



**PARK CITY REGULAR PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
August 18, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the Planning Department 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, August 18, 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

- 2.A. Consideration to Approve the Planning Commission Meeting Minutes from July 21, 2021.
Consideration to Approve the Planning Commission Meeting Minutes from July 28, 2021.
[07.21.2021 PC Meeting Minutes - Pending Approval](#)
[07.28.2021 PC Meeting Minutes - Pending 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 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

(A) Work Session, No Action Will Be Taken

[PEG Staff Report 08182021](#)

[Exhibit A: AECOM Memorandum](#)

[Exhibit B: Draft Findings of Fact](#)

[Exhibit C: Draft Conditions of Approval](#)

[Exhibit D: Public Comments](#)

[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.**



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
July 21, 2021**

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

EX OFFICIO: Alexandra Ananth, Senior City Planner; Rebecca Ward, Senior City Planner; Gretchen Milliken, Planning Director; Brendan Conboy, Senior City Planner; Mark Harrington, City Attorney

1. ROLL CALL

Chair Phillips called the meeting to order at approximately 5:45 p.m. All Commissioners were present except for Commissioner John Kenworthy, who was excused.

The following written determination was read:

On May 19, 2021, 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.

2. MINUTES APPROVAL

- A. Consideration to Approve the Planning Commission Meeting from May 19, 2021. Consideration to Approve the Planning Commission Meeting Minutes from June 16, 2021. Consideration to Approve the Planning Commission Meeting Minutes from June 23, 2021.**

MOTION: Commissioner Suesser moved to approve the meeting minutes from May 19, 2021. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

MOTION: Commissioner Suesser moved to approve the meeting minutes from June 16, 2021. Commissioner Thimm seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

MOTION: Commissioner Suesser moved to approve the meeting minutes from June 23, 2021. Commissioner Doug Thimm seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

3. PUBLIC COMMUNICATIONS

No hands were raised on Zoom and no eComments were submitted.

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Gretchen Milliken, reported that there were no staff disclosures but mentioned that they would discuss the public meeting format for the next meeting on July 28, 2021.

Chair Phillips stated that currently there are no plans to hold the upcoming meeting in person and the Commission would continue to hold meetings virtually.

Commissioner Suesser disclosed that during a social event on July 2, 2021, she was introduced to Clyde Bush, who relayed concerns regarding the traffic studies for this project. She reported that she suggested that he attend the Planning Commission Meetings or provide public comment to the Planning Department. It was noted that Mr. Bush submitted comments for tonight's meeting.

Chair Phillips disclosed that he attended the same function and several members of the public indicated that they wanted to speak to him about the traffic studies. He similarly encouraged these individuals to attend and/or provide public comment. Chair Phillips reiterated that the process must be addressed in an open discussion in the public forum.

Chair Phillips mentioned that he would like to see the direct links on the agenda in the packet itself rather than just in the notice.

5. CONTINUATIONS

There were no continuations.

6. CONSENT AGENDA

There was no consent agenda for consideration.

7. WORK SESSION

- A. Park City Mountain Resort Base Parking Lots - MPD Modification Work Session- Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Commission will discuss transportation, parking, site circulation, construction phasing, and mitigation, in Accordance with the MPD, and Applicable LMC and General Plan Criteria. Other topics may include but are not limited to potential Conditions of Approval. PL-20-04475.**

Chair Phillips suggested that initially, it might be helpful to discuss what they perceive as the path moving forward on this project. He suggested that at the next meeting the Commission start looking at the language for the Conditions of Approval and Findings of Fact. He acknowledged that they may not be able to address all issues but would like to begin the discussions and get to the point of a vote.

It was suggested that the Commission provide the Planning Department with their input and thoughts so that staff can begin drafting the Conditions of Approval and Findings of Fact. Chair Phillips stressed the importance of finalizing the discussions on transportation, which includes input from the County.

Commissioner Thimm commented that it would be helpful for the Commission to receive a first draft of the Conditions of Approval and Findings of Fact for review. He stated that

they have prepared a record through these proceedings over the last year and a number of items they have discussed with the applicant could be included in a draft document. He expressed support for the suggestion of receiving the draft document now for review and discussion.

Chair Phillips agreed with Commissioner Sarah Hall's suggestion of returning to this discussion after tonight's presentations.

Senior City Planner, Alexandra Ananth, confirmed that she was ready to begin preparing a working draft of Findings of Fact and Conditions of Approval with the understanding that they would discuss the documents very specifically in a work session or public hearing.

Robert Schmidt from PEG Development, stated on behalf of the applicant, that they are willing to move forward to a discussion of Findings of Fact and Conditions of Approval. He remarked that the initial discussions would be best served in a work session with a public hearing to follow. Chair Phillips agreed with having the initial discussions on the first draft occur during a work session.

Planner Ananth stated that her goal would be that the draft would be included in the Staff Report and available the Friday before the meeting.

Planner Ananth proceeded with the presentation and PEG's request to replace the 1998 Development Agreement with a New Master Plan Development ("MPD"). She confirmed that the next meeting on the project will take place on August 18, 2021. She turned the time over to Mr. Schmidt to update the Commission on what had been completed since the last meeting.

Mr. Schmidt referenced the Q&A document contained in the Staff Report that addressed the Commission's questions. Planner Ananth also addressed the Commission's questions in her Staff Report. He expressed his hope for an open dialogue to address the questions and achieve clarity for all sides so that they may move toward the next step of discussing Findings of Fact and Conditions of Approval.

Mr. Schmidt stated that PEG's consultants will address the Average Vehicle Occupancy ("AVO") and how it plays into the 20% mode split. They would also address the shared parking analysis, particularly in Parcel C and the hotel, as well as strategies to manage to park. They would also discuss traffic loading on Empire Avenue, as well as construction mitigation, snow storage, and other issues that have been raised.

PEG's consultant, Pete Williams, stated that they expect the AVO to increase as a result of paid parking. He commented that from the standpoint of operations and capacity at the resort, nothing is changing. This project would result in the same number of parking spaces as currently exists. Capacity and visitation levels were also expected to remain unchanged.

Mr. Williams noted the prior discussions surrounding the impact of ride-share on the AVO and explained that ride-share is accounted for in their analysis and grouped in with other types of drop-offs and shuttles. Therefore, if ride-share were to increase and transit were to decrease, that would be captured within the analysis.

He noted that due to the increase in lodging as part of this project, a slight surplus in parking spaces would be created, which would provide the opportunity for utilization for drop-offs. Mr. Williams explained that the AVO numbers will vary throughout the season. For example, mid-week mornings will see low AVO numbers whereas peak holiday days would see high AVOs. AVOs typically vary between 1.8 and the low 3.0 range. Higher visitation generally results in a higher AVO. He commented that paid parking has proven to be a significant factor in increasing the AVO.

Mr. Schmidt asked Mr. Williams to explain how the plan improves the parking situation, given that the area currently experiences parking issues. Mr. Williams stated that slope-side lodging creates the best scenario in terms of getting people onto the mountain in the morning. The people utilizing slope-side lodging are already at the mountain and therefore not using parking or transit daily.

Mr. Williams continued by stating that with the addition of lodging, their analysis concluded that there are a sufficient number of units for the resort, which frees up parking and other methods of accessing the area.

Commissioner Thimm asked how they differentiate the ski-in/ski-out benefits of slope-side lodging and the base skiers who currently go to the resort weekly. He expressed his opinion that the slope-side skiers would add to the base skiers that already access the mountain. Mr. Williams explained that they could determine the number of day-skiers, but the real impact is on those who are currently lodging in areas outside the resort, effectively making them day-skiers. Their analysis assumed a reduction in people lodging further away from the resort and having to transit into the resort. Chair Phillips pointed out that there are other uses in the development that contribute to the traffic. Mr. Schmidt commented that this discussion involves the ski operations only and noted that there are surface stalls that already exist for the ski operations.

Commissioner Bill Johnson asked the applicant to address the adequacy of drop-offs for ride-share and hotel shuttles and noted that micro-transit is not accounted for in these numbers. He commented that micro-transit will likely go to the four to six spots where the shuttles will be directed. He expressed concern that the numbers are extremely low based on his experience in the area. Commissioner Johnson commented that a majority of drop-offs and pick-ups occur at the location where all of the programs begin. The Parcel B spots are located farther from the program hub, and he could not envision people walking that distance with seven-year-olds and all of their gear. He further commented that based on his experience, the ski racing programs alone involve over 100 children and 70% of the parents are dropping their children off. This does not account for the other programs offered at the mountain.

Mr. Schmidt pointed out that there is a surplus of 126 stalls, which will fluctuate depending on peak versus non-peak days. It is not contemplated that there would be any empty stalls on a peak day. Mr. Schmidt added that currently, employees both at the resort and existing base area businesses were likely using the surplus stalls.

He highlighted where 20 stalls could be located in the parking structure at Parcel B to allow easy access for drop-offs and getting children into the elevators. The Parking Management Plan ("PMP") states that they could transition some of these stalls to Parcel E in the future or they could simply add 20 stalls to Parcel E in the future. They are assuming that the Transportation Demand Management Plan ("TDM") will be effective and achieve a mode split, resulting in more stalls becoming available.

Mr. Schmidt stated that from a management standpoint, the plan addresses the concerns raised by Commissioner Johnson. They implemented the 30-minute free parking for drop-off and pick-up, as well as 15-minute free parking in the day-skier stalls. He noted that the 15-minute free parking should provide a lot of capacity for pick-ups and drop-offs.

Commissioner Johnson added that the hotel shuttles would not be going into the Parcel B parking lot and questioned whether the locations in Parcel C would be adequate for those shuttles. Mr. Schmidt reported that in their discussions with Vail, the existing shuttle drop-off is located on the south end of Parcel B and runs east/west. The capacity is approximately 140 feet. Their plan has approximately the same shuttle capacity as exists in the current configuration. He reported that they were conservative in their calculations by showing six shuttles in that location. From a parking management standpoint, Vail is comfortable that the plan would be sufficient. While they will have to manage the plan somewhat when it goes online, he stated that they believe the drop-offs are appropriately sized.

Commissioner Thimm asked Mr. Schmidt if he would be open to the idea of a Condition of Approval that provides that as each new parcel is developed, the parking would be reassessed based on what has occurred in real-time. Mr. Schmidt stated that they are committed to making sure that as they go through each phase that the parking is adequately sized but it would be difficult to determine the adequacy on a phase-by-phase basis because they would be in a state of disruption during the construction of each phase. He commented that they would likely not have an accurate baseline to calculate from as the project progresses.

Commissioner Thimm suggested that they have real-time counts each year even as the project develops. Mr. Schmidt stated that might be true but had issues with agreeing to Commissioner Thimm's suggestion without further consideration and discussion. He recalled prior discussions on this topic but expressed hesitation to agreeing to a Condition of Approval as suggested. He commented that the real intent is to try and obtain a mode split and reduce traffic. Commissioner Thimm suggested that the Condition of Approval calling for a re-assessment could include the option of reducing the number of stalls.

Commissioner Johnson added that it would be important to address these issues when they speak with the County about transportation. He stated that micro-transit is something that would likely be utilized more in the future and expressed his struggle believing that the above-ground drop-offs would be sufficient for hotels, shuttles, micro-transit, and rideshare.

Mr. Schmidt clarified that their intent was that rideshare drop-offs would not be included in the shuttle drop-offs. Rather, they would have the option of utilizing the 15-minute free parking, the 30-minute free parking, or the parallel parking drop-off between Parcels C and E. The shuttle area was intended specifically for hotel shuttles.

Commissioner Suesser asked about amenities at the shuttle drop-off locations, such as benches and racks. Mr. Schmidt stated that they have not specifically shown those amenities, but they have reduced their setback request in that area to pick up additional space. He stated he would ask a team member to assess the issue.

The assumption about the impact of the paid parking on the AVO was raised along with an inquiry as to whether the plan was actually achieving the 20% modal split. It was noted by Commissioner Suesser that they are still trying to determine how much remote parking would be available in the County for those who will be using the anticipated 35 buses an hour coming into the resort to drop off skiers. She expressed concern that the AVO is based on a remote parking plan that is not yet in place.

Mr. Schmidt stated that the parking reduction that they requested relates to the new uses and not the day-skier parking. It was noted that PEG asked for a reduction of 431 stalls in Parcels C, D, and E, and there are 440 day-skier parking stalls in Parcel E. Commissioner Suesser stated that based on the minimum parking requirements found in the Land Management Code ("LMC"), they would have insufficient day-skier parking stalls.

Mr. Schmidt reported that they have a sufficient number of day-skier parking stalls. They proposed a 1,200-replacement strategy for the existing stalls which means that the day-skier parking stalls do not change and they end up with excess stalls. He stated that they performed the shared parking analysis to ensure that they do not overbuild parking and end up with vacant lots and increased traffic.

He agreed that there is no science involved in the projected changes, including achieving the mode split. They need the City to participate, and while some of the pieces are not yet in place, he stated that they could be agents for change by building the appropriate infrastructure. As the City's infrastructure changes, the development would be prepared for those changes.

Mr. Schmidt introduced Ryan Hales and Josh Gibbons from Hales Engineering to present a review of the shared parking analysis. Mr. Gibbons expressed his appreciation to the Commission for their questions and concerns. He pointed out that the LMC is an important tool and sets forth important requirements as a starting point for a single-use site. The proposed development involves a mixed-use site within a resort community, and there are certain applications they have analyzed which are more realistic.

Mr. Hales added that when they did the shared parking analysis, they looked at the project as a whole. They also looked at the individual parcels, with Parcels B, D, and E being self-parked. Parcel C is not proposed to be self-parked except for early in the morning or late at night. He identified strategies, including valet parking, which would add approximately 49 stalls in Parcel C.

Mr. Hales also noted that there are parking stalls in Parcels B and E that could be cross utilized, which would result in more than adequate parking. He stated that they believe that the demand for parking would be lower than the supply. As the demand is spread out over the different stalls, the site is more than adequately parked, even during peak times.

It was expressed that they have used "transit first" to strike a balance between getting transit to the site, while at the same time having adequate parking.

Mr. Gibbons highlighted some of the modifications based on the mixed-use resort community. They analyzed the time-of-day parking demand by looking at each land use and applying national data to identify the demand for each hour of the day. This analysis was applied to each land use to determine how parking could be shared.

They also used local data from the Canyons Resort area and determined that the 85th percentile parking rate on a peak day was .99. They, therefore, applied one stall per unit for the plan. Mr. Gibbons stated that they adjusted the analysis by not providing parking for employee housing. He noted that the rate of .99 referenced “per occupied unit,” so they applied an occupied percentage of 85% for the condominium and hotel units. They anticipate that all of the commercial uses planned for the site will be for people who have already accessed the site. Because they are already parked on-site for one use, would not need another stall for a different use.

Mr. Schmidt addressed the management of valet parking and stated that a valet might park a car non-traditionally. Both levels of parking were analyzed, and there were approximately 49 stalls easily picked up with a valet parking plan. He relayed that their experience with valet parking indicated that they could certainly meet the parking demand in a non-traditional manner. Mr. Schmidt expressed his understanding that the LMC does not address valet parking but does address tandem parking for residential uses. Additionally, the shared parking analysis shows excess stalls in Parcels D and E that a valet could use should they be needed.

Commissioner Suesser commented that there will be approximately 1,200 employees that will not be parked according to the applicant’s plan. Mr. Schmidt disagreed with that conclusion and noted that on a typical day, there will be approximately 100 Vail employees on-site, in addition to an unknown number of employees from other businesses. Many employees use Park City/Salt Lake Connect, Park City Ride On, carpools, vanpools, and other transit options that are spelled out in the PMP. Mr. Schmidt also referenced the strategies outlined in their PMP and TDM for PEG’s new employees.

It was noted by Commissioner Suesser that the spaces in the Quinn’s Lot are non-exclusive for resort employees and the Richardson Flat employee parking could not be expanded in the future. Even if the available employee parking gets divided amongst the resort and other uses, she stated that the employee parking falls short. Commissioner Suesser was pleased to hear that Vail was committed to continuing their employee vanpool to Heber.

Mr. Schmidt stated that a certain number of the new employees generated by the project will have access to employee housing. The rest will use transit, carpools, vanpools, and private vehicles. The analysis showed that they would need approximately 200 stalls during the weekday at Quinn's, and then transition to Richardson Flat on the weekends. He reiterated that they want public transit to be successful and they believe this plan takes cars off the road and encourages their employees to use transit.

He acknowledged that the stalls in the Quinn's Lot and Richardson Flat are not exclusive to employees and if adjustments need to be made, they will make them as they go along. It is in everyone's interest to ensure that these employees can get to work. He noted that Richardson Flat has 650 stalls that are currently under-utilized, and this project will not overwhelm that parking lot.

Chair Phillips stated that employee housing is one of his primary remaining concerns. He acknowledged the comments that Vail would ensure that they have transportation for their employees but expressed concern about the other businesses at the resort that are not represented in this forum.

Mr. Schmidt stated that they would do everything they could to help everyone at the base in terms of transportation but reiterated that the parking lots at the base area are privately owned and there is no current parking obligation to existing businesses at the base. That being said, Mr. Schmidt stated that what is good for the applicant and the resorts would be good for the other base area owners and their intent is to include those owners in their plans for shuttling and encouraging off-site parking.

He continued by stating that if there is a need for senior-level employees to have parking, they could work out an agreement to address that need. He commented that after 5:00 p.m., there will be a lot of available stalls, so there is an opportunity to work out parking for those employees who will be working in the evenings when a shuttle might not be ideal.

Chair Phillips asked if there will be an opportunity for the owners of some of the other base businesses to contribute financially to provide parking for their employees within the site. Mr. Schmidt stated based on their analysis, there are potentially 100 to 200 extra stalls available, and they want them to be effectively used. The idea was raised that some stalls could be allocated at no cost to other base businesses on non-peak days.

Mr. Schmidt mentioned the potential of an employee parking coalition that could involve other base business owners in addition to the coalition between PEG and Vail as mentioned in the plan.

Commissioner Thimm reported that the parking analysis and plan for Buildings B, D, and E make sense to him. He stated that Building C, however, seems fundamentally under-parked for a 249 key hotel and commercial offerings. He noted that Mr. Williams acknowledged that part of the strategy to achieve the 20% modified modal split is to assume people using the hotel will park their rental cars at the hotel and ski-in/ski-out. Commissioner Thimm stressed that the vehicles of hotel guests need to be accounted for in the plan. He calculated that the parking analysis should account for approximately 186 cars for the hotel only and the plan for Parcel C appears to be insufficient. He requested an explanation of the requested parking reductions.

Commissioner Suesser added that the minimum requirement under the LMC is 520 stalls and PEG proposes to park 185 vehicles. Commissioner Thimm reiterated his significant concern over the severe reduction in parking proposed by PEG. Mr. Gibbons shared the parking analysis spreadsheet for Parcel C. He stated that there are 249 rooms, plus 13 condominiums, meeting space, and commercial space. Under the LMC, the required parking will be 520 stalls. He reported that based on the data, the reductions that were applied specifically to this parcel were one stall per occupied unit. They applied a rate of 15% unoccupied to arrive at the occupancy rate of 85%.

A question was raised regarding whether they should plan for Christmas week and President's week to ensure adequate parking during those peak weeks. Mr. Gibbons stated that the data they collected was collected during those peak times. They concluded that even during peak times there is not full occupancy. Mr. Schmidt commented that even if there is 100% occupancy during peak times, not everyone brings a vehicle. Based on his experience with other hotels, if the hotel is within 45 minutes to one hour from a major airport, approximately half of the guests use ride-share, so they are not using stalls. He expressed that one unit per stall with a 15% reduction is conservative.

Commissioner Thimm calculated that between the hotel and the condominiums, 196 stalls will be required, but only 185 stalls are proposed. Mr. Schmidt referenced the table that shows peak demand numbers of 223 for the hotel and commented that peak demand for the hotel occurs at 10:00 p.m. The analysis took into account the shared parking with the meeting space, which has no demand at 10:00 p.m., and the commercial space, which only requires four stalls at 10:00 p.m.

