add approximately 4.4 minutes on average to the travel time for those coming from **West I-80**."

Perhaps the above is a kind of typo but..... **traffic would be travelling on EAST I-80** from the west.

Can you confirm which direction they took their figures from?

Thank you.

Moira Howard

Alexandra Ananth

From: doug lee <douglasbrentlee@gmail.com>
Sent: Sunday, September 12, 2021 11:43 AM
To: Alexandra Ananth; Gretchen Milliken; Mark Harrington; deb; Deforge Nicole (Nikki)
Subject: [External] Fwd: PCMR Base Area - Findings of Fact

[CAUTION] This is an external email.

Hi Alex and Gretchen:

Hope you are doing well. Please see below a Written Comment that I submitted on August 18, when I learned (very late that day) that Public Comments would not be taken at the Planning Commission meeting. As this is an incredibly complicated and controversial project, I had hoped that my comments would have been included in this month's staff packet. Do you know why they were not?

I look forward to your response.

Kind regards,

Doug

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

From: doug lee <douglasbrentlee@gmail.com>

Date: Wed, Aug 18, 2021 at 10:25 PM

Subject: Re: PCMR Base Area - Findings of Fact

To:

Cc: john.phillips@parkcity.org <john.phillips@parkcity.org>, john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>, douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>, bill.johnson@parkcity.org <bill.johnson@parkcity.org>, laura.suesser@parkcity.org <laura.suesser@parkcity.org>, christin.vandine@parkcity.org <christin.vandine@parkcity.org>, sarah.hall@parkcity.org <sarah.hall@parkcity.org>, planning@parkcity.org <planning@parkcity.org>

Hi All:

I learned earlier today that the Planning Commission may not allow public comments tonight. I thought I would try to quickly submit my comments in writing so that they can be added to the public record.

I wanted to bolster/amplify some of the most troubling issues that the community has identified with the current design for the Base Area.

1. Setback reductions on Building B – as you know, by code, setback reductions must be NECESSARY for architectural interest and variation. As a commercial real estate investor and licensed architect, I can assure you that there is NO reason that the building needs to extend BEYOND the setback line. The obvious solution is to move the mass of the building a few feet towards the CENTER of the site, not towards the neighbors! As Emir Tursic, the architect for the applicant, has admitted on several occasions, the true reason for the setback exceptions is to increase the width of the parking decks in the building. As you may recall, on the Woodside II project, the architects and the City made a similar argument to PEG's but this was struck down upon appeal to the Board of Adjustment by the neighbors.

2. Re-allocation of square footage across parcels – as you know this is not permitted under the '97 DA and '98 MPD. I believe you are well aware of the community's concerns about the re-allocation of square footage to Building C, in excess of the permitted maximum. But we believe it is also very important for you to address the excess SF being allocated to Building B. Please see the table below where I have highlighted the very large amount of square footage allocated to Building B (31,200 SF over the maximum) due to the large amount of above grade parking which counts toward allowable square footage per Section 15-15 of the LMC.

	1998 Plan (SF)	Proposed Design (SF)	% Change	Parking Above Grade (SF)	Total Mass Above Grade (SF)	% change	1998 Resident
Parcel B							
Gross Residential SF	294,000	223,500	-24%				19
Res. Support and Com. And Acc. Uses (10%)	29,400	15,000	-49%				
Resort Accessory Use	-	-					
Retail/Commercial	-	2,100					
Total Parcel B	323,400	240,600	-26%	114,000	354,600	10%	
Parcel C							
Gross Residential SF	159,000	143,000	-10%				10
Res. Support and Com. And Acc. Uses (10%)	15,900	48,000	202%				
Resort Accessory Use	18,000	15,500	-14%				
Retail/Commercial	-	6,520					
Total Parcel C	192,900	213,020	10%	6,500	219,520	14%	

3. Unfounded "mode split" assumptions – As I think we all agree, traffic generated by the project has the potential to destroy the Park City experience. Without the mode split, nine of the surrounding intersections will reach Level of Service ratings of "F" by 2040. Therefore, achieving the mode split is ESSENTIAL to maintaining the quality of the Park City experience and approving the project. Which makes it especially disappointing is that the City Staff and their traffic consultant, AECOM, have allowed the applicant to rely on completely unfounded assumptions to justify their 20% mode split projection. The Hales study cites very specific traffic reduction figures which they hope to generate from increased day skier AVO (4.3%), transit ridership (13.5%), shuttles (0.7%) and other improvements (1.5%) but the applicant remains unwilling/unable to cite the SPECIFIC, quantifiable measures which could produce traffic reductions of this magnitude. I fail to see how the Planning Commission could rely on "false precision" of this magnitude in approving the project.