Mr. Gibbons added that the analysis demonstrates the benefit of mixed-use sites, where residential units have less parking demand during the day, opening it up for commercial or meeting space. Mr. Schmidt acknowledged the peak under park number of 48 but explained that because the hotel would be valet parked, they can conservatively pick up 49 stalls. He stated that for Parcel C, they believe the plan allows for them to park the demand and cover the number of stalls using valet parking.

Mr. Schmidt added that eight of the stalls for the peak demand are coming from the commercial use at 9:00 p.m. From a shared use perspective, they could theoretically use the day-skier stalls at 9:00 p.m. for commercial uses. Commissioner Thimm disagreed and stated that there are no day-skier stalls in Building C. It was noted that the day-skier stalls are located next door in Building E.

Commissioner Thimm raised the issue of the potential for change of ownership of the separate buildings in the future and whether a deed restriction could be included in the Conditions of Approval to ensure that the parking as set forth in the plan does not change. He also requested that the statistics take into account the valet parking and the shared parking from other lots.

Mr. Schmidt agreed that a Shared Parking Agreement would be necessary and be integral to the project. With regard to the resident guests, Commissioner Thimm requested proof that the valet will result in more stalls. As they consider approval of the application, they need to know that the parking solution is viable and will not impact the rest of the neighborhood.

Mr. Schmidt pointed out that there will be excess stalls on Parcels D and E during Parcel C's peak time. They envision that Parcels D and E will be managed under the hotel umbrella and combining with valet parking would allow them to park far in excess of the number of vehicles that need to be parked across Parcels C, D, and E. Commissioner Thimm was interested in seeing the statistics that support this conclusion that could become part of the approval documents.

Mr. Schmidt commented that by adding the valet scenario to the proposed 185 stalls, the valet parking entirely eliminates the deficit on Parcel C. The diagram at Level P-2 shows the additional stalls achieved by valet parking. Chair Phillips suggested shading the added stalls a different color. Mr. Schmidt confirmed that 49 valet-parked cars were shown on the diagrams and further confirmed that valet parking will be available around the clock.

Commissioner Suesser pointed out that even with the additional 49 stalls achieved with valet parking, they are still far below what would be required under the LMC. She

stated that the Code sets forth the minimum parking requirements and she finds it difficult to vary from the Code to such a significant degree. She expressed concern that it is under-parked even with the additional stalls. Mr. Schmidt noted that the LMC includes a provision that allows the analysis of a shared parking calculation to be used to support a shared parking reduction from the specific requirements for each use. This ensures appropriately sized parking structures.

Chair Phillips agreed with Mr. Schmidt's comments regarding the shared parking provisions of the Code and stated that the Commission still needs to make sure the plan works.

Commissioner Suesser sought clarification of the peak times for the hotel. Mr. Schmidt explained that the check-out/check-in times account for the lower demand, but most guests are in the hotel at 10:00 p.m. He listed a multitude of reasons why hotel guests with cars might not be at the resort during the day.

Commissioner Hall asked if the analysis considered whether people who check out of the hotel in the morning keep their cars parked for the duration of the day. Mr. Schmidt acknowledged that scenario but reiterated that the parking analysis shows excess stalls during the day. The challenge occurs at the peak time of 10:00 p.m. Mr. Gibbons added that the time-of-day land use analysis they performed accounts for this scenario.

Mr. Schmidt confirmed that there is parking under the plaza between Parcels C and E. It was noted that during a prior application for this project by a different developer, the City was willing to invest funds into a transportation center. Chair Phillips asked if there would be room for the City's involvement in improving this project, and specifically referenced micro-transit.

Mr. Gibbons next addressed some of the questions previously raised about traffic impacts on Empire Avenue and stated that the project would add some traffic to Empire Avenue. Ingress to the project will occur at either Lowell Avenue or Empire Avenue, while the primary egress would occur via Empire Avenue. He clarified that the figure of 800 vehicles per hour is a "per lane" capacity. Currently, there are approximately 1,100 vehicles on Empire Avenue during the P.M. peak hour. With the proposed configuration and coordination of traffic signals in the project area, he stated that traffic will flow better than it does currently.

Mr. Gibbons presented the traffic data to the Commission, which included the vehicles per hour that currently use Empire Avenue. The 2040 base condition, which is based on the Summit County Travel Demand Model, equates to a growth of 1% per year. He explained that the projected traffic shows an increase to 1,700 vehicles per hour on

Empire Avenue, which is a 12% increase. However, with the 20% mode shift, they will get to 1,400 vehicles per hour. Mr. Gibbons acknowledged that there would be added traffic but compared to the base, the increase is not significant. They believe that with the addition of the signals, traffic will flow much better than it does currently, especially as transit is added.

Commissioner Van Dine's concern was not necessarily the slight increase in traffic but the impact on the residents and pedestrian traffic. Any increase in traffic along Empire Avenue was not ideal. Mr. Schmidt commented that the General Plan calls for traffic to be directed to Lowell and Empire Avenues as part of the resort's Traffic Circulation Plan. Empire Avenue is an integral access road to the resort area and the homes with frontage there are arguably part of the resort area.

Mr. Schmidt continued by stating that the efforts they have made to prioritize "transit first" and create dedicated bus lanes would shift some traffic to Empire Avenue; however, they have mitigated it so that the increase is modest and managed with signals that will improve the situation even over current conditions.

Commissioner Suesser noted that the 1998 MPD provided for 1,300 day-skier parking stalls under Lots C and E. PEG's proposal adds an additional 320 stalls in Lot B over what currently exists. She commented that the intent of the project is to spread out the parking, yet the proposal does not put any day-skier parking under Lots D or C, and Empire will bear the brunt of this. She also expressed concern over the circulation plan that effectively calls for Empire Avenue to a dead-end, forcing vehicles into the residential neighborhood. General-purpose vehicles on Shadow Ridge that cannot turn right onto Lowell Avenue will be required to continue straight and turn around at the NAC, and then come back down and turn left onto Empire Avenue.

Mr. Schmidt acknowledged that the circulation plan presents a unique challenge and recalled that their initial plan was to create a one-way circulation loop. Commissioner Suesser suggested that flexibility be built into the circulation plan to address changes that could arise. It was noted by Mr. Schmidt that the plan will be an improvement to what exists currently and a fantastic circulation plan in the long term. He acknowledged the challenges but stated that with time and signage, people will learn the best way to circulate around the project.

He stressed that the plan is the result of an exhaustive process that generated 10 different scenarios. Commissioner Suesser commented that they are sacrificing a lot for the dedicated bus lanes and questioned what will be gained by preserving the dedicated bus lanes. Mr. Schmidt stated that in the long term, the dedicated bus lanes will provide the ability to have a dedicated transit system. He disagreed with the notion

that it sacrifices the functionality of general-purpose vehicles. While it might not be as smooth as a one-way circulation loop, a one-way loop will direct even more traffic to Empire Avenue.

The discussion turned to pedestrian access and circulation. Mr. Schmidt stated that one of the changes made since the last meeting was to increase the width of the sidewalk along the south side of Parcel C from 5 feet to 12 feet up to the slope side. They also included a pathway around the pedestrian plaza on the west side. He noted that the plan always included pedestrian access from the plaza to Silver King. Although the sidewalks highlighted in yellow are lightly used and are not primary pathways, PEG would be comfortable increasing the width of these sidewalks to 6 feet generally, and to eight feet where it fits.

Commissioner Suesser commented that the pedestrian walkway coming off of Silver King will need to accommodate people getting off the bus and stated that five feet is too narrow. She proposed a width of 10 feet because it will also include bike access in the summer. Many people walk to the resort from Three Kings, and the pedestrian access should accommodate that use.

She also expressed concern about the qualifier in the proposal that these widths are "subject to right-of-way rights." She would like to know whether they have the room to increase the widths of these sidewalks. Mr. Schmidt agreed with the suggestion to widen the sidewalk on Parcel E but based on their analysis of 50 pedestrians per hour using the stairs, a six or eight-foot sidewalk should be sufficient. If the Commission wanted an eight-foot sidewalk in that location, he would agree to that. He further stated that the right-of-way language only applies to sidewalks that front properties that PEG does not own or control.

In response to an inquiry regarding bus service around the berm at the corner of Silver King, Mr. Schmidt stated he would defer to staff regarding bus operations for Thaynes Canyon. He added that a bus could access the resort from Three Kings Drive but could not return onto Three Kings from Lowell Avenue due to the dedicated bus lanes. Commissioner Suesser commented that bus service is being lost through Thaynes Canyon and they still should accommodate the bus service on Empire Avenue.

Planner Ananth confirmed that the Transit Department is looking at this issue and stated that there are a couple of routes that will likely be routed to Silver King after dropping off at the existing base area. She added that there is also one other route that will likely use Empire Avenue to maintain existing services that are well utilized.

Commissioner Thimm echoed the comments of Commissioner Suesser regarding wider sidewalks and asked the applicant to explain the pedestrian plaza path on the west side of Building C. Mr. Schmidt stated that in the winter the path will be snow-covered as it is part of the slope. In the summer, it will be a dirt or gravel pathway. Commissioner Thimm requested more specifics on the width and the materials proposed for the pathway. He wanted the pathway to be a defined space for the public to use.

In response to an inquiry regarding the Clinic, Mr. Schmidt stated that the plan calls for it to be permanently located in Parcel E. Access to the Clinic from the slope-side would be at grade, and access from the street would be through the portico on Silver King. Commissioner Johnson remarked that access to the Clinic would be another good reason to widen the pathway in that area. Mr. Schmidt explained that ski patrol will essentially cross the plaza to access the Clinic.

Chair Phillips addressed the intensity of the use of the plaza and asked if the spaces on the lower-level plaza were intended to be active and utilized by the public. Mr. Schmidt explained that the commercial uses in Parcels C and E front the plaza and will be storefronts open to the public. Chair Phillips wanted to ensure that the plaza uses remain active and open to the public. It was confirmed that the plaza is part of the Open Space Plan and is designated for public use.

The discussion turned to bike parking. Mr. Schmidt reported they are required to provide 52 sheltered bike-parking stalls. He stated that there will be 15 sheltered stalls in Parcel B, 19 sheltered stalls in Parcel C, 10 sheltered stalls in Parcel E, and 10 sheltered stalls in Parcel D. He added that during the summer, they will add bike parking on the plaza next to the mountain and potentially may add a bike valet. He identified the multi-use paths that show access around the resort and access to the mountain along the south side of Parcel C. Users can also walk their bikes through the plaza. He stated that there is great circulation for bikes around and through the site.

The bike drop-off area is located in front of the new plaza, and after dropping off their bikes, visitors can either park in Parcel B, or circulate around and park in Parcel E. In response to an inquiry, Mr. Schmidt explained that if someone were to park in Parcel E with their bike, they could exit the parking structure by using the ramp or the elevator.

In response to an inquiry, Planner Ananth stated that e-bike parking would be part of the Summit E-Bike Program. Commissioner Suesser suggested reconsidering the e-bike parking location at the corner of Shadow Ridge and Lowell Avenue.

Mr. Schmidt next addressed snow storage and stated that there are landscaped areas on the plans that will accommodate snow storage. Both public and private snow

removal on-site will require collaboration between the resort and the City. He stated that they are willing to work with the City with regard to additional services if needed, and financial contributions as necessary for additional services for the public snow removal.

Planner Ananth confirmed that the City Engineer has reviewed the Snow Storage Plan at a high level with the Public Works Department, and they did not see any issues. She added that the City will continue to offer the level of service that they currently offer to the resort. If the snow removal load increases, the resort will likely become responsible for some of that. City Engineer, John Robertson, confirmed the foregoing and stated that while there will be challenges, there were areas where snow could be stored until such time as it could be removed from the site. He also confirmed that Vail and PEG expressed their willingness to pay for any additional City services over what they currently provide to the resort.

Mr. Schmidt confirmed that the snow storage locations will not obstruct any pedestrian pathways. Engineer Robertson added that City personnel are very good at keeping snow out of areas that would block pedestrians or traffic, and Public Works has committed to moving the snow to appropriate locations until they are able to return to haul it off-site. Mr. Schmidt added that Public Works would remove snow from the public streets and the property owners would remove snow from the sidewalks pursuant to a property owners' association agreement. Vail would not be part of the property owners' association unless they own property within the project.

Chair Phillips raised the issue of maintaining the unique character of the resort and Park City. Mr. Schmidt stated that they recognize the nature of the resort and the community and want to maintain the character to the extent possible. Chair Phillips referenced the Main Street chain store limit, and while Mr. Schmidt could not commit to a condition on limiting chain stores, he reiterated PEG's intent to maintain the feel of Park City in the resort.

Commissioner Suesser expressed concern with keeping the plaza active. He noted that PEG is proposing the plaza as a benefit to the community yet there is no bus stop and less day-skier parking at the plaza. The 1998 proposal envisioned Buildings C and E as a skier-services area that could activate the plaza and questioned how the proposed layout achieves that. Mr. Schmidt opined that their plan lines the plaza with uses such as restaurants, seating areas, ski beach, and outdoor music that will serve that purpose.

Mr. Schmidt next addressed the Construction Phasing and Mitigation plan. The plan was prepared in conjunction with the general contractor and HKS, and the general provisions have not changed. He outlined the various sections of the plan.

Mr. Schmidt invited the Commission to identify any questions not yet addressed from the Q&A. Commissioner Suesser inquired about the loading dock in Building B and how the trash and recycling will be accessed. Mr. Schmidt referenced the diagram and stated that this is not a loading dock, per se, but it does serve the trash and residential uses for the condominium that fronts Lowell Avenue. He added that this area is relatively lightly used in terms of residential use. He expressed his belief that the dumpster will get rolled out and picked up outside the building.

In response to an inquiry from Commissioner Suesser regarding ventilation in the enclosed parking area, Mr. Schmidt explained that enclosed parking garages require ventilation, and it is typically located in a corner with a vent either leading up or into a well. The specific ventilation plan will be defined in the building design process. He added that the garage is internally ramped with a single inbound lane and outbound lane at each of the three access points.

Commissioner Johnson referenced the tall van accommodations in Building E and asked how many spaces will be allocated for those vehicles. Mr. Schmidt stated that there is one level in the parking lot that is oversized that can accommodate tall vehicles, however, they have not prepared a specific breakdown of the number of stalls. Commissioner Johnson would like information on the capacity for those vehicles and stressed the importance of these accommodations, given the usage in both summer and winter.

Chair Phillips reminded the Commissioners that if there is any further information needed it should be requested so that it could be provided by the applicant at upcoming meetings.

Commissioner Suesser requested that the applicant provide a diagram for the parking on each floor in Building B. Chair Phillips echoed this request and commented that as they move forward, they need to be able to rely on the most up-to-date illustrations for the overall MPD. He suggested that isometric 3D views of the buildings be provided, recognizing that they might be changed during the Conditional Use Permit ("CUP") process.

Commissioner Thimm stated that most of his comments and concerns were addressed, although not necessarily closed with regard to some of the traffic and circulation points and parking issues as discussed. He referenced an elevation view of the northeast end of Building B and expressed concerns with building massing and height since it is the main entrance to the resort.

Commissioner Suesser expressed concern with vehicles exiting Building D and turning right onto Empire Avenue. Mr. Schmidt stated that the access point in Parcel D serves 45 parking stalls. Their analysis concluded that the occasional vehicle that leaves during a peak hour and cannot make a left turn will have to make a right turn onto Empire. Their option would be to either go down to 14th Street to Park Avenue to turn around at the NAC or pull into the parking structure on Parcel B and turn around. He stressed that it is a low volume number. While it admittedly is not a perfect solution, there are options.

Mr. Schmidt showed the site plan overlayed onto an aerial that depicts a representation of the location of the NAC building next to the existing Resort Center. They have worked with NAC on access and utilities and with Resort Center to address easements and access for NAC. He stated that there will be a fire turnaround at the NAC, which would also provide a location for a vehicle to turn around.

In response to an inquiry, Mr. Schmidt stated his expectation that the NAC will be under construction well before the completion of Parcel B. He expected that the NAC will have their access as PEG begins construction on Parcel C. Chair Phillips requested a list of the different CUPs that will be presented.

Mr. Schmidt confirmed that the turnaround at the NAC is being designed as a full hammerhead turnaround sufficient for fire vehicles. He stated that the access for the NAC involves PEG, Vail, and The Lodges. Chair Phillips commented that from a CUP standpoint, he wants to ensure that the access road is completed with Parcel C at the latest. Mr. Schmidt confirmed that at the latest, that road will be included in the CUP for Parcel C. It was confirmed that the turnaround would be necessary even without the NAC building since it will provide fire access for PEG's project and the existing building.

Mr. Schmidt presented an updated rendering of Building D to the Commission and highlighted some of the changes made based on comments from prior meetings. He stated that it will be a four-story building at one end. As the immediate neighbors are all multi-story buildings, this building will fit in with the other structures in the area. He commented that they made some dramatic changes to the end of Building D.

Commissioner Thimm remarked that it seems to be a lot of mass on that corner, which is the main entrance to the resort. He would have liked to see that mass softened and was not completely comfortable with the design. Commissioner Hall echoed the comments of Commissioner Thimm. Mr. Schmidt responded that they attempted to soften the plaza and retail to provide a sense of arrival at the entrance. Overall, they made a lot of adjustments throughout the project with regard to building heights and

respectfully requested that this rendering be embraced. Mr. Schmidt stated that they feel good with the way it came out and they do not want to go back and shift density.

Mr. Schmidt confirmed that a helipad is required for medical emergencies at the resort. The location must allow for clearance from the buildings and open space. The Clinic as well as Park City emergency responders will review the location of the helipad. He noted that they have held high-level discussions regarding the logistics and there will be refinements required for operations. A comment was made that the proposed location is not logical, as they would want the closest place to ski access for the quickest loading. Mr. Schmidt reiterated that the location is still up for discussion with operations.

Commissioner Suesser explained that her request for updated diagrams for the parking at Building B was to evaluate the changes in the setbacks. Chair Phillips reiterated the need for updated documents for the Commission to review as this moves forward.

Mr. Schmidt suggested further discussion on the steps moving forward. Chair Phillips reiterated his earlier comments that taking steps to move forward is proper at this point. Robert McConnell, PEG's legal counsel, agreed with the earlier discussion about next steps so that they might move towards a discussion of Findings of Fact and Conditions of Approval.

Chair Phillips confirmed with the Commissioners that they agree with the path forward as discussed. They can begin the process at the next meeting. Planner Ananth would begin her work on the language.

Chair Phillips opened the public hearing.

Sean Railton reported that he and his wife own commercial property on Shadow Ridge. He could not see how this project can move forward without Vail owning their parking. Without that ownership, they would have plausible deniability in the event something goes wrong. He further stated that Vail should come to the table with information regarding new lifts, which could change the traffic flow for pedestrians going from the parking areas to the plaza. He commented that people will not come out of a four-star hotel to take First Time up the mountain.

Mr. Railton stated that the corner of Shadow Ridge and Empire Avenue needs to have pedestrian crossings on all four corners. He noted that if there is no crossing from Shadow Ridge to the NAC and Building C, people will cross there anyway and create a dangerous situation. He commented on Chair Phillips' statements that the commercial areas should be sales tax-generating, which will benefit Park City. They should not be clubs or real estate offices. He mentioned a news article that stated that construction

will not begin until 2023, which will provide two opportunities to see how paid parking will work. He commented that when the roads are constructed in 2022-2023, they could have a dry run to see how well this road system will work. He commented that everything is speculative now and the existing roads cannot handle more vehicles.

Mr. Railton preferred to see less parking underground and lower buildings because the roads cannot handle cars coming into the parking area as it currently exists. The fewer cars coming into the Resort Center in the morning, the fewer that will be leaving in the evening.

Nicole Deforge stated there have tried to verify much of the information presented by the applicant and often find that it is not accurate. She expressed hope that staff was taking notes of everything that is said and figuring out what is correct and what is not. She referenced a statement that the General Plan directs traffic for this project to Empire Avenue. She read from a section of the General Plan that stated that future development at the Resort Center, combined with development along Lowell Avenue will create increased demand on nearby roads. Traffic calming measures to deter visitors from utilizing roads in residential neighborhoods should be implemented prior to construction and Three Kings Drive and Empire Avenue should limit through traffic.

Ms. Deforge stated that the circulation plan for Empire Avenue will not function. AECON acknowledged that currently, Empire Avenue is 300 vehicles per hour over capacity and already "impedes access for adjacent residents." She further stated that in looking at the applicant's numbers, there will be a 50% increase in traffic on Empire Avenue, which will only be reduced if the 20% modal split were achieved. She commented that the applicant already stated that they could not meet the pre-requisites to achieve the modal split with their AVO number. She referenced AECON's report that an AVO of 3.0 is needed to achieve the 20% modal split. The applicant stated that they expect an AVO of 2.3 to 2.75.

Ms. Deforge stated that even if the applicant achieves the AVO they need and they achieve the modal split, she could not see how that actually helps Empire Avenue because all of the buses are directed to Lowell Avenue. The issue on Empire Avenue is not the bus traffic but the day-skier parking traffic. Every vehicle going to and from Parcel B has to use Empire Avenue, including those vehicles heading to the parking lot, the shuttles, and ride-share. Hundreds of parking stalls are being removed from Parcel E and being moved to Parcel B. This doubles the day-skier parking in Parcel B, which, in turn, doubles the traffic on Empire Avenue to get to that parking. She offered that Empire Avenue would see at least 1,700 vehicles per hour, which is twice its capacity and 50% higher than current traffic.

Ms. Deforge commented that in addition to the foregoing, there are also seven new private driveways on Empire Avenue directly across from the residential homes that would add to the problem.

Ms. Deforge disputed the applicant's claim that this is a complex project and the circulation plan presents the best option. Significant concerns were raised regarding the applicant's prior circulation plans and their response was that this circulation plan would function best with what they want to build at the project. She suggested that if the circulation plan had been designed as part of the overall plan, they might have a very different circulation system and more options. She described this as a self-inflicted problem since the applicant chose to take parking out of Parcel E and move it to Parcel B. She stated that the Commission does not have to accept this nightmare circulation plan that the applicant created.

She noted that with regard to the applicant's inability to reach the AVO of 3.0 in order to reach the 20% modal split, they were told by the applicant that AVO is not really that important. That directly contradicts not only the applicant's own experts but the City's experts. She added that it is not logical to take the position that day-skier parking and demand would not increase as a result of this project. It ignores the fact that day-skier parking is already inadequate and the skier demand will continue to increase with population growth, irrespective of ski resort upgrades. She stressed that the AVO is important and should not be forgotten.

She agreed with all of the statements made regarding the parking at the hotel and noted that it is already over-parked. She addressed the applicant's solution of valet parking and stated that LMC Section 15(3)(i) states that tandem-parking designs are permitted only for single-family dwellings, accessory apartments, and duplex dwellings. Therefore, the LMC will not allow the applicant to have tandem parking.

Ms. Deforge agreed with the statements made by the Commissioners regarding peak time parking for the hotel. She stated that the applicant should use other ski resorts as comparables. She added that the data itself does not make sense, since peak hours for the hotel of 7:00 p.m. to 11:00 p.m. ignores the fact that the hotel guests will still be there overnight and in the morning. To the extent that the plan calls for shared parking with day-skier uses, the day-skiers will be arriving in the morning. If the spaces are occupied by hotel guests, there will be no parking.

She pointed out that the applicant stated that hotel guests will go to other resorts during the day, yet guests at other hotels will be coming to this resort as day-skiers. She questioned the 7:00 p.m. to 11:00 p.m. peak time for the hotel when the applicant assumed that hotel guests would arrive at the hotel and stay, thereby not contributing to

the traffic. To say that there is only demand for hotel parking during those peak times did not make sense.

Ms. Deforge remarked that with regard to above-ground parking, there is a disconnect between the 80,000 square feet calculated by the developer and the 100,000 square feet calculated by staff. She commented that the applicant does not want the short-term stalls counted against their parking numbers because they are used for drop-offs during peak hours but noted that the peak hours are when they need the parking spaces. To the extent that the applicant is going to achieve the mode split, they would need more shuttles and more capacity and there is no flexibility in the plan.

Ms. Deforge stated that if the helipad is going to be put on open space, that location could not be counted as open space under the LMC. She reiterated that they do not know what the applicant is designating as open space and whether it really qualifies under the LMC. Enforcement was still an issue. Bi-annual meetings and parking management strategies have not been spelled out, especially with respect to Empire Avenue. She stated that they still need details on setbacks for every level and every façade.

Lisa Paul agreed with the Commissioners' concerns and the prior public comments. She referenced the parking garage on Parcel D and noted that it is too close to the light and will slow traffic to allow for people to turn right into the garage. She questioned how pedestrians are supposed to navigate the entrance/exit to the Parcel D garage. She stated that the street is too busy, and the access point is too close to have a parking garage in that location. Forty-five cars is a lot of cars that would also shine lights into the building across the street.

The applicant's claim that Building D is only four stories is misleading and she referenced the obstructed view of the mountains from Powder Point, which is a five-story building. Ms. Paul suggested that the applicant visit the neighborhoods to observe the resort traffic that comes into the neighborhood. She noted that based on her review of PEG's website, they have never developed the base of a ski resort. Their development at Jackson is 12 miles from the ski resort. PEG has a property in Ketchum that is two miles away. When the neighbors complained about the heights of the buildings, PEG reduced them so they did not block views. She commented that PEG has not built anything to this level or had to deal with these traffic issues.

Ms. Paul reported that the Traffic Plan should be put in place to see what works. PEG should build around what the public wants and what works. She does not agree with working around the design that PEG wants to construct.

Tana Toly pointed out that the General Plan specifies that there is a significant decrease in ridership when a person lives within one-quarter mile of a bus stop. She would like to know how many residents actually live further than one-quarter of a mile from a bus stop and how many short-term rentals in town are further than one-quarter mile from a bus stop.

With regard to PEG's statement that the plan actually helps increase parking by having overnight visitors stay at the resort, she stated that in reality the project is adding to the bed-base in Park City and increasing the number of skiers by an average of 700. The plan does not reduce vehicles and just adds more people to the town.

Ms. Toly commented that continuing to compare transportation and parking to the Canyon's Resort is not a valid predictor of how this base development would function. She encouraged PEG and the City to reach out to the Park City Lodging Association to understand the average number of cars of winter guests in the existing accommodations. The statement that Summit County is only projecting 1% growth in this area shocked her. In one area alone, 20,000 homes were being constructed in the next five years, and all of those people are going to want to ski.

With regard to resort traffic in the Empire neighborhood, Ms. Toly stated that unless someone is checking residential passes every day, there would not be the occasional rogue car that finds its way into the neighborhood. There will be hundreds of vehicles that will circle and slide their way down 8th Street onto Main Street.

Deb Renfro agreed with the comments made about the site plan and commented that it is built out to the "n-th" degree, and there is no area available for expansion. She noted that from the beginning there has been talk of the need for a bus stop at the north end of the resort, and with this layout, there is no room for a bus stop in that location. She commented that there is no designated drop-off for rideshare or micro-transit, nor is there any area available for increased pedestrian or cyclist improvements. The shuttle drop-off is seriously lacking. Ms. Renfro referenced her email that included statistics she collected that nine snow country limousine shuttles arrived in a 45-minute period and they were all the large 28 passenger coaches. The six-shuttle drop-off area would not be sufficient to accommodate those limousines and other vehicles.

Ms. Renfro stated that the loading dock remains a big concern since any truck that accesses it must cross the multi-use path to enter and exit. She agreed with the concerns raised regarding the proposed location of the helipad; she expressed her understanding that if someone was injured on the mountain, they could not be sledded across the plaza and would have to be put in an ambulance to be transported to the

helicopter for loading. This would present a serious problem for traffic, which would have to be halted anytime the helicopter is used.

She noted that Empire Avenue was shut down earlier in the day for paving and the majority of the City buses were able to make the turn at the turnaround, however, the High Valley Transit buses were required to make 3-point turns. She encouraged someone to look at the difference in bus sizing and how they would deal with High Valley Transit in this plan.

Ms. Renfro expressed concern with how many vehicles can fit in the hotel entrance area, as there is no temporary parking to accommodate off-loading. Too many vehicles in that location could block the multi-use pathway off of Lowell Avenue. She reported that currently, a significant number of the shuttles use 14th Street. They know that if they have to go through the Deer Valley/Park Avenue intersection at a peak time, they would be delayed several minutes.

She asked how drop-offs work for vehicles with bikes on the back and questioned whether they create a safety issue for those people unloading their bikes with the general-purpose traffic lane next to them.

She referenced a recent meeting where a Council Member expressed disappointment that the community was listening to the hypotheticals about the soils repository and not paying attention to the facts. She suggested that the developer is asking them to look at the hypotheticals and assumptions rather than providing facts. As a member of the community, she strongly urged the Commission to require facts and compliance with the LMC. She stressed the importance of having up-to-date illustrations to accurately reflect what the project would look like. She added that the landscape plan does not provide clear sightlines upon exit from any of the garages.

Douglas Lee commented that many of the neighbors have substantive concerns about the project. He stated that one of the biggest challenges is that the project was designed as a "PEG-first" project, not a "transit first" project. By assuming that all of the day parking had to be maintained and relocating 60% of it to Parcel B, PEG made a fatal mistake. The bulk of the day parking was moved to the furthest point of the site rather than taking traffic off-site as it comes into the resort area. He highlighted statements made by PEG that he found to be misleading. In the March submission, PEG stated that an AVO of 3.1 was needed to achieve a 4% reduction in trips. Now, they say that an AVO of 2.7 results in a 4% reduction in trips. He requested that PEG show the math and stated that the Commission, staff, and the public deserve better.

He also referenced the rendering showing a fake mountain photo-shopped in behind Building D. He recalled Ms. Renfro's rendering from a few months prior that showed photo-shopped mountains behind Buildings D and E. He stated that this is unacceptable in a project of this scale and importance. The Building C Shared Parking Analysis is completely inadequate. He wanted to know all of the assumptions, comparable resorts they used, and why. He stated that the resorts referenced are not comparable. He referenced Hales Engineering's reliance on national industry-standard data for other uses. The standards might make no sense for Park City and for this project. He wanted to see why this data makes sense. He expressed his hope that future sessions will be as productive as possible, and that PEG be held to a higher standard.

Melissa Band stated that her children have been going to the Park City youth programs for a long time and dropping children off for these programs is quite an endeavor. She stated that Vail has done a great job to date but she stated that she pulls into the lowest turn and there are three areas to park, unload and walk to the corral to sign in with the teacher. This area is about 20% of the lower parking lot in front of the First Time lift. Based on her experience, she did not see how the PEG drawings will work unless Vail intends to get rid of the locals programs entirely.

There were no further public comments. Chair Phillips closed public comment.

Chair Phillips wanted to know when the location of the helipad will be finalized since it will have both visual and circulation impacts. He also wanted to hear from AECON regarding their earlier recommendations and assurance from them that their concerns were addressed.

Commissioner Suesser stated that as proposed in the 1998 MPD, Building C was contemplated to have a skier services learning center on the main floor, and 101 condominium units above. It also had day-skier drop-off and parking. While the Mountainside Marriott was included, an additional four-star hotel on Parcel C was not contemplated. She stated that this is a significant change of use for Parcel C and not part of their initial analysis. She stated that a four-star hotel with a restaurant drives more traffic to the base resort than a skier-services facility with 101 condominiums above it. According to the Hales Report, Parcel C will generate 3,400 vehicle daily trips to the hotel.

Commissioner Suesser reported that AECON stated that a four-star hotel will generate approximately 50% more trips than the use contemplated in the 1998 MPD. She stated that this is something that needs to be considered since the change in use is something that the Commission would be approving. They are trying to reduce vehicle trips to the

resort, yet the change in use is actually drawing traffic that was not necessarily anticipated for this site in 1998. She also expressed her frustration that a stand-alone traffic study was not conducted on this site. PEG and Hales Engineering relied on the traffic study completed for Treasure Hill and other sites and combined that data with data from the Canyons to arrive at the numbers being presented. Commissioner Suesser stated that the Canyons is not an analogous resort because it is more self-contained.

The site is very different from the Canyons. It is close to Main Street and PEG has presented ideas for visitors to access the rest of Park City. She also referenced the resort base at Solitude, where there is no town to access.

Chair Phillips looked forward to continuing the discussions on the transportation issues next month and further comments will be reserved if necessary. Commissioner Suesser noted that the Commission has not yet had the opportunity to hear from the County about the Regional Transit Plan, nor the City about the Local Transit Plan.

Commissioner Johnson requested a more in-depth analysis of the adequacy of the hotel shuttles and the drop-offs.

Planner Ananth was asked about the information presented earlier about the High Valley buses. She stated that she would obtain that information for the next meeting. In response to an inquiry, Director Milliken confirmed that at the next meeting, a representative from the County's Transportation Team would be present and, provide an overview of projects and initiatives in the works and in the vision for transportation. She confirmed that the Richardson Flat and Quinn's Junction lots will be included in those discussions.

8. REGULAR AGENDA

9. ADJOURN

Commissioner Thimm moved to ADJOURN.

The Planning Commission Meeting adjourned at approximately 10:30 p.m.

Approved by Planning Commission:



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JULY 28, 2021**

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

EX OFFICIO: Alexandra Ananth, Senior City Planner; Rebecca Ward, Senior City Planner; Spencer Cawley, City Planner, Gretchen Milliken, Planning Director; Browne Sebright, Planner II; Heinrich Deters, Trails & Open Space Program Manager; Mark Harrington, City Attorney

1. ROLL CALL

Chair Phillips called the meeting to order at 5:30 p.m.

The following written determination was read:

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

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.

2. MINUTES APPROVAL

There were no minutes to be approved.

3. PUBLIC COMMUNICATIONS

No hands were raised on Zoom and no eComments were submitted.

4. CONTINUATIONS

Planning Director, Gretchen Milliken, shared the staff and board communication updates with the Planning Commission. She noted that there had been discussions during a Work Session several meetings ago related to hybrid Planning Commission Meetings versus virtual Planning Commission Meetings. At that time, the Planning Commission wanted to meet in person in the future, pending the success of the City Council hybrid meetings.

Director Milliken reported that the City Council had been meeting in person in a hybrid format. If a City Council Member is unable to attend a meeting in person, they can attend virtually. The subject was being revisited with the Planning Commission because there had been some concerns raised about in-person meetings. Director Milliken explained that the Planning Commission often has greater public attendance than some other Boards and Commissions. The following questions were posed to Commissioners:

- Does the Planning Commission want to set a goal date to work towards as it relates to in-person meetings?
- Does the Planning Commission want this issue to be discussed at a later date?
- Does the Planning Commission want to continue meeting virtually for some time moving forward?

Chair Phillips asked if there would need to be a quorum at the anchor location if the Planning Commission moves to the hybrid format. City Attorney, Mark Harrington, explained that if the Chair determines that the anchor location does not pose safety or health risks, there will need to be a quorum at the anchor location. However, meetings could continue virtually and some Commissioners could meet in person. While there was nothing preventing a hybrid variation, it might cause some confusion, especially as it relates to the public portions of the Planning Commission Meetings.

Commissioner Kenworthy noted that this was a transitional time, and the Centers for Disease Control and Prevention ("CDC") guidelines suggest that masks be worn in certain areas of the County. Additionally, Park City is a tourist center. He felt it would be wise to continue virtual meetings for a little longer and then move into a hybrid format.

Commissioner Suesser agreed. She commented that there had been an increase in COVID-19 cases and felt that the Planning Commission should at most have a hybrid format. She had no issue with some of the Commissioners attending meetings in the Council Chambers, as long as a quorum is not required. If that is confusing to the public, Commissioner Suesser believed that Planning Commission Meetings should remain virtual until a date certain.

Commissioner Van Dine was in favor of moving to a hybrid format. She wondered if it would be possible to have applicants and Commissioners be present in public and for the public comment portions of the meetings to remain virtual. Commissioner Hall agreed with the other Commissioners. She asked Director Milliken if it would be possible to meet in a larger location. Director Milliken explained that the Planning Commission does not need to meet at City Hall. It simply needs to meet in an anchor location. That could be an option for staff to look into if the Commissioners feel strongly about returning to in-person meetings. Commissioner Van Dine suggested that the Library could be a possible location. Attorney Harrington noted that there would need to be a re-notice if another location is used.

Commissioner Johnson felt that the hybrid format was a good idea. Chair Phillips commented that with the recent increase in COVID-19 cases and the rollback of some CDC guidelines, it would be better to remain virtual for the time being. He felt that before the recent spikes and the new variant, the Planning Commission was headed back to in-person meetings, but it would be complicated to do a hybrid format at the current time. Chair Phillips noted that the Planning Commission was functioning well virtually and he did not believe it made sense to put anyone at risk. He suggested that when the case numbers start to decline, that the issue be revisited.

Attorney Harrington commented that staff could come back with a draft resolution that expressly enables a version of the hybrid meeting format. He noted that many of the Commissioners had different ideas about which type of hybrid format should take place in the future. The draft resolution would provide clarity, allow staff time to prepare, and inform residents of possible next steps. Chair Phillips liked the idea. He referenced an earlier suggestion to hold Planning Commission Meetings at the Library. He assumed there would be certain complexities associated with that.

Commissioner Suesser made note of a question raised by Commissioner Van Dine related to a hybrid meeting without the public present. She wondered if that would be permitted. Attorney Harrington explained that it would be possible to set an occupancy limit that is available on a first-come first-serve basis. However, he felt that may be a problematic format. He believed holding a Work Session related to draft terms would be

beneficial because the pros and cons of the different hybrid options could be shared with the Planning Commission. Attorney Harrington commented that there were a lot of different options under the current rules. If a pros and cons list was created, the Planning Commission could determine the next steps. Chair Phillips noted that those discussions could take place once the COVID-19 case numbers start to decrease. He asked Director Milliken to keep an eye on the case counts.

Chair Phillips asked if there were any disclosures from Commissioners. Commissioner Hall noted that she had a disclosure for Item 5D. She retained Marshal King from Alliance Engineering, Inc. for a personal matter several years ago. Additionally, she saw Hannah Tyler was a participant but was not an applicant or representative. Ms. Tyler also handled a personal matter for her in the past. Neither would impact her decision.

Commissioner Suesser disclosed that she met with Steven Issowits, Rich Wagner, and Commissioner Kenworthy on May 5, 2021, and received a high-level overview of the Deer Valley Resort plans for Snow Park. She also heard history regarding how those plans had evolved over the years. The application was not complete at that time, and she did not believe that meeting would compromise her objectivity.

Commissioner Kenworthy disclosed that over a decade he had been a substantial seasonal housing landlord to Deer Valley Resorts and others. He also participated in the meeting mentioned by Commissioner Suesser and had coffee with the Mayor. None of those disclosures would affect his decision.

Chair Phillips had a disclosure with Item 5C. The applicant was Gary Bush. He used to be neighbors with Mr. Bush, worked as a subcontractor for Mr. Bush, and was employed by Mr. Bush. Chair Phillips stated that would not affect his decision-making. Commissioner Kenworthy added that he chaired the Historic Preservation Board with Mr. Bush as a member. That would not impact his decision.

5. REGULAR AGENDA

- A. 1335 Lowell Avenue – Conditional Use Permit – The Applicant Proposes to Install Shielded Rooftop Antennas to Relieve Telecommunications Capacity Coverage in the Recreation Commercial Zoning District. PL-21-04768. (A) Public Hearing; (B) Continuation to a Date Uncertain.**

Chair Phillips reported that there was an explanation in the staff report that addressed the desire to continue Item 5A to a date uncertain.

Chair Phillips opened the public hearing. There were no public comments. Chair Phillips closed the public hearing.

City Planner, Spencer Cawley reported that the applicant is Smartlink Group on behalf of AT&T Mobility. Commissioner Suesser asked why the application was contained to a specific address. Planner Cawley explained that the address is where the roof-mounted antenna will be placed. Planner Cawley confirmed that the application was continued from one month earlier. The applicant did not have new plans ready to move forward. Planner Cawley distributed comments from the June 23, 2021, Planning Commission Meeting related to future development.

MOTION: Commissioner Suesser moved to continue the application for 1335 Lowell Avenue – Conditional Use Permit, to a date uncertain. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

- B. 7 Perseverance Court – Plat Amendment – The Applicant Proposes Amending the Area of Disturbance for Lot 8 of the Evergreen Subdivision. PL-21-04845. (A) Public Hearing; (B) Continuation to August 25, 2021.**

Chair Phillips noted that staff requested that the above item be continued until the August 25, 2021, Planning Commission Meeting.