4. Lack of rigor in traffic analysis/circulation plan - Clive Bush, a Park City resident and former traffic engineer with a decade of experience in the field has highlighted numerous shortcomings of the applicant's circulation Plan in a 23 page letter to the Planning Commission dated July 16, 2021. In particular, Mr. Bush cites the following inadequacies of the traffic analysis:

- Use of historic traffic data from "non-Hales" sources from 2004/2005 (Fehr & Peters) and 2017 (Triton) is sloppy, inadequate and inconsistent (for example, Level of Service grades for 2017 are reportedly shown as better than 2005?) AECOM recommended that the data be recalculated for 2021 as is standard industry practice - why was this not done?
- Field observations are a critically missing data set to log existing behaviors of things like drop-off/pick-up, duration and location, taxi hail-ride activity, service vehicles, pedestrian movements and existing resort business. In fact, in their "Traffic Analysis Guidelines", UDOT concurs that "field observations are a critical part of a traffic analysis". In contrast, Josh Gibbons from Hales admitted that their numbers are rough estimates, "reverse engineered" from the previously mentioned imprecise traffic counts. Curiously, in the 2019 Canyons Master Plan Update for Summit County, Hales undertook exactly these types of field observations

- c. Lack of field observations also results in overlooking the potential incongruity of existing uses and proposed add-ons. For example, the incremental intensity of traffic generated by a new hotel in the center of the site as well as the congestion caused by idling shuttle traffic, forced right hand turns onto Empire out of parking garages, etc.
- d. Hales' traffic volume estimates were incorrectly calculated by applying 14% increase from the previous year. This incorrectly applies the AVERAGE DAILY difference, not the PEAK HOUR difference which grows more quickly
- e. Hales traffic growth rate assumption of 1% per year (to 2024 and 2040) is materially below recent experience and the expected future growth rates for Park City

In summary, there remain very significant differences between the applicant's requested setback reductions, square footage allocations, mode split assumptions and circulation proposals and the required legal and industry standards. My Park City neighbors and I urge you to hold the applicant, their advisors and their consultants to a higher standard and to demand a project that works for all of the stakeholders.

Kind regards,

Doug Lee
1356 Empire Ave.
Park City

Julie Schultz

From: Niels Vernegaard <nielspv@yahoo.com>
Sent: Friday, September 10, 2021 9:38 AM
To: John Phillips; John Kenworthy; Douglas Thimm; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; planning
Subject: [External] PEG PCMR parking lot development.

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION] This is an external email.

For those of you that served on the Commission during the Treasure Hill presentations you will remember that I often mentioned that development belonged in the parking lots of PCMR. As such I have been reluctant to involve myself in the arguments on this project as I did not want to be seen as a hypocrite. I still believe development belongs in the parking lots. Nevertheless, there are aspects of this project that I believe do not meet the Commissions or our community standards for a project of this size.

- 1) The MPD from 1997 is between the resort owner, i.e. Vail and the City. They are not at the table. Therefore, PEG does not have grounds for an amendment as they are not the resort owner
- 2) The six criteria for building height exception have not been met. Therefore, the exception cannot be granted.
- 3) Likewise, the applicant has not met the LMC criteria for building setback exemption.
- 4) The applicant is requesting a 502-parking space reduction. Heck, there is no place to park in town now. This reduction will just force people looking for parking to seek space in Old Town. As a full time resident living on Lowell, I can tell you this is already a problem.
- 5) The LMC criteria for site circulation have not been met
- 6) The required Findings of Fact in the LMC has not been met.

We as a city do not owe the developers a way to make their business model work. They need to live within our guidelines with no exceptions. It is their problem if the math does not work. Not yours and certainly not the taxpayers. I met with PEG early on in their thinking. I told them that they would need to produce a plan that helped fix traffic, parking, building mass and livability in Old Town. They have done none of those things. The folks from PEG seem like nice enough people. However, what they are proposing will create monumental problems for Park City that we will be dealing with long after they retreat back to Provo.

Thank you for your service.

eComment: I found no opportunity to ecomment regarding the Park City Base Area proposed development. Please add this comment to that agenda item. SETBACKS, "draft FOFs?" #30 FOF – Minimum setbacks shall be 25 feet per LMC. Clearly an acceptable FOF. I address here some of the unacceptable findings under SETBACKS. #31 FOF – Any decrease allowed in setbacks must exhibit architectural interest and variation per LMC. This is an arbitrary FOF, which many locals interpret as stepping away from the road and the neighbors. Building B has no cascading rooflines on any side. Building walls jut in and out and even overhang. It is a sad example of "architectural interest." It is not Old Town. #34 FOF – The applicant is therefore seeking less (fewer) Setback exceptions than the 1997 approved plan. Recall that Exhibit D has expired, thus this is legally irrelevant and not worth listing. #35 FOF – In connection with the applicant's request, the applicant has presented, and the Planning Commission has considered multiple configurations and architectural approaches for Parcel B. Sadly, this is true, but the applicant still is NOT in line with our codes. #36 FOF – The limited areas of 20-foot setback requested for Parcel B provide both vertical and horizontal architectural articulation while maintaining an overall average site perimeter setback of approximately 30 feet. AVERAGE setback is legally irrelevant! #37 FOF. The Planning Commission hereby approves the limited setback reductions ... Dear Commissioners, please don't approve any reductions in setbacks for any reason. Every parcel is seeking building height exceptions; thus, NO parcel is allowed any setback reduction. #39 FOF – Dear Commissioners please don't accept any above grade parking.

Sherie C. Harding

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.