Chair Phillips opened the public hearing. There were no public comments. Chair Phillips closed the public hearing.

MOTION: Commissioner Suesser moved to continue the application for 7 Perseverance Court – Plat Amendment, to the August 25, 2021, Planning Commission Meeting. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

- C. 1003 Norfolk Avenue – Plat Amendment – Remove the Lot Boundary Line Common to Lot 1 and Lot 2 of Block 16 in Snyder's Addition to Park City, and Create a New Lot of Record, 1003 Norfolk Avenue Subdivision, Park City, Utah, in the Historic Residential Zoning District. PL-21-04822. (A) Public Hearing; (B) Possible**

Recommendation for City Council's Consideration on September 2, 2021.

Senior City Planner, Alexandra Ananth reported that Martina Nelson from Park City Surveying and the applicant, Mr. Bush, were present to answer questions. The application was for a Plat Amendment at 1003 Norfolk Avenue. The lot is located in the HR-1 Zoning District in Old Town and the applicant proposed to remove the lot boundary line between the adjacent Lot 1 and Lot 2 of Block 16 in Snyder's Addition to Park City and create a Lot of Record for the combined lot.

The Lots were improved with a home that was built in 1904, a designated Landmark Historic Structure on the Historic Sites Inventory, which was constructed across the internal lot line. The applicant proposed that the internal lot line be removed to create a new lot of record. Portions of the existing home and garage encroached into the City's right-of-way and the Planning Department recommended a condition of approval that the applicant enters into Encroachment Agreements for the existing historic home and garage prior to recording the Plat Amendment. The applicant agreed to that condition.

Planner Ananth presented an aerial view map and the Record of Survey. Chair Phillips wondered if the garage was also considered historic. Planner Ananth confirmed that it is. She reported that staff found good cause for the Plat Amendment as it will remove an internal lot line to the Landmark Historic Structure and create a new lot for the existing historic structure and use. The applicant would address existing encroachments with the City Engineer prior to recording the Plat Amendment. Staff recommended that the Planning Commission hold a public hearing and consider forwarding a positive recommendation for City Council consideration on September 2, 2021.

Commissioner Suesser wondered why the Planning Department would encourage the applicant to enter into an Encroachment Agreement rather than remove the encroachment from the lot. Planner Ananth explained that the house and garage were considered historic and it was unlikely that any demolition would be allowed. As a result, it would be better to have an Encroachment Agreement while the homes exists on the lot. Should the site be redeveloped, it would be redeveloped to current setback requirements.

Chair Phillips asked if the encroachments were later additions to the historic structure. Planner Ananth did not believe they were. Commissioner Suesser wondered if the application had gone through the Historic District Design Review ("HDDR") process.

Planner Ananth explained that it had not because there were no proposed changes to the structure. It was simply a Plat Amendment to remove the internal lot line.

Chair Suesser asked about the extent of the encroachments. Ms. Nelson asked that the Record of Survey be shared with the Planning Commission again. She reported that the left side of the garage has an encroachment of 1.5 feet into the right-of-way and the right side of the garage has an encroachment of two feet. Ms. Nelson noted that there were additional encroachments of 0.4 feet (5-inches) on both corners of the wall overhangs as well as additional encroachments of 0.9 feet (10-inches) and one foot.

Discussions were had about the concrete retaining wall. Mr. Bush believed the concrete retaining wall remained to retain the front yard. Commissioner Suesser noted that there is a rock wall north of the garage. She wondered if it was a continuation of the concrete retaining wall. Mr. Bush clarified that it was separate and from the abutting property. Chair Phillips did not imagine the concrete retaining wall was historic but assumed that it was functioning for the existing property. He noted that it may be possible to add a condition to state that if a significant addition or remodel of the home takes place, the concrete retaining wall must come into compliance. Planner Ananth confirmed that such a condition would be possible. If during the HDDR process, it was determined that certain features were not historic to the home, they could be brought into compliance as well.

Commissioner Suesser asked if the renovation plans had been reviewed. Mr. Bush reported that he went through the HDDR process and believed the plans had been approved. Commissioner Suesser wondered why the Planning Commission was not looking at the plans to see how the proposed renovations would impact encroachments. Mr. Bush commented that during an HDDR review, one of the main priorities was to maintain the façade. The bump-outs on the south side were historic.

Chair Phillips was in favor of granting exceptions for historic sites but still had concerns about the concrete retaining wall. Mr. Bush explained that the City Engineer would sign the Plat Amendment and go through it with his own checklist. The concrete retaining wall is historic and the City Engineer generally leaves those as long as they do not encroach into the City's street right-of-way. Chair Phillips believed that was correct as he was familiar with the process as it relates to historic walls.

Commissioner Kenworthy was comfortable with the Plat Amendment as it was a designated Landmark Historic Structure. Commissioners Hall and Van Dine agreed. Commissioner Suesser noted that the home will be redeveloped and she did not agree that the encroachments were necessarily needed to retain the historical integrity. Mr. Bush reminded Commissioner Suesser that the Plat Amendment needs to be signed by

the City Engineer. He would require an Encroachment Agreement for everything that encroaches into the City's right-of-way. Planner Ananth confirmed that the City Engineer will grant the encroachment. The condition as currently worded was that the encroachments must be received prior to recording the Plat Amendment for the Landmark Historic Structure. Additional language could be added to state as follows:

- If any of the encroachments are deemed not historic, they shall be removed upon redevelopment of the lot.

Chair Phillips was in favor of the suggested language. Ms. Nelson conducted the survey for Mr. Bush and reported that with historic homes, the procedure in Old Town was to accurately locate the home on a survey map. A contractor would then jack up the house and put it on the crisscrossed railroad ties. After the foundation is improved, the historic house must be placed back where it was. The home could not be moved over one-half of a foot to eliminate encroachments. Commissioner Suesser commented that there would be significant renovations done to the home. It was not just foundation work.

Chair Phillips noted that Ms. Nelson was correct in that the historic home cannot be moved laterally. It must go straight up and straight back down. Commissioner Kenworthy reported that the reason was that the exact location of the home told a story. Every aspect of the historic nature of the dwelling and the setting should remain the same. Chair Phillips believed that the addition of the proposed language by Planner Ananth would resolve his concerns related to the application.

Chair Phillips opened the public hearing. There were no public comments. Chair Phillips closed the public hearing.

MOTION: Commissioner Kenworthy moved to forward a positive recommendation to the City Council for consideration on September 2, 2021, for the 1003 Norfolk Avenue – Plat Amendment, subject to the following:

Findings of Fact:

1. The property is located at 1003 Norfolk Avenue in the Historic Residential (HR-1) District.
2. The property consists of two lots, Lot 1 and Lot 2, SA-164.
3. The lot is improved with a house built circa 1904 which is considered a Landmark Historic Structure constructed across the internal lot line.

4. The combined lot will meet all Lot and Site Requirements and the density of the site is not changing.
5. Any redevelopment will be subject to the City's HDDR process.
6. Staff finds Good Cause for this Plat Amendment as it will remove an internal lot line to the Landmark Historic Structure, and it will create a new lot of record for the existing historic structure and use.
7. The findings in the analysis section are incorporated herein.

Conclusions of Law:

1. There is good cause for this Plat Amendment as the Amendment will preserve the present land Use and character of the Historic residential area will remove an internal lot line to the Landmark historic structure and will create a new lot of record.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Subdivisions, including LMC § 15-7.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.
5. No Public Streets, Right-of-Way, or easements have been vacated or amended.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the Plat.
2. The applicant will record the Plat Amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is submitted in writing and approved by the City Council.

3. The applicant shall enter into encroachment agreements for the existing historic house and garage prior to recording the plat amendment.
4. A Plat Note shall indicate that the Plat is subject to Ordinance 2021-XX.

Commissioner Hall seconded the motion.

VOTE: Commissioner Kenworthy-Aye; Commissioner Suesser-Nay; Commissioner Johnson-Aye; Commissioner Van Dine-Aye; Commissioner Hall-Aye. The motion passed 4-to-1.

- D. 2587 Fairway Village Drive – Plat Amendment – Request to Construct an Addition to the Living Space Between the Existing Dwelling and the Garage Designated as Private Ownership, and to Add Five Feet to the Existing Deck at the Rear of the Property Designated a Limited Common Ownership, Fairway Village No. 1 First Amended Amending Lot 28, Park City, Utah, in the Residential Development Zoning District. PL-21-04835. (A) Public Hearing; (B) Possible Recommendation for City Council’s Consideration on September 2, 2021.**

Planner Ananth reported the application was for a Plat Amendment for Fairway Village, a 28-unit townhouse-oriented Planned Unit Development (“PUD”) that was recorded in 1979. The applicant, Dennis Cathey, was identified as the owner of Unit 28 and was requesting to construct an addition to the living space between the existing dwelling and the garage, which would be designated as private ownership. Additionally, the applicant was requesting to add five feet to the existing deck at the rear of the property.

Both additions met all setback requirements. The Fairway Village Homeowners Association approved the proposed changes to the plat. Planner Ananth noted that eight of the 16 similar units had completed similar additions over the years. Staff recommended that the Planning Commission conduct a public hearing and forward a positive recommendation for City Council consideration on September 2, 2021. Chair Phillips wondered what made the application a Plat Amendment as the footprint was not being increased. Planner Ananth explained that it was tied to the footprint of the building.

Chair Phillips opened the public hearing. There were no public comments. Chair Phillips closed the public hearing.

MOTION: Commissioner Hall moved to forward a positive recommendation for City Council consideration on September 2, 2021, for 2587 Fairway Village Drive – Plat Amendment, subject to the following:

Findings of Fact:

1. The property is located at 2587 Fairway Village Drive, a PUD in the Residential Development (RD) Zoning District.
2. The Fairway Village No. 1 Plat was approved by City Council on December 12, 1979, for 28 units, and recorded on December 17, 1979.
3. The proposed amendment is for an addition to the living space between the existing dwelling and the garage (below the existing bridged walkway), which would be designated as private ownership, and to add five feet to the existing deck at the rear of the property designated as limited common ownership. The addition will add approximately 435 square feet.
4. The Fairway Village Homeowners Association approved the proposed changes to the plat in a letter dated April 20, 2021.
5. The addition does not change the number of residential units, Density, or require additional parking.
6. The addition and expanded deck meet all setback requirements.
7. Staff finds Good Cause for this Plat Amendment as the Amendment expands the private space of Unit 28 with living and deck area and meets all LMC Requirements.
8. No Public Streets, Right-of-Way, or easement has been vacated or amended. 9. The findings in the analysis section are incorporated herein.

Conclusions of Law:

1. There is good cause for this Plat Amendment as the Amendment expands the private space of Unit 28 with a living and deck area.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Subdivisions, including LMC § 15-7.

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.
5. No Public Streets, Right-of-Way, or easements have been vacated or amended.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the Plat.
2. The applicant will record the Plat Amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is submitted in writing and approved by the City Council.
3. A Plat Note shall indicate that all Conditions of Approval of the Fairway Village No. 1, a PUD, shall continue to apply.
4. A Plat Note shall indicate that the Plat is subject to Ordinance 2021-XX

Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

E. 3805 Fox Tail Trail – Plat Amendment – The Applicant Proposes Creating One Lot from Parcel PCA-S-98-SEC-11 for a Single-Family Dwelling in the Estate Zoning District and One Parcel in the Recreation Open Space Zoning District. PL-21-04826. (A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 2, 2021.

City Planner, Browne Sebright reported that the application was for a Plat Amendment on property located at 3805 Fox Tail Trail. The proposed Fox Tail Subdivision will create an 8.84-acre lot in the Estate Zoning District for a single-family dwelling, with a portion of the Ridge Line Area zoned Recreation Open Space, and create a 23.89-acre parcel, to be dedicated to Park City Municipal Corporation to retain as Recreation Open

Space, pursuant to a Conservation easement. Planner Sebright explained that this was the first of two agenda items for the property. The following agenda item would discuss the reallocation of the zoning districts on the property in order to protect a ridge line.

The property was an unimproved lot located at the end of Fox Tail Trail off of Solamere Drive. It is 32.73 acres in size and geographically distinct. Planner Sebright reported that it contains several knolls and gullies that drain to the northeast. The property was currently split-zoned, with approximately 3.2 acres in the Estate Zoning District and the remainder of the property zoned Recreation Open Space.

Planner Sebright reported that there were two features on the property that made development with that originally proposed configuration difficult. There was a 50-foot-wide utility right-of-way easement that carried the PacifiCorp power lines and an access road through the property. Additionally, there was a protected ridge line on the property. Per the Land Management Code, no development was allowed within 150 feet of a protected ridge line. The remaining portions of the lot within the Estate Zone were part of a natural valley. Development in this area would be difficult because of the required 30-foot front and side setbacks and the required cuts and fills to enable a development pad.

With those conditions identified, the applicant amended the original submittal with a new proposal to create an 8.84-acre lot from an existing parcel and to create a 32.8-acre parcel in the Recreation Open Space Zoning District. The new configuration would allow for a development pad that was outside the protected Ridge Line Area and the utility Right-of-Way easement. The development pad would not be in an existing natural drainage area.

Planner Sebright reported that the lot was originally envisioned as part of the Hidden Meadows Subdivision. The subdivision established a 16,000 square-foot maximum site disturbance area and a 10,000 square-foot maximum floor area. Staff recommended that the maximum site disturbance and maximum floor area for the subdivision be incorporated into the proposed Fox Tail Subdivision. Planner Sebright noted that staff reviewed the proposed subdivision and found that it complies with the following, as outlined and conditioned in the staff report:

- Estate and Recreation Open Space Zoning Districts;
- Sensitive Lands Overlay;
- Zoning District Lot and Site Requirements;
- General Subdivision Requirements;
- General Lot Design Requirements.

Another important feature of the property related to the trails that ran from a trailhead at the end of Fox Tail Trail. Trails wrapped around and crossed over the knoll, connecting to the Fox Tail, Skid Row, and Lost Prospector Trails. In the original proposal, the applicant had proposed recording a 10-foot trail easement for the Fox Tail Trail and the trail that connected Hidden Meadows to Park City Heights. With the revised application, which included the proposed relocation of the development pad, the applicant had agreed to finance, relocate and record trail easements for the Fox Tail Cut and trailhead to Park City Heights, in accordance with the Trails Master Plan. As a result, staff modified Condition of Approval #13 to reflect that the applicant would be responsible for the financing and relocation of trails that were within the proposed private lot.

Per the Land Management Code, the Planning Commission may recommend maximum dwelling or unit square footages for subdivisions. While the requested subdivision was not subject to a Maximum Floor Area under the requirements of the Estate Zoning District, the approved plat for the adjacent Hidden Meadows Subdivision included the Maximum Floor Area and Maximum Site Disturbance for each lot in the subdivision. Since the Fox Tail lot was originally included in the Hidden Meadows Subdivision, the Maximum Floor Area and Maximum Site Disturbances were established for the lot and formed the basis for the staff recommendation. Staff recommended Condition of Approval #8 to align the Maximum Site Disturbance and Maximum Floor Area of the lot and with those established at the Hidden Meadows Subdivision.

Other Conditions of Approval that addressed the previously mentioned points included:

- Condition of Approval #8:
 - Protects significant vegetation.
- Condition of Approval #9:
 - To show the Ridge Line Area and the 150-foot buffer on the final plat.

The project had been taken to the Development Review Committee (“DRC”) and based on the input of the Snyderville Basin Water Reclamation District; staff recommended adding the following two additional Conditions of Approval:

- Condition of Approval #21:
 - To show and label the 20-foot private sewer easement on the neighboring property.
- Condition of Approval #22:
 - To indicate that a privately owned and operated waste water ejector pump would also be required.

Staff found good cause for the Fox Tail Subdivision given that it protected the ridge line, complied with the requirements of the Estate and Recreation Open Space Zoning Districts, the requirements of the Sensitive Lands overlay, and the Trails Master Plan. Planner Sebright reported that staff received multiple inquiries from neighbors with questions about the project. One written statement was submitted as the Planning Commission Meeting started. A neighbor raised concerns regarding the relocation of the Fox Tail Cut near their property. Based on this concern, the Planning Commission may want to consider the following additional Condition of Approval:

- The trail relocation will comply with Estate Zoning District setbacks and shall be set back a minimum of 30 feet.

Staff recommended that the Commission forward a positive recommendation for City Council consideration on September 2, 2021, subject to the amendment of Condition of Approval #13, the addition of Conditions of Approval #21 and #22, and the possible addition of a Condition of Approval related to trail relocation.

Chair Phillips had questions related to the trail relocation. He asked about the proposed language shared by Planner Sebright for a Condition of Approval. Planner Sebright clarified that the proposed language was something that he had quickly put together but it was something the Planning Commission could consider further.

Chair Phillips asked if there was language included in the conditions that would ensure that the trail relocation takes place. Planner Sebright reported that the applicant's representative, Douglas Ogilvy, was present and would be able to better address that question. Mr. Ogilvy noted that it could be included as a condition of the recordation of the plat. Chair Phillips confirmed that Mr. Ogilvy approved of tying the trail relocation to the recordation of the plat.

Commissioner Suesser asked for more information related to the trail relocation. Planner Sebright noted that the relocation of the Fox Tail Cut Trail, based on the proposed development site and driveway, would require the head of the trail to be relocated slightly to the west. A Condition of Approval that could be considered would be to have that trail adhere to the Estate Zone setback requirements, which would be 30 feet from the side yard lot line. Further discussions were had about the location.

Chair Phillips wondered if the proposed Condition of Approval would work with the proposed location of the driveway. Mr. Ogilvy wanted the driveway to start as close to the west property line as possible so the existing topography could be followed rather than needing to bring in fill. He felt that the 30-foot setback would be possible for the

majority of the area, but he would like to keep the trail closer to the property line for the first 40 feet or so. For instance, there could be a condition that required the west trail to be 30 feet or more from the west property line, to the extent reasonably possible. It could be subject to staff approval and they could differ to staff on the final alignment.

Chair Phillips asked if there was actual language related to the 30-foot setback in the Code. Planner Sebright clarified that it came from the Land Management Code. The side setback was stipulated in the Estate Zoning District chapter. Mr. Ogilvy pointed out that the 30-foot setback was normally just for structures. Planner Sebright confirmed this. The suggestion was simply a response to the neighbor's concern that had been submitted prior to the Planning Commission Meeting.

Mr. Ogilvy mentioned the proposed Condition of Approval #8, which related to the 16,000 square-foot limit of disturbance. There had been discussions about the driveway being excluded from the limitation. Chair Phillips asked if the 16,000 square foot maximum site disturbance came directly from the language on the existing neighboring lots. Planner Sebright explained that when the Hidden Meadows Subdivision was first subdivided, the original intent was to include the lot as part of the subdivision. That did not happen for several reasons, but the proposed maximum floor area and maximum site disturbance were left in, which was what staff based the suggestion on.

Commissioner Kenworthy asked Trails & Open Space Program Manager, Heinrich Deters about the conflict with the driveway and the setback. Chair Phillips recapped the presentation information for Program Manager Deters. He explained that the conflict that the Planning Commission was having was that the driveway coming into the cul-de-sac would not allow for the 30-foot setback to the corner of the property. Program Manager Deters noted that the trail access to the Solamere community had been there for a while. He suggested starting with a goal to preserve access to the south and north. Chair Phillips believed they were discussing a connection to the west.

Mr. Ogilvy explained that there were 42 feet of frontage parallel with Fox Tail Trail before it curved the other way. They were planning to build a 20-foot wide driveway and would be left with 22 feet in which to insert a trail. The 30-foot setback requirement would push the driveway into an area where much more fill was required. He preferred to have the trail run parallel with the property line for the first 60-feet or so and then veer to the east to enable the driveway to be built where it made the most sense with the natural topography.

Chair Phillips opened the public hearing.

Coyt Johnston commented that he and his wife own property located at 3790 Fox Tail Trail. He believed they were the closest property owners to the proposed development. Mr. Johnston was opposed to the proposal. He requested maps that would highlight the proposed changes but did not receive them. As a result, he was unsure about the actual size and shape of the proposed development.

Mr. Johnston believed there would be a structure with a footprint of either 10,000 or 16,000 square feet. That was twice the size of most structures in the area and in that part of Park City. Mr. Johnston noted that the residence would be constructed outside of any Homeowners Association ("HOA") limitations. The HOA in which his property is located prohibits weekly rentals. He believed the proposed residence would be exempt from those types of prohibited uses and the property would significantly change the nature and character of the neighborhood.

Concerns were expressed related to the trails. For instance, Mr. Johnston did not like the fact that the representative stated that the money being spent on the trails would benefit the community. In reality, the development will disrupt the trails. Any money spent would be to correct that disruption. He explained that there were four trails that started at the cul-de-sac, including Lost Prospector, two access points to Fox Tail Trail, and another trail often referred to as the Rising Star Trail. He informed the Commission that those trails get a lot of use. The planned development would disrupt that use.

Mr. Johnston was also concerned about water flow. He explained that this is a downhill run and there is major water runoff all the way down Fox Tail Trail into the cul-de-sac. There is either a collection pond or creek underneath the right-of-way that is a major water source for wildlife. That would be eliminated by the proposed development. He was opposed to the development and asked the Commission to consider his comments. If the development was approved, he suggested that the residence be limited in size and conditioned on a Restrictive Covenant prohibiting cut-through access.

Bill Ligety and Cindy Sharp were identified as the owners of Hidden Meadows Lot #25, directly to the west of the property. Mr. Ligety reported that they requested additional information from Planner Sebright, who shared approximately 100 pages of data. However, they had been unable to view the maps at a scale where it was possible to distinguish details. They would love to be able to fully understand what was being proposed as it would have a significant impact on their property.

Mr. Ligety discussed the trail relocation. He noted that they did not purchase their property with the idea that there would be a trail closer to their property line than it currently is. He did not favor moving it closer. They were big proponents of trails but understood the impacts. Mr. Ligety had seen some real problems with trailheads

elsewhere in Park City. Additionally, he did not like the idea that the proposal would accommodate a much larger house than expected. Others in the neighborhood had to live with a maximum site disturbance limit, which included driveways. If the applicant needs a 700-foot driveway, that was fine, but he felt it was inappropriate that the driveway be in addition to the 16,000 square feet of maximum site disturbance.

Mr. Ligety also noted that they had not seen anything to indicate whether the property would be subject to the Covenants, Conditions & Restrictions ("CC&Rs") of the Hidden Meadows Subdivision. He was opposed to the application and felt it was important that neighbors were supplied with enough information to understand the proposal fully. Ms. Sharp stressed her concerns related to the trail relocation.

Joan Card gave her address as 3764 Fox Tail Trail, which was Lot #28 of Hidden Meadows. She noted that she is the next-door neighbor to Mr. Johnston and would like to adopt his comments as her own. She also echoed many of the comments from Mr. Ligety. Ms. Card requested that the Planning Commission table the item to allow more time for staff, the applicant, and the immediate neighbors to fully understand what is being proposed. She explained that her home on Fox Tail Trail was purchased as a primary home in 2010 and had been a primary home for much of the time since. The trails are used daily. Ms. Card believed that what was proposed will have a major impact on daily life.

Ms. Card noted that she used to be a City employee and it was her job to understand the mine company. She was familiar with the Plat Map for the street. The area that was known as Lot #26 was like the other lots on the street. She did not know why that lot was never developed but what was proposed seemed to take advantage of the fact that the Plat Map was not recorded and the HOA had not previously taken action.

Ms. Card commented that the proposal will significantly impact the viewshed and character of the street. She appreciated the work staff had done thus far but felt that more work needed to be done. The neighbors that were immediately impacted should be consulted and have a role. Ms. Card asked that the Planning Commission not approve the proposal now.

Matt and Brady Leventhal were identified as the owners of 3781 Fox Tail Trail or Lot #24. Mr. Leventhal echoed other comments shared by neighbors. He noted that one of the biggest areas of concern would be the exclusion of the driveway from the maximum site disturbance. He felt it would be out of context to have such a large residence not set back far enough from the street because the driveway area was excluded. Mr. Leventhal also felt that the trail system was critical. He wanted to make sure that trails were left in appropriate locations and that there continues to be plenty of access.

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

Commissioner Suesser asked about references to Lot #26. She believed the property was located outside of the Hidden Meadows Subdivision. Planner Sebright noted that Lot #26 was not recorded and the property was not referred to as Lot #26 on any official documents. Chair Phillips believed more detailed information was needed, especially as it relates to trails and the trail relocation. It would also be useful to have additional information about the driveway and the maximum site disturbance.

Planner Sebright noted that the 10,000 square-foot maximum floor area was a maximum and not necessarily what was being proposed. It was consistent with other large lots in the Hidden Meadows Subdivision. As currently drafted, the Condition of Approval related to Maximum Site Disturbance applied to both the home site and the driveway. Planner Sebright made note of the feedback related to the relocation of trails. The Planning Department could do more work with Mr. Ogilvy and the neighbors to determine finer details as they relate to the exact orientation and location of the trails relative to the proposed driveway. Planner Sebright felt that tabling the item to the August 25, 2021, Planning Commission Meeting would provide additional time to work through those details.

Commissioner Suesser noted that there had been a comment about utility lines interfering with either the driveway or the trail. Planner Sebright explained that the utility easement for the power line did not affect the driveways or the trails. Trails and driveways were allowed to cross through the right-of-way easement, per the notes of that easement. The utility lines would impact the development site of the home and where the location was relative to the easement.

Commissioner Suesser believed that since some of the neighbors had issues and received all of the information, it would be prudent to continue the item to the August 25, 2021, Planning Commission Meeting. Commissioners Van Dine, Hall, and Kenworthy agreed. Commissioner Kenworthy asked if the applicant could provide maps at the next meeting that show the location of the existing trail system, where the proposed trail system will be, and the proposed location of the driveway. Mr. Ogilvy displayed a higher resolution version of the map. He reported that when the Hidden Meadows Subdivision was first contemplated, there would have been a home 30 feet east of Lot #25. Instead, they were proposing to move the residence 700 feet east of that property line.

Mr. Ogilvy explained that if the home had been built on Lot #26 as originally contemplated, the Fox Tail Cut Trail would not exist because it went through the middle

of what was originally contemplated as the home site. The Sensitive Lands Ordinance was adopted in 2007 and made the originally contemplated Lot #26 not viable. While working with staff, there had been a proposal to move the home 700 feet east of the boundary so it was well removed from any of the adjacent neighbors. Chair Phillips felt that the information was useful but may create more questions. He suggested that there be clear exhibits to share when the item comes back to the Planning Commission on August 25, 2021.

MOTION: Commissioner Suesser moved to continue the 3805 Fox Tail Trail – Plat Amendment to the August 25, 2021, Planning Commission Meeting. Commissioner Hall seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

- F. 3805 Fox Tail Trail – Rezone – The Applicant Proposes Relocating the Estate and Recreation Open Space Zoning for Parcel PCA-S-98-SEC-11 to Create an 8.84-Acre Area in the Estate Zoning District for the Construction of a Single-Family Dwelling Outside of the Ridge Line Area and a 23.89-Acre Area in the Recreation Open Space Area to be Dedicated to Park City Pursuant to a Conservation Easement. PL-21-04865. (A) Public Hearing; (B) Possible Recommendation for City Council’s Consideration on September 2, 2021.**

Chair Phillips noted that the 3805 Fox Tail Trail – Rezone was connected to the previous agenda item. Planner Sebright explained that much of the information had been presented already but there were additional items and Conditions of Approval to discuss. The proposed Fox Tail Subdivision will create an 8.84-acre lot in the Estate Zoning District for a single-family dwelling with a portion of the Ridge Line Area zoned Recreation Open Space and create a 23.89-acre parcel to be dedicated to Park City Municipal Corporation to retain as Recreation Open Space, pursuant to a Conservation Easement.

The features of the site, given the ridges and valleys as well as the protected Ridge Line Area, made development difficult. To protect the Ridge Line Area, the applicant proposed the reallocation of the zoning boundary. Planner Sebright reported that it would rezone approximately 1.5 acres from Estate to Recreation Open Space and approximately 3.1 acres from Recreation Open Space to Estate. The proposed rezone intended to accommodate that Ridge Line Area for a development site east of the utility right-of-way easement. The maximum site disturbance and maximum floor area was based on what was described in the Hidden Meadows Subdivision.

Planner Sebright shared the current configuration of the zoning boundary for the property as well as the proposed configuration. Staff reviewed the proposed rezone and found that it complies with the Annexation Resolution 2-94, Estate and Recreation Open Space Zoning District, and the Sensitive Lands Overlay, as conditioned and outlined in the staff report. Staff recommended three Conditions of Approval for the rezone:

- The Planning Department, City Attorney's Office and GIS Specialist will review and approve the final form and content of the amended Zoning Map for compliance with State Law, the Land Management Code and the Conditions of Approval, prior to the Mayor's execution of the amended Official Zoning Map;
- The Applicant shall dedicate 23.89 acres to Park City Municipal Corporation, subject to a conservation easement on the acreage prior to recordation of the proposed Fox Tail Subdivision;
- Prior to submitting a Building Permit application to construct a single-family dwelling within the Estate Zoning District area, the applicant must submit the materials outlined in Land Management Code Section 15-2.10-6, Sensitive Lands Review, subject to Planning Director approval.

There had been public input earlier in the Planning Commission Meeting. Based on the conversations that took place, staff recommended that the item be continued to the August 25, 2021, Planning Commission Meeting.

Chair Phillips opened the public hearing.

Mr. Johnston noted that he was more than happy to have the matter continued while staff and the Planning Commission continue to study the matter.

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

MOTION: Commissioner Suesser moved to continue the 3805 Fox Tail Trail – Rezone to the August 25, 2021, Planning Commission Meeting. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

Chair Phillips noticed that there was a chat feature available that allowed members of the public to leave comments throughout the virtual meeting. He found this to be distracting and wondered when the feature first appeared. Chair Phillips asked if there was a way to turn the chat feature off. He felt that comments would be more productive

during the public hearing portions of the meeting. Director Milliken did not believe the chat function could be turned off but staff could look into the issue.

G. 199 Daly Avenue – Steep Slope Conditional Use Permit – The Applicant Proposes Constructing an Accessory Garage into the Rear Steep Slope of a Significant Historic Site in the Historic Residential-1 Zoning District. (A) Public Hearing; (B) Action.

Senior Planner, Rebecca Ward reported that the above item involves a Steep Slope Conditional Use Permit for 199 Daly Avenue. It was a proposal for a detached garage built into the steep slope, which is greater than 30% at the rear of a Significant Historic Site. The proposed garage required Planning Commission review due to the size of the lot. Planner Ward explained that the lot is over 5,000 square feet in size. On July 15, 2021, the Planning Department approved the HDDR and found that the proposal complies with the design guidelines, pending the Planning Commission approval of the Steep Slope Permit.

Planner Ward shared a site plan of the Significant Historic Structure and the proposed addition of the detached garage. Under the Zoning District, the detached garage requires a one-foot setback from the rear property line and a three-foot setback between the garage and the adjacent property. Rendered images were shown to illustrate the change in grade. The garage would be built into the slope on the property.

The proposal complied with the Zoning District requirements and the Steep Slope Conditional Use Permit requirements outlined in the staff report. There were additional Conditions of Approval recommended by the Engineering and Building Departments. Additionally, the applicant and the adjacent property owner agreed to additional Conditions of Approval. The Engineering Department required the following:

- The applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction prior to submitting a building permit, subject to City Engineer approval;
- The applicant shall submit a geotechnical report and design of the temporary shoring and final slope stability prior to submitting a building permit, subject to City Engineer approval; and
- The applicant shall provide soil stabilization details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.

The Building Department also required the following:

- The applicant shall complete an Access Agreement allowing property access to adjoining properties to complete the construction proposed to be within five feet or less from the lot line or proposed steep slope prior to submitting a building permit.

Planner Ward reported that an Access Agreement is a requirement for all projects that include construction within five feet of the property line. The applicant and the adjacent property owners agreed to the following additional Conditions of Approval:

- The driveway shall be heated;
- The fence along the common 199 Daly Avenue and 203 Daly Avenue lot line shall be retained or replaced;
- The roof deck above the detached garage shall include a solid wall along the common 199 Daly Avenue and 203 Daly Avenue lot line; and
- The driveway shall be constructed in a way that preserves the cottonwood tree located along the southern 199 Daly Avenue lot line.

Due to the additional Conditions of Approval, staff recommended that the following condition be added:

- The applicant shall submit a complete set of revised plans, including the HDDR Conditions of Approval and the Steep Slope Conditions of Approval, prior to submitting a Building Permit application.

Staff recommended that the Planning Commission conduct a public hearing and consider approval of the Steep Slope Conditional Use Permit with the additional Conditions of Approval outlined. Planner Ward identified the Project Architect as Steven Swanson who was available to answer questions.

Chair Phillips asked for a plan view of the detached garage. Planner Ward shared additional images with the Planning Commission. Commissioner Suesser noted that a detached garage was being referred to but it seemed that there was living space included in the new construction as well. Planner Ward clarified that there was an existing addition that was to be renovated. What was proposed as part of the Steep Slope Conditional Use Permit was just the detached garage. However, it had a proposed deck above the garage. One of the Conditions of Approval prohibited any residential use because the detached garage was an accessory building.

Chair Phillips noted that the deck was his biggest concern. He also wanted to better understand the proposed privacy wall. Planner Ward shared an additional set of drawings that were submitted for the HDDR. The drawings showed the garage with the rooftop deck addition. Chair Phillips believed the rooftop deck would somewhat be an extension of the home. He would prefer to see a green roof there that the hillside could blend into.

Commissioner Suesser felt that more detailed images were needed to get a better sense of how the detached garage and rooftop deck would be situated and to understand the relationship to the neighboring properties. She asked about the proposed privacy wall. Planner Ward clarified that the privacy wall was for the benefit of the adjacent homeowner. The applicant worked with the adjacent property owners to determine additional Conditions of Approval. Commissioner Hall wondered if all of the adjacent property owners were in agreement with the proposal. That was the understanding of Planner Ward.

Commissioner Suesser asked for more information about an addition renovation. Planner Ward explained that there was an addition added to the Significant Historic Structure in the early 2000s. The applicant planned to renovate that addition. The addition was separate from the detached garage, which was being discussed during the current Planning Commission Meeting. Commissioner Suesser believed the images included in the packet were not clear and felt there needed to be more exhibits to better understand the proposal.

Chair Phillips opened the public hearing. There were no public comments. Chair Phillips closed the public hearing.

Chair Phillips was looking for additional clarity on the rooftop deck and privacy wall. Additionally, it was important for the Planning Commission to better understand the relationship to the abutting property. Planner Ward commented that she could reach out to the applicant and ask for clarifying exhibits. The item could be continued until the August 25, 2021, Planning Commission Meeting.

Commissioner Hall did not feel she needed additional information. The packet was thorough and there had been no negative public comments. She felt that the Planning Commission should forward a positive recommendation but would defer to the rest of the Commission. Commissioner Van Dine agreed with Commissioner Hall. Commissioner Kenworthy believed they should err on the side of caution and choose to continue the item.

MOTION: Commissioner Kenworthy moved to continue the 199 Daly Avenue – Steep Slope Conditional Use Permit, to the August 25, 2021, Planning Commission Meeting. Commissioner Johnson seconded the motion.

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

6. WORK SESSION

A. Deer Valley Snow Park Proposal – Project Overview and Presentation with Planning Commission Questions and Discussion. PL-21-04811. (A) Work Session – No Action is Expected.

Chair Phillips reported that the above item involved a Work Session related to the Deer Valley Snow Park Proposal. The agenda specified that questions and public input may be taken at the end of the meeting, time permitting. Chair Phillips commented that this was an informative Work Session that would include a broad overview of the proposal. As a result, he was inclined to not allow public comments during the current Work Session. Planner Ananth noted that the Work Session was a high-level project orientation for the Planning Commission. There would be multiple public hearings in the future and plenty of opportunities for public comment at a later date.

Planner Ananth reported that Deer Valley Resort filed a Conditional Use Permit for the expansion and redevelopment of the Snow Park Base Area. Phase One included the Site Plan, South Parcel Parking Structure, as well as a proposed Transit and Mobility Hub. Phase Two included the South Parcel Residential and Commercial Development. The applicant was contemplating 135.96 Unit Equivalents, which would total approximately 459,200 square feet of development. Phase Three would allocate the remaining density, which was approximately 73.79 Unit Equivalents. It would include the North Parcel Parking Structure with Residential and Commercial Development.

The existing conditions were outlined and a map was shared with the Planning Commission. Planner Ananth explained that the site was governed by a Special Exception Permit that was originally issued in 1977 and had been amended multiple times. Currently, the Deer Valley Twelfth Amended and Restated Large Scale MPD Permit dated November 30, 2016 was what governed the site as well as the following:

- Park City's Land Management Code;
- Park City's current Affordable Housing Resolution 25-2020;

- Park City's 2014 General Plan, including the Lower Deer Valley Neighborhood; and
- Park City's adopted Transportation Plans, as prioritized by the Park City Vision 2020 and the five Strategic Pillars, including Transportation Innovation.

The Deer Valley Twelfth Amended and Restated Large Scale MPD Permit authorized the densities and the allowed building height for the development parcels, including the Snow Park Village Parcel. The density was already noted in the existing MPD and the applicant was not proposing any changes from the allowed density. The parcel was 14.93 acres and was zoned RD-MPD. It was authorized for 209.75 Unit Equivalents as well as approximately 21,000 square feet of additional general commercial and support space.

The MPD also noted that building heights of 28-45 feet from natural grade were allowed on the site. No formal site plan had been established for the Snow Park Village development site to date. Planner Ananth reported that Deer Valley Resort had a pending subdivision application to formalize the site into three lots. Additionally, they filed an MPD amendment to create a Thirteenth Amendment, which included some text changes, but that request had been withdrawn a month earlier.

Planner Ananth outlined the General Plan for the Lower Deer Valley Neighborhood. It noted that the neighborhood was a resort neighborhood and catered to second homes and nightly rentals. Areas of critical importance for the future design of the base area included:

- Preserving the arrival experience;
- Managing traffic flow in and out of Deer Valley Drive as well as prioritizing alternative modes of transportation;
- Architectural compatibility;
- Preserving view corridors; and
- Improvements to circulation and connectivity in order to create additional amenities that are walkable.

Other issues that were critical to the continued success of Deer Valley included:

- Improved traffic flow and emergency egress to US-40, including priority given to alternative modes of transportation;
- Housing opportunities; and
- Hiking and biking trail connections and reducing Vehicle Miles Traveled.

Planner Ananth reported that one of the most significant things that the applicant was proposing was a change to the overall traffic circulation. The applicant proposed that Deer Valley Drive West would serve as the primary transit route to the resort and provide general access to Royal Street as well as the developments in the immediate neighborhood. Deer Valley Drive East would serve as the primary access for resort guests that were taking their own vehicles to the resort.

Chair Phillips asked about the traffic going up Royal Street. He wondered what would be anticipated under the proposed circulation plan. Planner Ananth explained that the traffic that would go up to Royal Street would remain on Deer Valley Drive West. The circulation plan would make Deer Valley Drive East the primary access to the parking structure and would prioritize transit as the most direct route on Deer Valley Drive West. Commissioner Suesser wanted to know if the circulation plan would be accomplished and enforced with appropriate signage. Planner Ananth confirmed this.

A proposed view of the parking structure was shared. It contained 1,360 stalls and four stories that were partially built into the grade. Primary access for vehicles would be from Deer Valley Drive East. It was assumed that a paid parking system would be implemented for the project. Deer Valley Resort was seeking an exception for a reduction in the number of required off-street vehicle parking stalls of approximately 20% for all three phases of the project. Commissioner Van Dine asked how many current parking spots Deer Valley Resort had. It was noted that the current number of parking spots was 1,340.

The proposed Transit and Mobility Hub would be integrated into the parking structure and was located in the northeast corner and would be accessed off of Doe Pass Road. The applicant had not included any detailed information related to the Transit and Mobility Hub but there were separate Ride Share zones for drop-offs along Doe Pass Road as well as a pick-up zone that would be located in front of the Snow Park Lodge. Hotel drop-off was proposed on Deer Valley Drive South and Deer Valley Drive East, with elevators and escalators connecting visitors from the parking garage and mobility hub to the resort. Additionally, the applicant would relocate some of the base lifts to bring them into the new development and they had identified a future gondola area on top of the parking deck.

Planner Ananth reported that three questions were received via email. Those questions were sent to the Planning Commission as well as the applicant. If not addressed during the Work Session, they would be addressed during the public hearing process as the project moved forward.

Mr. Issowits identified himself as the Vice-President of Real Estate and Resort Planning for Deer Valley Resort. He had been working on the Snow Park Base Area on and off since approximately 2006. Many others had worked on the project previously. Mr. Issowits introduced the Deer Valley Resort team, which included:

- Deer Valley Resort President: Jeremy Levitt;
- Vice-President of Development: Rich Wagner;
- IBI Group: Peter Pillman and David Nicholas;
- CUTBOW Principal Consultant: Hannah Tyler;
- Fehr & Peers: Jon Nepstad; and
- Alliance Engineering: Michael Demkowicz.

Mr. Wagner clarified some items from the staff report. For instance, the MPD amendment filed to create a Thirteenth Amendment. That had been submitted on December 1, 2020, and was rescinded on June 3, 2021. Mr. Wagner explained that in December of 2020, Deer Valley Resort was starting the process of design. Before the design process went too far, they wanted to clarify height, commercial calculation, and affordable housing. There was a potential Land Management Code amendment that would change how commercial density would be calculated. Mr. Wagner reported that they were trying to get verbiage into an MPD amendment that would add additional clarity and prevent issues related to commercial density from taking place later on.

Mr. Wagner explained that administrative approval was received for the height clarification. There had been discussions related to affordable housing and the commercial calculation. However, the Land Management Code amendment had been pushed back so it was determined that it would be best to leave the MPD amendment and focus on the Conditional Use Permit. If there were additional discussions about a Land Management Code amendment in future, a possible MPD amendment could be discussed further.

An additional item of clarification in the staff report related to the following statement:

- The applicant is also proposing the City vacate a significant portion of Deer Valley Drive West Right-Of-Way for the project, and the applicant would dedicate a new 60-foot Right-Of-Way to the City for Doe Pass Road.

Mr. Wagner explained that they would ask the City to vacate but would replace with an almost like-for-like for dedication. They were not taking without giving back. Commissioner Suesser wondered what the reason was for the like-for-like dedication. Mr. Wagner clarified that it had to do with the manipulation of the site. The plaza area

was wide open and had a lot of sun exposure. The goal was to maintain that sun exposure on the plaza deck. From a traffic flow standpoint, it would also make the traffic flow around Deer Valley Drive East better and improve the Trailside area. Additional details would be shared in the latter portion of the presentation.

Another clarification related to the staff report note about a rezone in 1991, where an area in the north parcel of the parking lot was rezoned. Mr. Wagner noted that the Conditional Use Permit was for everything related to the south parking garage. The rezone in 1991 did not affect the Conditional Use Permit and should not be considered. Mr. Wagner discussed circulation. He reported that they were tasked by the City and the Park City Vision 2020 goals with improving the level of service as it relates to traffic around the property and by creating a transit priority route. Mr. Wagner explained that this was only a proposal and Deer Valley Resort was open to alternative options and solutions. However, he felt that they had proposed a strong solution that would increase the level of service significantly and create a great arrival experience for guests.

Mr. Wagner commented that Planner Ananth had done an excellent job presenting the broad project information. He noted that the current Conditional Use Permit was for the south parking garage only. It involved a Transit and Mobility Hub, road improvements, and utility relocations. In the second and third phases of the project, there would be a partnership with a third-party developer. Mr. Wagner stressed that Deer Valley was a resort operator and not a developer. The proposal in front of the Planning Commission was a resort-based and amenity-based ski area plan. Deer Valley would work with whatever third-party developer was chosen to ensure that the resort vision came to fruition.

Mr. Issowits further discussed the potential Land Management Code Amendment. It was on the Planning Commission agenda in February 2020. It triggered conversations at Deer Valley, because the MPD referred back to the Land Management Code. Commissioner Suesser suggested that Planner Ananth add information in the next staff report about the Land Management Code amendment that had been discussed but had not gone through. She felt it would be useful to describe what happened, why the amendment had not gone through, and how it would have applied to the project.

Mr. Wagner explained that the MPD Conditional Use Permit requested no variances. He presented an MPD and Conditional Use Permit checklist that included the following:

- Adhere to allocated MPD Unit Equivalent Density;
- Adhere to 45-foot Maximum Building Height;

- Adhere to the allocated Commercial Density;
- Adhere to Boundary Setbacks;
- Prioritize Transit First;
- 60% Open Space Requirement;
- Pedestrian Focused Plan;
- Provide AUEs per the MPD;
- Attain a Sustainable Design Certification;
- Improve Current Traffic Level of Service;
- Utility Capacity Coordination; and
- Resort and Amenity Based Plan.

He noted that all of the items on the checklist were included as part of the Conceptual Plan. There had also been some community outreach over the last several months. They reached out to approximately 150 individuals, organizations and businesses to date. This outreach was ongoing and Mr. Wagner noted that there were meetings set up in August as well. Some of the notable presentations and interviews had included the following:

- Lower Deer Valley Coalition;
- Trails End HOA;
- Black Diamond HOA;
- Pinnacle HOA;
- Community Groups (RROA and THINC);
- Hospitality (Montage and St. Regis);
- KFCW Radio Interview; and
- PCTV Interview.

Mr. Wagner commented that the feedback had been positive so far. There were similar questions and comments related to the Park City 2020 Vision goals and whether Deer Valley Resort would prioritize transit. Mr. Wagner noted that Mr. Pillman and Mr. Nicholas from IBI Group would present next. Mr. Pillman introduced himself and explained that he had spent most of his career working on resort planning and resort towns around the globe. It was a privilege to be able to work on a resort where he lived. He and Mr. Nicholas were both long-term Park City residents.

Mr. Pillman reported that the Snow Park at Deer Valley Resort vision was:

- To create a world class base area and arrival experience for Deer Valley Resort.

The Envisioning Goals for the project were shared, which compared the Deer Valley Envisioned Pillars to the Park City Vision 2020 Strategic Pillars. The Deer Valley Envisioned Pillars were as follows:

- Make Snow Park a Focal Hub;
- Bright, Modern Food and Beverages;
- Next Generation Service and Accessibility;
- All Season Activation; and
- Rethink the Lifts and Mobility Options.

The Park City Vision 2020 Strategic Pillars were as follows:

- Environmental Leadership;
- Transportation Innovation;
- Sustainable Tourism;
- Arts, Culture and Local Economy; and
- Affordability and Equity.

Mr. Pillman felt that the Deer Valley Envisioned Pillars aligned well with the Park City Vision 2020 Strategic Pillars. Several Guiding Principles were shared with the Commission:

- Create a Destination Like No Other:
 - Enhance the Guest Experience;
 - Celebrate Year-Round Activities and Amenities; and
 - Create a Compact and Walkable Plan Focused on the Pedestrian.
- Create a First and Lasting Impression:
 - Improve Arrival and Departure Experience; and
 - Highlight Diversity and Integrated Multi-Modal Transportation Options.
- Create an Enjoyable Guest Experience:
 - Modify and Reposition the Lifts; and
 - Convert Lift to Gondola to Improve the Mountain Transportation Network.
- Be Good Neighbors:
 - Consideration of Viewshed, Building Sizes and Locations; and
 - Allow Visitors to Move Through the Site With Ease.

Mr. Pillman shared several Design Drivers with the Planning Commission:

- Reimagined Arrival Sequence;
- Integrated Transportation and Mobility Network;

- Ski Lift Reconfiguration to Unlock Potential for Ski-In Village;
- Neighbor-Friendly Building Arrangement; and
- Complimentary Network of Amenities, Activities and Ski Offerings.

The existing conditions map was shared. Mr. Pillman reported that the majority of the traffic currently went on Deer Valley Road West. The road split due to the grades and people drove to the ski drop-off zone. Some visitors dropped off there and parked their cars, while others carried on, parked and walked back up the hill. Mr. Pillman explained that there was a built-in conflict between pedestrians and vehicles because once a visitor was out of their car, they had to cross roads on foot to reach the base area. As a result, IBI Group looked at how to create a plan that would eliminate that conflict and prioritize transit.

The idea was that through the reconfiguration of the intersection, the natural traffic flow would be along Deer Valley Road East and there would be a right turn onto Deer Valley Road West. Deer Valley Road West would be a transit priority route. It would not be transit only but would be designed in a way that the natural traffic flow would go east and the transit vehicles would utilize the west. Mr. Pillman noted that this would prevent traffic congestion from taking place and also make transit more desirable.

The drop-off area was discussed. Mr. Pillman explained that visitors were fond of the drop-off area and by cutting the road network as proposed, that would be interrupted. As a result, the drop-off area would be replaced with a drop-off area of equal size. Mr. Pillman noted that the benefit of the traffic pattern on Deer Valley Road East was that all the traffic coming into the resort would approach the resort and parking garage with right turns into the garages. Vehicles would not need to turn left, cross traffic and create additional backups. This design would allow Deer Valley Resort to manage the traffic flow using signage and wayfinding.

Mr. Wagner discussed the intersection at Deer Valley Road North and Deer Valley Road South. Based on a Traffic Impact Study, the intersection AM Peak Hours functioned at a D and the PM Peak Hours functioned at an E. The City wanted that level to be a C or better. Based on the proposed changes, the AM/PM Peak Hours would move to a Level of Service A. The proposed changes included a traffic light that would be green 95% of the time with RFID signaling for buses. Mr. Wagner noted that a roundabout had been studied but it would not improve the Level of Service as much.

Commissioner Suesser wondered whether the traffic light was needed if it would be green 95% of the time. Mr. Wagner explained that the light was for the RFID signaling and to prioritize transit. Without the light, the buses would start to back up. He reported

that they had studied three different sections: Deer Valley Road North and Deer Valley Road South, the roundabout off of Deer Valley Drive and the intersection at Deer Valley Drive and Bonanza Drive. Commissioner Suesser wanted to know whether vehicles stopped at the light when buses had priority could still turn right on red. Mr. Wagner confirmed this. Commissioner Suesser asked whether the bus lane would also be for shuttles and ride share. Mr. Wagner explained that the bus route could include shuttles and ride shares and there would also be a ride share queueing zone, with 100 feet of queueing.

Mr. Pillman shared a map that illustrated the proposed parking garage entries. They were located where the existing grades met the garages. He explained that they were trying to be efficient with the parking structure and were trying to avoid internal ramping and connections by using existing grade as the entry points for the garage. The goal was to create a nice parking experience for visitors, so the plan included wider spaces and parking technology that simplified the process of finding an available spot. Mr. Pillman discussed the separation of pedestrian flow and vehicle flow.

Commissioner Kenworthy wondered whether the parking lots were individual or connected. Mr. Pillman clarified that they were planned to be individual levels without any connection. The parking would follow the levels of the grade. With the parking management system, vehicles would not go into parking levels where they would be unable to find a parking spot.

Information was shared related to staggering the ski lifts. Mr. Pillman explained that it would help with queueing and would create a better ski experience overall. He noted that there was a line on one of the maps shown earlier that identified a potential future aerial transit line. There was some interest in having a tram come in from Old Town. There would be an opportunity to land the tram in the plaza deck adjacent or near the gondola that went up the mountain. He believed that would be an important transit connection. Discussions were had about the Silver Lake Express Gondola and connectivity.

Mr. Pillman mentioned connectivity to the trail network on the site. There would be connections to the off-site trails and the area would work as an enhanced trailhead with lots of parking, amenities, restaurants and washrooms. The area would become a destination and support multi-seasonal use. Commissioner Van Dine asked if there were plans to improve the trail connection down to Poison Creek or to incorporate a bicycle lane. Mr. Issowits explained that Deer Valley would need to work with the City to determine road widths and bicycle lanes. He noted that the City had been moving in the direction of shared lanes so there would need to be a conversation about how any potential bicycle lanes or shared lanes would be placed.

Mr. Pillman discussed the mobility hub. He explained that enough space had been designed for six bus bays but that would need to be developed further with the City and the transit agencies to ensure everything was in alignment. Commissioner Suesser wondered whether the buses would go out on Deer Valley Drive or if they would turn around in the hub and go back on Doe Pass Road. Mr. Pillman noted that it would depend on where the bus was heading. A lot would turn around and go back out the transit priority road and then through the prioritized intersection. However, there were some bus routes along the other part of Deer Valley Drive towards the Fire Station. They did not want to take away any transit so there would be some buses that would continue to circulate on that route as well.

Commissioner Suesser expressed concerns about the hotel drop-off near the general public drop-off zone. She believed the hotel would draw a lot of additional traffic and shuttles. She felt that more detail was needed to show what the garages and hotel drop-off would look like. Mr. Pillman agreed that additional details were needed. He explained that what they envisioned would need to be developed further, but the idea was to pull the traffic off the road, create a drop-off area and also have some of the garage for hotel use in order to keep the traffic inside the garage and off of the road.

Commissioner Kenworthy asked how much of an overhang the mobility hub had. Mr. Pillman reported that it was envisioned to be a protected bus drop-off area. There would be an overhang over all of the bus lanes and the curb area to provide shelter and cover.

Mr. Wagner overviewed the estimated timeline. The Phase One construction start time was planned to be April 5, 2022. In order for that to happen, a Building Permit would need to be submitted in January 2022 and a Conditional Use Permit would need to be approved in December 2021 in order to submit permits. Mr. Wagner shared a summary of the presentation, which was as follows:

- Deer Valley has developed a resort-based plan:
 - An investment in the future of Deer Valley.
- Deer Valley has developed a plan with the MPD approvals already in place;
- Deer Valley has developed a plan consistent with the Park City Vision 2020 Plan: and
- Land planning focused on guest arrival experiences and improving current peak traffic conditions:
 - Proposed transit and road circulation;
 - No more on-street parking; and
 - Move more arrivals to transit.

- Protect and improve the resort experience:
 - Improve arrival experience, guest experience and provide a fun and relaxing hangout for the guests and the community.

Mr. Wagner commented that they would continue with outreach. He reminded Commissioners that they had already reached out to 150 individuals, organizations and businesses to date. There were more meetings scheduled for the month of August and meetings would continue through the remainder of the year. Commissioner Kenworthy wondered what the number one concern had been from the public so far. Mr. Nepstad from Fehr & Peers believed it had to do with circulation.

Mr. Wagner noted that circulation and traffic concerns would be mitigated with internal capture and other methods. Mr. Nepstad commented that the land uses were consistent with the resort development and the resort experience. For example, the restaurants and shops were designed to be part of the skier experience and as a result, the resort would have a high degree of internal capture.

Commissioner Suesser had concerns about approving the amount of parking south of Doe Pass Road without knowing about the details about the hotels and condos. She felt the Planning Commission needed an overview before they could approve the details related to Phase One. Mr. Wagner understood but was concerned that the discussions could get sidetracked. Commissioner Suesser believed the information was inter-related. Mr. Issowits explained that those types of details would be clarified as the process continued.

Chair Phillips noted that staff had additional information to present at the next meeting. He did not believe the Planning Commission should go too far into the discussions without having the complete picture. He read the last sentence of the staff report:

- Staff and the applicant are still discussing whether an amendment to the MPD needs to proceed/run concurrently with the Conditional Use Permit review.

Planner Ananth explained that those discussions were still taking place. The initial read from staff was that there was a significant change to the traffic circulation and there was a large request for parking waivers. That was something they would typically want to see as an MPD amendment. That was still being discussed with the applicant and would likely be discussed in more detail at the next Planning Commission Meeting.

Mr. Issowits noted that this was a complicated project and there was a lot going on. He appreciated all of the efforts from Planning Staff so far. Deer Valley wanted to understand the Planning Commission process more clearly, in terms of the rules and

next steps. Planner Ananth commented that staff could work with Deer Valley over the next few weeks.

Commissioner Hall wondered if there would be Planning Commission Meetings specific to the Deer Valley application rather than at the end of the Regular Agenda. Planner Ananth noted that it was difficult because of the full schedule the Planning Commission had. Staff was looking at options but had not decided on a final format yet.

Commissioner Hall asked if it would be possible to start Planning Commission Meetings earlier so the process could be as effective as possible. Planner Ananth explained that one of the reasons the meetings took place later was so the public was available. Commissioner Hall asked whether other Commissioners were interested in meeting earlier. Chair Phillips was open to the discussion. Commissioner Van Dine commented that she would not be able to meet much earlier. Anything before 4:00 p.m. or 4:30 p.m. would not be possible. Commissioner Suesser was open to meeting earlier but was concerned about the public. However, a start time of 4:30 p.m. could work. Commissioner Johnson was open to earlier meetings. Director Milliken stressed the importance of making sure the meetings were accessible to the public. Evening meetings were often easier for people to attend.

Commissioner Suesser further discussed the Deer Valley project. She stressed the importance of looking at how the public actually used the resort base and capturing that in the development. Mr. Pillman explained that they had started to look at the resort base throughout the day and during different seasons. That was something they would continue to do. Those results would be shared with the Planning Commission.

Commissioner Hall wondered whether any other technical reports were being considered besides the Transportation Analysis included in the staff report. Planner Ananth noted that she would send information to the DRC to make sure there were no issues or concerns that would warrant additional studies. Chair Phillips noted that he had picked up some packets from the Planning Department that had been provided by Deer Valley. He wanted to make sure that the information was accessible to the public as well. Planner Ananth reported that a website would be ready for the project within the next week.

Commissioner Suesser asked if there would be an Emergency Evacuation Plan. She was concerned about adding additional people to the base. Planner Ananth noted that there were a number of alternative routes that the applicant could do analysis on. Commissioner Suesser also wondered whether a Traffic Analysis had been done for the proposal. Mr. Wagner confirmed that the Traffic Impact Study had been completed.

Planner Ananth noted that there had been a question about the number of parking spaces that would be available throughout construction. Mr. Wagner explained that if construction started in April 2022, there would be roughly 800 to 1,200 spots available by November 2022. By the ski season in 2023, there would be 1,360 spots available and the south parking garage would likely be completed. Mr. Issowits explained that one of the main goals for Deer Valley Resort was to prioritize transit.

Chair Phillips assumed that staff would continue to work with the applicant and there would be another presentation at the Planning Commission Meeting on August 25, 2021. There would be opportunities for the public to speak during future meetings. Commissioner Kenworthy thanked staff for all of their hard work.

7. ADJOURN

MOTION: Commissioner Kenworthy moved to adjourn. Commissioner Johnson seconded.

VOTE: The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at 9:53 p.m.

Approved _____ by _____ Planning _____ Commission: _____

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
John Robertson – City Engineer
AECOM – Transportation Consultant to the City
Date: August 18, 2021
Type of Item: Work Session with Public Hearing to Follow–MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a Work Session, with a focus on the Draft Findings of Fact and Draft Conditions of approval, in accordance with the [MPD](#), and applicable LMC, [General Plan](#) and, [Transportation Master Plan](#) criteria.

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 September 15, 2021.

At the August 18, 2021 meeting, representatives from County and City Transportation teams will be available at the beginning of the meeting to discuss regional transportation services and coordination of service for the base area.

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)
Recreational Open Space (ROS)

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

Traffic Impact Study (TIS)
Transportation Network Companies
(TNCs)
Transportation Demand Management
Plan (TDM)

Trip Reduction Plan (TRP)
Utah Department of Transportation
(UDOT)
VR CPC Holdings, Inc. (VRCPC)

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

Background Information

The Planning Commission held public hearings on this application on:

- [August 26, 2020](#)
- [September 23, 2020](#)
- [October 28, 2020](#)
- [November 18, 2020](#)
- [December 16, 2020](#)
- [January 20, 2021](#)
- [March 24, 2021](#)
- [April 21, 2021](#)
- [May 19, 2021](#)
- [June 16, 2021](#)
- July 21, 2021

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

Analysis

Since the last Planning Commission meeting on July 21, 2021, AECOM submitted a summary of all remaining unresolved issues identified in previous reviews, as well as recommendations for Planning Commission action (Exhibit A).

Staff has crafted Draft Findings of Fact (Exhibit B) and Draft Conditions of Approval (Exhibit C). These Exhibits are preliminary and should be used for discussion purposes to determine if there is a consensus on the requests for Setback, Building Height, Off-Street Parking exceptions, and the proposed amendment to the MPD, or if the applicant and Commission should return to substantive discussions on the application and proposed site plan and exceptions. Staff expects to refine these Exhibits after the Commission and applicant have reviewed and discussed these documents.

In addition to the above, Staff recommends the Commission discuss the following:

1. Staff notes that the garage for building B projects into the Lowell Avenue Setbacks below grade. LMC [15-2.16-8 \(D\) Parking Regulations](#), notes that a Parking Structure may occupy below Grade Side and Rear Setbacks if the Structure maintains all Setbacks above Grade. Staff is considering if Lowell Avenue can be considered a side setback for the garage as there are no entrances to the garage from Lowell Avenue. Alternatively, the Planning

Commission may consider a LMC Amendment to allow for below Grade parking structures in all Setbacks if the Structure maintains all Setbacks above Grade. Staff has not had sufficient time to research why front setbacks were not included in the LMC 15-2.16-8 (D) exception.

2. Staff notes that the applicant is seeking to exceed the 10% allowance for Resort Support Commercial and Accessory Use for Parcel C only, as the applicant believes this is necessary for the proposed four-star hotel to be competitive in the marketplace. Staff is not sure how this can be allowed under LMC 15-6-8 Unit Equivalents, which limits these uses to 10%. The Planning Commission should consider this issue as it relates the concern that this parcel is under-parked without valet stacked parking or shared parking agreements.
3. No additional changes have been made to Building D's façade (Setbacks or Building Height) on Empire Avenue, which was a concern of some Commissioners.
4. Staff recommends a discussion around the clarity of responsibility and obligations between the applicant or future owners of the development parcels, and the Resort (VR CPC Holdings).

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.

Notice for this public hearing was published on the Utah Public Notice Website on August 3, 2021, and in the Park Record on August 3, 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 – AECOM Memorandum dated August 11, 2021
- Exhibit B – Draft Findings of Fact
- Exhibit C – Draft Conditions of Approval
- Exhibit D – Public Comments
- Exhibit E – Summary of the MPD Process
- Exhibit F – Additional Project Information

Date: August 11, 2021

To: John Robertson, PE – City Engineer

From: Kordel Braley, PE, PTOE
Laynee Jones, PE

cc: Alexandra Anath – Park City
Julia Collins – Park City
Gretchen Milliken – Park City

Re: Transit/Multimodal Review of PCM Development Transportation Proposal
AECOM Project 6064001

Memorandum

INTRODUCTION

At the request of Park City, AECOM has summarized all remaining unresolved issues or recommendations identified in previous reviews of the Park City Mountain redevelopment application specific to transportation. AECOM has determined that most issues have been resolved throughout the course of the application process. Documents reviewed are included in Table 1.

Table 1. List of Materials Reviewed

Document	Document Date
Internal Meeting Notes	September 11, 2020
Staff Report	January 2021
City Outstanding Issues	January 2021
AECOM Review Memo PCMR Transit Circulation/ TDM/ Parking	February 2021
Staff Report	February 2021
AECOM Review Memo	March 2021
TDM Plan	May 2021
AECOM PCMR Comment Review	May 2021
Remaining Transportation & Circulation Issues	June 2021
Staff Report	June 2021

SUMMARY OF OUTSTANDING ITEMS

The summary of outstanding items shown below was developed after a comprehensive review of remaining items that have not been addressed or have been deferred to a future time such as a conditional use permit. Also included are current comments on the applicants most recent submissions. Table 2 highlights these areas of concern for which the responsibility is upon the applicant, and when appropriate, combines them into a singular area of focus. For example, the Transit Center had multiple recommendations at various stages of AECOM review periods which have not been addressed. Now, the recommendations have been included in a single table row for ease of addressing the recommendations in the future.

Table 2. Applicant (PEG) Outstanding Items

No	Area of Concern	Document	Topic	Recommended Planning Commission Action
1	20% mode shift through implementation of TDM plan.	AECOM Review Memo – February 2021	Several recommendations and redlines provided to the applicant's TDM plan including continuous monitoring and future changes to meet mode shift goals. The importance of diligent effort by all parties to achieve this mode split cannot be understated and is critical to the transportation system working as planned. Furthermore, the City likely won't have the resources to accommodate a 20% mode shift so shuttles and other TDM strategies will also be critical.	Condition approval on inclusion of the TDM plan revisions provided by AECOM about meeting the mode shift goal of 20%
2	Transit Center	AECOM Review Memo – February 2021	While all sides have agreed to the overall plan for the transit center, specific amenities and trail facilities will still need to be shown at a future design submittal.	Condition approval on inclusion of specific amenities and trail facilities in future design submittal
3	Back of House Plan	AECOM Review Memo – February 2021	A back of house plan was recommended but never provided. We believe this is still an important component of the overall circulation plan but could be postponed to a future submittal.	Condition approval on inclusion of a back of house plan in a future submittal

No	Area of Concern	Document	Topic	Recommended Planning Commission Action
4	Garage Drop-off Flexible Space	City Outstanding Issues – January 2021	The regular vehicle drop-off area is only large enough for 8 vehicles, and there has never been analysis to demonstrate this is adequate. With paid parking required, private and TNC drop-offs could also increase. Likewise, there is no quantifiable analysis demonstrating that six shuttle spaces will be enough. The resort and hotels should continually encourage the use of shuttles, so planning on a small number of pick-up drop-off spaces for the shuttles seems short sided. As a mitigation, the applicant needs to provide a concrete commitment of spaces and area within the parking garage of Building B for overflow drop-off/pick-up activities whether by private vehicles, TNCs, or shuttles. This includes ensuring that the space is designed to be flexible and accommodate larger vehicles. Item 10 of Applicant Parking Response MEMO (May 2021) notes dedicating 20 short term parking spaces (30 minutes) for flexible drop-off space. This doesn't adequately address the need for flex space for future loading/unloading.	Condition approval on applicant commitment to providing spaces and area within the parking garage of Building B to accommodate flexible space for overflow of drop-off/pick-up activities whether by private vehicles, TNCs, or shuttles.
5	Determine parking rate structure	City Outstanding Issues – January 2021	AECOM's recommendation in the TDM redlines is \$15. Additional recommendations are made about how this is structured and	Condition approval on inclusion of AECOM's future recommendations for

No	Area of Concern	Document	Topic	Recommended Planning Commission Action
			adjusted in the future to meet changing demand.	adjustments to the pricing structure
6	Annual stakeholder meeting to discuss status of TDM successes and where to improve	Staff Report – June 2021 TDM Plan – May 2021	A stakeholder meeting plan is recommended to determine what adjustments need to be made. The Applicant should work with the City to track key performance metrics including AVO, parking utilization, transit ridership, and average minutes of traffic delay.	Condition approval on a stakeholder meeting plan in a future submittal
7	Variable Message signs	Remaining Transportation and Circulation Issues – June 2021	Applicant agreed to partnering on signs at I-80, US-40, SR-224 and SR-248 to discourage cut through traffic in neighborhoods and also to provide parking availability at lots around resort. Details will still need to be provided.	Condition approval on a plan and agreement for variable message signs in a future submittal
8	Incentivize off-peak arrival and departure	TDM Plan – May 2021	Day Guest Section of TDM plan was redlined to reflect a more concrete statement of strategy to incentivize off-peak arrival and departure.	Condition approval on inclusion of the TDM plan revisions about incentivizing off-peak arrival and departure
9	Remove free right-turns (item 12)	Remaining Transportation and Circulation Issues – June 2021	While agreement has been met on overall traffic circulation including transit lanes, AECOM disagrees with specific intersection layout at Silver King Drive/Lowell and Silver King Drive/Empire. These intersection layouts need to be resolved during the design phase.	Condition approval on inclusion of AECOM's intersection recommendations during the design phase

No	Area of Concern	Document	Topic	Recommended Planning Commission Action
10	Multi-use Paths	AECOM Review Memo PCMR Transit Circulation/ TDM/ Parking – February 2021	Incorporate more substantial biking and mountain biking accommodations. This should be addressed in the design phase.	Condition approval on a plan to better accommodate multimodal users during the design phase
11	Electric charging infrastructure	AECOM PCMR Comment Review – May 2021	Specific needs for future electric bus charging need to be addressed. This will require on-going coordination between the applicant and the City.	Condition approval on coordination with City regarding bus charging infrastructure during design phase.
12	Explore shared parking	Remaining Transportation and Circulation Issues – June 2021	Shared parking is needed and should be explored at proposed hotels and existing businesses, as well as with day skier parking.	Condition approval on a shared parking plan that includes identification of locations for shared parking at proposed hotels, existing businesses, and day skier parking areas
13	TDM redlines	TDM Plan – May 2021	Other redlines as outlined in the TDM are recommended to be addressed as the design progresses and a permanent TDM program is put into place.	Condition approval on inclusion of the TDM revisions that AECOM provided when a permanent TDM program is put into place
14	Demonstrate Snow Storage/Removal Process	AECOM Review Memo – February 2021	Snow storage/removal continues to be discussed and should be resolved with applicant working with the appropriate City department.	Condition approval on a snow storage/removal 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 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 and subject to the volumetrics of the PCMR Concept Master Plan, which represented maximums that could be achieved on any Parcel A-E.
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)
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; 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.

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

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.
 - b. Exceptions 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.

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 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. **[update]**

Setbacks

29. The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than 2 acres.
30. 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."
31. The zone-required Setback is twenty feet (20') for the Recreation Commercial (RC) District.
32. 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.
33. The applicant is therefore seeking less Setback exceptions than the 1997 approved plan.
34. 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.
35. 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.
36. 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, specifically finding that the twenty-feet (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. 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.
37. 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.
38. The 2021 Master Plan provides that all parking structures above Existing Grade meet the twenty-five feet (25') MPD Setback requirements.

Open Space

39. MPDs require a minimum of 60% Open Space as defined in LMC Chapter 15-15 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. Streets, driveways, parking areas and private open space areas are not included in the applicant's Open Space calculations.

Off Street Parking

General

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

Day Skier Parking

45. The 2021 Concept Master Plan proposes the replacement of the existing 1,200 day skier surface parking stalls with 1,200 structured day skier stalls, thus there is no material loss in day skier parking.
46. 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.
47. 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.

48. 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.
49. 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.
50. The Conditions of Approval imposed with respect to parking will require the applicant to work with the City to modify parking mitigation efforts in order 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.
51. The Development Agreement with the applicant will provide the City with the enforcement mechanisms necessary to ensure compliance with the Conditions of Approval.
52. The 1998 Development Agreement required 600 additional parking stalls for the Resort Uses.
53. The Resort is no longer anticipating the Comfortable Carrying Capacity (CCC) assumed in the Mountain Upgrade Plan that was part of the 1998 application.
54. The 600 additional parking stalls are no longer required and the creation of additional parking stalls will lead to more cars accessing the site and additional congestion in the Resort Center, which the current applicant is seeking to minimize in accordance with the General Plan objectives for the Resort Center neighborhood.
55. 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.
56. 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 was 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.

[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

57. 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.
58. The Conditions of Approval will require the site to offer shared parking 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.
59. 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.
60. 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.
61. The Parking Study & TDM/PMP Plans assume one stall per affordable housing unit, one stall per hotel room, and one stall per condominium.
62. 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 share use agreements to mitigate peak use.
63. The Conditions of Approval will require an updated parking analysis to 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.
64. 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.
65. 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

66. The RC District allows for structures up to thirty-five feet (35') in height from Existing Grade.
67. 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."
68. 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.
69. These height exceptions expired with the site plan the the applicant has applied for new height exceptions with respect to the 2021 Concept Master Plan.
70. 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.
71. 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.
72. 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 Ssetbacks, and are not more impactful than those approved under the 1998 Development Agreement and 1997 Approvals.
73. 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.
74. 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.

75. 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.
76. 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;
77. 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.
78. 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

79. 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.
80. The units are clustered on the most developable and least visually sensitive portions of the RC zoned remaining parcels, and the buildings are separated by Open Space.
81. No Significant Vegetation exists on the parcels as they are surface parking lots.
82. The project is designed to minimize Grading and the need for large retaining Structures.

83. Roads, utility lines, and Structures are designed to work with the Existing Grade and cuts and fills are minimized.
84. Existing trails are maintained and incorporated into the Open Space elements of the project.
85. Adequate internal vehicular, pedestrian, and bicycle circulation is provided and pedestrian and bicycle circulations are separated from vehicular circulations and provide safe travel within the boundaries of the project and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.
86. The plan includes adequate Areas for snow removal and snow storage that are accommodated by the Landscaping plan, and the Structures are set back from any hard surfaces so as to provide adequate Areas to remove and store snow on-site. Snow storage Areas will be further detailed at the CUP process.
87. The Site plans included in the 2021 Concept Master Plan identify adequate Areas for trash and recycling containers and includes an adequate circulation area for pick-up vehicles with convenient pedestrian Access provided to the trash and recycling containers.
88. The project includes a mandatory recycling program that accommodate for materials generated by the tenants, residents, users, operators, and/or owners.
89. Centralized trash and recycling containers are located in a completely enclosed Structure with a pedestrian door and a truck door or gate, which Structure is designed with substantial materials that are compatible with the principal Structures in the project and is large enough to accommodate a trash container and at least two recycling containers to provide for the option of dual-stream recycling.
90. The project includes transportation amenities including separate drop-off Areas for van and shuttle service, general purpose vehicles, and an existing bus stop.
91. Service and delivery Access and loading/unloading Areas are included in the project and separated from pedestrian Areas.

Landscape and Lighting

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

Sensitive Lands Compliance

97. 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

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

Mine Hazards

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

Historic Mine Waste Mitigation

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

General Plan Review

101. 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 anticipated that such development/redevelopment would "redefine the character of the base area and influence the entire Resort Center neighborhood." (General Plan p. 190)
102. 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.
103. 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.
104. 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)

105. The 2021 Concept Master Plan increases opportunities for public transit and includes an improved Transit Station and bus only lanes through the Resort.
106. 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.
107. 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.
108. 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.
109. The 2021 Concept Master Plan improves multimodal connections with improved pedestrian and bicycle pathways, public plazas and an improved Transit Station.
110. 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.
111. 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

112. 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”).
113. 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 plan for the project and the manner in which the project contributes to the City’s Sustainability Goals.
114. 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).
115. 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.
 116. The Sustainability Guidelines provide for the creation of a comprehensive 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.
 117. 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.
 118. 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.
 119. 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).
 120. 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.
 121. 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.
 122. 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

123. 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.
124. The 2021 Concept Master Plan meets the minimum requirements of Section 15-6-5 except as noted above.
125. The 2021 Concept Master Plan provides the highest value of Open Space, as determined by the Planning Commission.
126. The 2021 Concept Master Plan strengthens and enhances the resort character of Park City.
127. The 2021 Concept Master Plan compliments the natural features on the Site, which parcels are not characterized by significant features or vegetation.
128. The 2021 Concept Master Plan is Compatible in Use, scale, and mass with adjacent Properties within the Resort Center Neighborhood, promotes neighborhood Compatibility, and protects surrounding residential neighborhoods and Uses.
129. 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.
130. 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.
131. 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.
132. 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.
133. The 2021 Concept Master Plan was properly noticed and the Planning Commission held public hearings in accordance with this Chapter.
134. 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.

- 135. No Physical Mine Hazards are located on the Parcels.
- 136. The 2021 Concept Master Plan mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- 137. No Historic Structures or Sites are located on the Parcels.
- 138. 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.

DRAFT

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

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

General

1. All Standard Project Conditions shall apply. [AA add any that need to be included here]
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 or concurrent with the

execution of the Amended Development Agreement for this approval, and in any event prior to any CUP for Parcel B.

9. The Transit Station shall include ADA compliant access and 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), indoor and outdoor sheltered waiting areas, equipment storage facilities (lockers) conveniently located nearby, real time transit information displays that include where and when buses will be arriving and departing from, transit and pedestrian wayfinding signage, pedestrian and safety oriented lighting, accommodations for a bike share station in close proximity to the Transit Station, public restrooms, and a 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. The applicant shall be responsible for snow removal at both drop off locations and the transit station. [Talk with JR]
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 and 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. Phasing of all structured parking 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 of the week and hours when construction is permissible.
 - b. Routing of construction traffic so that adjacent streets are not unduly affected.
 - c. Details for material stockpiling and staging on site.
 - d. Identification of parking for construction vehicles and all personnel.
 - e. Maintenance of pedestrian ways and trails during construction.
 - f. Recycling of construction waste, including the minimizing of off-site soil/material transport.
 - g. Proposed construction signage including a posted 24 hr/day staffed construction site supervisor phone number.
 - 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

- 20. Concurrent with the review of each CUP, the Parking Plan & TDM/PMP Studies shall be updated and modified as necessary to evaluate transit use and demonstrate parking needs for the applicable parcel consistent with the Land

Management Code and 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 peak hours of ski season including 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. Parking shall be 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. The applicant shall submit 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 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. A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the applicant to expand as necessary at the applicant's sole cost, a public parking facility including the provision of shuttles from that location. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, the Park City Chamber/Bureau and the Historic Park City Alliance, to provide creative solutions for peak day and special event parking.
- g. If the Resort is not able to continue to renew its lease with the School District for overflow parking on weekends and holidays the applicant shall notify the City within seven (7) days to discuss a contingency plan which may include use of the Richardson Flats parking facility or expansion of a public parking facility as provided above at the applicant or Resorts sole cost.
- h. The applicant shall install a bus shelter with supportive amenities 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.
- i. The applicant shall submit a dynamic 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.

- j. 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.
 - k. The applicant shall be responsible for shuttling project 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.
 - l. The most recent High School lease includes the use of 405 stalls on peak weekends and holidays. If this lease is not maintained the applicant shall expand an existing offsite parking facility approved by the City/County, or find their own land solution that equates to at least 400 stalls.
 - m. 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.
 - n. The applicant shall submit a post -ski-season parking analysis to the City for at least the first five years after the occupancy of the garage on parcel E. and parking demand.
- 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.
 - 22. The hotel 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 valet parking may include use of stacked parking in order to increase the Hotel's parking supply.
 - 24. 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.
 - 25. In order to complete these actions the City shall require a \$___K per year contribution 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 the final occupancy permit or site sign off for the final parcel is issued by the City. **This remains to be negotiated.**

26. 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.
27. 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.
28. Crosswalks shall be at least as wide as the approaching trail or sidewalk.
29. 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.
30. 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.
31. The applicant has agreed to provide 15 minutes of free parking in both garages in order to allow for additional drop-off and pick-up, including for TNCs.
32. Twenty stalls shall be reserved for 30 minute free ski school drop-off and pick-up parking.
33. All parking stalls shall meet the requirement of LMC 15-3-4(C).
34. Have AECOM develop annual reporting worksheet to ensure the applicant is meeting modal split and intersection LOS target. Traffic counts for one agreed upon peak ski day and a typical weekday in January.

Other

35. 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.
36. 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.

37. 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 wayfinding signage for the Transit Station on site.
38. 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.
39. 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.
40. 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.
41. All garages shall allow for bike parking but 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 bike trailhead parking area.
42. The Plaza area shall include a kiosk with Trail Maps and Check with HD and Mountain Trails.

Sustainability

43. The applicant shall comply with the City's EV requirements, as outlined in LMC Section 15-3-11, Electric Vehicle Charging Stations.
44. The applicant shall comply with the City's Outdoor Light Code.
45. 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.
46. 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.
 47. 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.
 48. 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.
 49. 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.
 50. 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.

51. 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.
52. 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.
53. 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.
54. 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.
55. The applicant will utilize Waterwise landscaping as defined in the LMC, and irrigation techniques to decrease water consumption within the project.
56. 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

57. 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.
58. 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.

Subject: Park City Mountain Base Development

Dear Planning Commissioners:

My name is Arnie Rusten; my wife and I reside at 1058 Lowell Avenue. We have followed the hearings regarding the development of the PCMR Base. It has been frustrating not be able to attend the Planning Commission Meetings in person as I believe the public input would have been much more effective and better understood. That being said, it is very clear to me that the applicant has not approached this project correctly and the requests for exemptions and variances are proposed to serve their own profit-based interest.

By way of background, I am a retired Civil and Structural Engineer having spent over 40 years in the industry as a consultant. My company was heavily involved in project development and much of our work involved planning and design work on private and public land use projects.

Planning 101 dictates that any new project needs to be centered around the movement of people. That means people, cars, buses, truck, shuttles, motorcycles and bicycles. As proposed, this project has been laid out with the buildings at maximum footprint and beyond with streets and pedestrian access. Take as an example the proposed shuttle drop off that now only will accommodate six vehicles in the drop-off zone. Anyone that has observed the shuttle drop offs in the pass will recognize that is woefully inadequate. Consequently, staging will happen on Manor Way, blocking access to Lowell Avenue and the nearby businesses. In addition, this shuttle drop-off location is right in front of the underground parking entrance which will undoubtedly block the users of this underground garage. While I have not seen any dimensions of the proposed turn-around, it appears much too small for the larger shuttle vehicles. This has to be changed completely.

A second example would be with regard to the helipad which I learned about at the last meeting. Based on my understanding, it will be located across the street such that any injured skier/snowboarder will have to be transported to the helicopter via a very short ambulance ride. Of course, the reason for a life flight helicopter transfer is to get the injured party to a hospital as soon as possible where minutes of delay could be a matter of life and death. I can easily see a litigator argue that this transfer delay cost the injured party his/her life. Does the City of Park City really want to deal with this potential situation, or would Vail for that matter? I do not think so.

As local residents, we experience daily the challenges of traffic at the resort base. The primary concerns are pedestrian safety and emergency vehicle access to the neighborhood. This project must be developed such that the current situation is improved. As presented, it does not. There needs to be much more collaboration with neighborhood property owners, including Park City Planning to properly address the entire area. As presently proposed, it does not. Life and safety are of utmost importance.

We urge the Planning Commission to please deny this project as currently proposed and the applicant should be required to bring forth a significantly revised proposal for your consideration.

Sincerely,

Arnfinn and Jane Rusten

1058 Lowell Avenue

Alexandra Ananth

From: planning
Sent: Friday, August 13, 2021 12:30 PM
To: Alexandra Ananth; Gretchen Milliken
Subject: FW: [External] PEG development proposal

From: phil.palmintere@gmail.com <phil.palmintere@gmail.com>
Sent: Friday, August 13, 2021 12:21 PM
To: planning <planning@parkcity.org>
Subject: [External] PEG development proposal

[CAUTION] This is an external email.

I am a disabled skier. I urge you to require PEG to incorporate more disabled-friendly parking and lift access into its application for the revised PCMR Base. The current proposal lacks sufficient handicapped parking spots – both those for side-access vans, and those for handicapped parking without the side-access. The total allocation of disabled parking spots needs to at least double if not triple. Park City has an aging population, and as we all age, many of us have medical prescriptions for handicapped parking placards. Moreover, many non-handicapped drivers use a grandparent's placard "to score a great parking spot" even though this is technically not allowed.

Many thanks,
Phil Palmintere 3798 Solamere Drive
Park City UT 84060

435-655-0077 land line
408-406-9642 cell phone

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Thursday, August 12, 2021 7:51 AM
To: John Phillips; John Kenworthy; Douglas Thimm; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson
Cc: Alexandra Ananth; planning
Subject: [External] PCMR Project - Cyclists

[CAUTION] This is an external email.

All,

There remain multiple issues for cyclists with the proposed PCMR Base Area Project. To highlight a few -

1. Covered Parking for 19 bikes is located in the hotel garage which is valet only for hotel guests and supposedly ALL BELOW GRADE...so they unload their bike on Lowell and ride it down the ramp, park it, go park their car elsewhere and then walk over and use hotel elevator down to bike parking level? Or, they unload their bike and lock up on Lowell, go park elsewhere, walk back and then ride bike down into hotel garage, park it and do what? Or, they come off the mountain and ride bike down into garage or use hotel elevator, park it and then walk or take elevator up to plaza for a beer? Does the Applicant think people will arrive for their stay on bike? Does the Applicant think the hotel guests (who aren't driving, but shuttling or uber-ing or using transit of course) are bringing their bikes with them? Agreed we need covered bike parking, but shouldn't the majority of it be where it's most easily accessed by the public for both mountain access and parking? Over one-third of the covered bike parking (36.5%) is located in the hotel garage - Parcel C.
2. The multi-use pathway of 12' should be 15' as recommended in the expired Exhibit D of the '98 DA but more importantly stated by the City's third party consultant AECOM numerous times. See their February report for confirmation of this statement.
3. The number of drop off spots for cyclists is insufficient - approximately 5.
4. The number of parking spots for vehicles with bicycle carriers / racks on top (and likely behind) is also insufficient as the garage on Parcel E is only location with one level of oversized clearance up to 10 feet. Note: this is still too low for Sprinter vans.
5. The Applicant clearly stated cyclists are supposed to ride up the ramps along with vehicles or catch the one oversized elevator in each garage to access the mountain or ground level. Consequently, potential for conflict between vehicles and bikes is also elevated with bike parking sharing garage ramps.

The above list is not all-inclusive, but identifies some critical deficiencies in the proposal with regards to cyclists. Thank you for keeping ALL users of PCMR in mind when reviewing the current application.

Sincerely,
Deb Rentfrow

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

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, August 11, 2021 8:17 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm
Cc: Alexandra Ananth; planning
Subject: [External] Shuttle Drop Off & Other - PCMR

[CAUTION] This is an external email.

All,

There are several issues with the proposed shuttle drop off at PCMR adjacent to the proposed Transit Center on Lowell. Here's a short list with brief explanation where necessary:

1. It only accommodates 6 shuttles at a time; details as to limitations with regards to the length or capacity of these shuttles is unclear including those with the cages on back to hold equipment. Snow Country Limos are as long as 28 - 30 feet;
2. There is insufficient queuing space on Manor Way for additional shuttles;
3. It is the furthest point from entry to the PCMR area;
4. It requires all shuttles to use Empire for both arrival and departure - effectively a dead end;
5. It could result in additional traffic on south Lowell & more southerly points of Empire in an attempt to "escape" the congestion of Empire;
6. It intersects or is in very close proximity to the trash removal area of Parcel B which could cause conflict/delays;
7. It is unclear what sort of rider amenities will be provided - benches, ski racks, etc and the space allowed for such;
8. It does not accommodate any ubers/lyfts/micro-transit vehicles and no designated area for this type of transit is included in the plan;
9. Garages are not proposed to be built with clearances which would allow shuttle drop off to occur in a garage for overflow purposes (except potentially Parcel E one level in year 3 or 4 of construction);
10. We have no solid statistics (actual data) on the number of shuttles or frequency of trips by the various hotels, management companies and now High Valley Transit. How can PEG or anyone else positively state that six spots is enough? It isn't. As stated before, I observed 30 shuttles in a 45 minute period (4:23pm to 5:08pm) on a Sunday in March. Note this is well after the runs were closed and there were employee shuttles, hotel shuttles, Snow Country Limo shuttles, as well as private cars entering the area;
11. It intersects with the entry to the Resort Lodges garage parking;
12. Depending on which illustration you look at, it is for Parcel B drop-offs as well;
13. No flexibility or capacity for expansion here or anywhere else on site.

The potential for conflict between vehicles and pedestrians is elevated with additional drop off occurring in the garages (both private and micro-transit) at the same time people are looking for a space to actually park and head to the slopes. As people observe drop-offs occurring during their arrival in the garage, they may opt to stop and block traffic in hopes of getting a spot causing congestion to back up in the garage and potentially onto the streets of entry. Again, there is zero space for expansion and zero flexibility for the future as currently designed.

It is important as well to note reduction or removal of bus service from Empire between 14th and 15th will negatively impact the adjacent neighborhood as will the reduction or circulation change for the Three Kings Dr and Silver King bus stop for Three Kings, Payday, Silver Star and Thaynes neighborhoods. An additional consideration is the employee housing on Empire whose residents likely rely on the Empire stops.

For those of us who live here full time including yourselves, we know the reality of the situation at PCMR. This developer does not; they clearly do not frequent the location nor have they collected any actual data to support their assumptions. A basic step according to UDOT with regards to new roadways or modifications is a traffic study of the specific area which

has not been done. Unless recently completed, traffic warrants for the four new signals have not yet been applied for either. An approval is simply not justified on these two points alone.

Clearly the project as currently designed will not work. It is not the City's responsibility to figure it out for them. The burden is on the Applicant as pointed out multiple times over the last twelve plus months.

Thank you for your continued scrutiny of the application.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: planning
Sent: Friday, July 30, 2021 8:03 AM
To: Alexandra Ananth; Gretchen Milliken
Subject: FW: [External] PEG

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

From: Julie Breslin <breslinbd@aol.com>
Sent: Friday, July 30, 2021 7:55 AM
To: planning <planning@parkcity.org>
Subject: [External] PEG

[CAUTION] This is an external email.

Please do not let another "Vail" continue to destroy our town. When Vail came in they destroyed all that was "Park City". We have a friend on the Vail board. They are no where near done making it "Vail City." Please have some respect for our community and our residents. Do not allow PEG to destroy what we have left. We do not have the water nor the infrastructure to allow this obscene raping of our resort.

Jack and Julie Breslin
2217 Three Kings Ct
Residents since 1972

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, July 28, 2021 1:19 PM
To: planning; Alexandra Ananth
Cc: John Phillips; John Kenworthy; Laura Suesser; Douglas Thimm; Sarah Hall; Christin VanDine; Bill Johnson
Subject: [External] Snow Park & PCMR - Please include in each upcoming packet as Public Input

[CAUTION] This is an external email.

All,

I'm still going through the packet, but wanted to just call out a few bits of information gathered during a meeting held by Steve Issowits (DV Development) I was able to attend.

- 1) They are asking for zero height exceptions - their tallest structures will be 45' and zero set back exceptions
- 2) ALL of their parking is being placed underground in spite of the 90' elevation change across the parcel
- 3) ALL of their parking levels are proposed to be built at 13' clearance allowing sprinter vans, cars with carriers, bikes, etc access to all parking spaces on all levels
- 4) They are providing at least some employee parking on site
- 5) There are at least two escalators improving pedestrian movement/access
- 6) They have **actual traffic data they collected this year at the actual resort including car counts, AVO, etc plus data from the region**

This is all in stark contrast to PEG's proposal for PCMR:

- 1) Height exceptions are 2-3x the LMC for every single parcel.
- 2) Parking is 30.2% above grade on Parcel B and possibly more as the square footage number has not been verified.
- 3) Only one level of parking will be 10' on Parcel E - this is insufficient.
- 4) There is no employee parking on site, no escalators or ease of connectivity planned a
- 5) No actual data regarding car counts/AVO for PCMR (using dated Canyons data)

While I'm sure there will be issues identified with the Snow Park proposal (pinch points, reduced parking, etc), they clearly took a long look at the site and worked on circulation before trying to jam a structure on every inch of land available to them. The buildings in their illustrations are simply "placeholders" and they still look much more appropriate in design and scale than the PCMR proposed buildings. Another relevant difference is the Resort Owner (Deer Valley/Alterra) is at the table and taking into account the day-skier, tourist and community. They are trying to create a "village" feel which is a desirable feature of ski resorts.

It is quite clear, the Applicant for PCMR is not made up of skiers/snowboarders or summer sport mountain enthusiasts when looking at their plans. They are not proposing a project that is compatible with the existing neighborhood and they are failing to meet numerous LMC criteria as well as unexpired requirements of the '97 MPD and '98 DA. The idea of putting "restrictions" or "requirements" into the COA's and thinking that'll all be enforced and work out is absurd. An easy example - 23 employee housing units were required as a Condition of Approval for Parcel A. Where are they? They weren't built and the city did nothing about it. If we follow the rules, then based on just that one COA, no future developer

is allowed to even start digging until that condition is met; yet, here we are making another exception. Meetings annually/semi-annually are also ineffective - it assumes you'll all agree on the best step and there will be no issues with compliance. That assumption is unrealistic. The City has to have some teeth in it or else the community is going to suffer.

During the last meeting although many concerns were raised, the heli-pad location, bus and shuttle sizes for High Valley Transit, pedestrian path widths and drop-off areas were clearly issues.

#1: The fact that a heli-pad is required yet the applicant did not plan for one just goes to show their lack of experience with developments on/at a ski resort and now they are talking about it being part of the arrival experience - are you kidding? #2: The fact that we now need measurements from HVT to know if the buses and shuttles "fit" into the transit center highlights just how inflexible this site circulation plan is; #3: Saying you'll widen sidewalks where space permits or right of ways can be accessed is not the only option - reducing the footprint and density of the project is another option and #4: Six spaces for 40+ shuttles an hour just won't work and we all know it (and the 40+ is based on an actual count).

Finally, at the beginning of the last meeting, I believe Chair Phillips suggested an extra work session to work on the COA's and FOF's for the project. I believe Robert Schmidt followed up with a statement agreeing that would be a good next step and perhaps the public didn't need to be present inferring we interrupt the process somehow. This is extremely concerning to me as often the Applicant or its consultants have made misleading or all out wrong claims that the public has picked up on and pointed out during public input. While the Applicant and Planning Staff may work together "privately", it seems inappropriate if not illegal to prevent the public from being able to listen in and provide input on matters before the Commissioners.

PEG bragged back in the Fall of 2020 they had built 1,000,000 square feet in the last ten years. This project is equal to around 80% of that if you add in the parking. They state (complain) they've worked on this three years and can't "go back" now so what they've presented to date I guess is their best. Park City and its residents not only deserve better, but expect better.

Thank you as always for your public service.

Deb Rentfrow

Review of Staff Portion of 7/21/21 Planning Commission Packet

The following points are based on the Staff Report portion of the packet for the July 21, 2021 Planning Commission meeting:

Staff Report on page 69 reads: “The Applicant is seeking a parking reduction from the LMC to be more in line with the City’s Transit-First philosophy and reduction of traffic and congestion at the base area through increased AVOs (Average Vehicle Occupancy) and transit use in accordance with objectives noted in the General Plan for the Resort Center Neighborhood. A 20% modal shift goal has been identified as necessary to reduce traffic and congestion at the base area (see the June 16th Staff Report).

AECOM multiple times has stated an AVO of 3.0 is necessary to achieve a 20% reduction. In its report included in the June 16th packet on page 363, AECOM states the Applicant needs to include information on how day skiers will be incentivized to carpool to increase the average vehicle occupancy to 3.1 as shown in the Applicant’s proposal. Note: The Applicant now is only aspiring to a 2.7 AVO which is insufficient to achieve the 20% reduction per AECOM and has yet to provide any concrete methods for increasing the AVO other than increasing the parking rate.

PEG’s Comment pages 86/87 reads: The Applicant intends to implement a series of measures targeted to day guest demand management. The current average vehicle occupancy (AVO) ranges from 1.9 to 2.3 passengers per vehicles. The Applicant is anticipating that these measures will increase AVO to a range of 2.3 to 2.7 passengers per vehicle, which is anticipated to reduce peak hour vehicle trips by over 4 percent...Paid parking is a parking management tool that discourages people from driving single, in multiple ways. The AVO increase isn’t really the big factor here; however. The increase in lodging will account for the increased on-mountain capacity, and that because separate parking is provided for the lodging, there is no change to the existing number of spaces (i.e. 1,200). The proposed project is largely irrelevant to the day skier parking discussion – since it isn’t reducing the number of spaces. If the project is not constructed, there would still be the same number of spaces, with the same increase in capacity.

Questions:

- 1) Is AVO important and relevant? City & AECOM say yes, PEG says no.
- 2) How can the applicant state increase in lodging will account for the increased mountain capacity in one sentence and then in conclusion state if the project is not constructed, there will be the same increase in capacity?
- 3) How can any “anticipations” be considered in the least bit accurate when zero actual data for PCMR has been collected? PCMR is not similar to the Canyons. Actual traffic data is necessary for any conclusions to be drawn. All assumptions are based on hypotheticals, not fact based data.

Staff Report on page 70 states Parcel B has 273 above grade parking spaces totaling 80,900 square feet. It also states 20 drop-off/pick-up stalls is sufficient. Parcel E will have one level of 10’ parking to accommodate sprinter vans and taller vehicles.

Questions:

- 1) Previous above grade square footage of parking on Parcel B was 114,000 square feet. Has a third party independently verified any of these figures? Are they only counting the square footage of the one level completely above grade from corner to corner of the parcel?
- 2) Is it acceptable for almost 1/3 of the parking on Parcel B to be above grade (273 out of 904) happens to be 30.2% of all parking on Parcel B.

- 3) Is the allocation of 20 day-skier parking stalls for drop off parking not undercutting the total number of day skier parking stalls? Is 20 sufficient? Will this not in effect further increase traffic on Empire an already "at capacity" street?
- 4) Will there be any spots for longer vehicles with racks or other accessories?
- 5) How many spaces (#) are on the one level in E for over-sized vehicles? How are you going to prevent a Prius from parking in one of the spots? We all witness large vehicles parking in compact spots; I'm sure the opposite will occur as well.

Staff Report on page 71 states no capacity expansion that would impact Resort parking is currently contemplated or applied for.

Question: If we're supposed to be planning out to 2040 for transportation, isn't it short-sighted to not plan for mountain upgrade as required in the '97 MPD? Has Vail agreed to not pursue any sort of upgrade to its resort?

Staff Report on 71 states it is important to note that all transportation related improvements will be part of Phase 1, and no certificates of occupancy for Building B will be issued until transportation-related infrastructure is in place.

Question: Does in place mean operable? Buses using dedicated bus lanes to new transit center?

Staff Report on page 73 states added access to mountain on Shadow Ridge Extension.

Question: How does this tie in with NAC access, Resort Lodges parking access and Shadow Ridge turn-around?

Staff Report on page 74 states "...Empire Avenue sees approximately 1,100 vehicles in a typical peak PM hour and this number is projected to grow to 1,300 vehicles an hour by 2040 without the project. With the addition of the project, this PM peak hour would increase to 1,700 vehicles in the PM peak hour by 2040. However, if the Resort achieves the 20% mode shift reduction, this number will decrease to 1,400 vehicles in the peak PM hour, which is not significantly different from projected future conditions without the project." Consider however, AECOM stated in their report Empire actual capacity is only 800. They further point out in their February 12th memo regarding Scenario 2b "The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents. Although these congestion problems exist under current conditions, the City's General Plan, Resort Center Principle 6, is to decrease destination resort impacts on surrounding residential communities...The criteria will not be met unless the development plan includes concrete measures to reduce vehicular access to the site." As stated by staff, an increase will occur in excess of the projected increase without the project. Consequently, this criteria is therefore not met.

Staff Report on pages 74/5 states "The parking exceptions being sought by the applicant are for the proposed new residential and commercial uses based on a shared parking analysis, as well as to not provide any new parking for the Resort which is not proposing to increase skier capacity...Roadway capacity is effectively limited and at capacity today."

Question: Last sentence ... "is effectively limited and at capacity today" projected to increase from 1,100 to 1,300 regardless, but with PEG project 1,700 or IF 20% mode split achieved, increase up to 1,400. Again, how is this acceptable for an already "at capacity" street? And, all of this is based on "ifs". Shouldn't we be trying to decrease the overall traffic rather than increase it? As previously stated, AECOM has clearly identified in its February 12th memo, Empire should not experience an increase in vehicular traffic and the General Plan in fact requires a reduction.

Staff Report on page 74 reads it is the City's responsibility to enforce the City's parking regulations and restrictions. It also addresses snow storage and egress from parcel D.

Question:

- 1) The Applicant is ADDING traffic and density; why is the Staff now backing away from making them assist in properly mitigating the negative impact on the surrounding neighborhoods? If the hotel is built and 50 guests drive, that's 50 more cars than currently arriving. If they Uber/Lyft/private shuttle to hotel, it's still 50 more vehicles than currently arriving. In addition, an estimated 530 jobs will be created and only 161 of those individuals will be "lucky" enough to reside in the new Affordable/Employee housing. The remaining 369 have to get to the base somehow. Is the Applicant able to assure us all 369 employees will use the shuttle from Park n Ride or transit or walk? Very unlikely which means additional traffic.
- 2) Understand a Snow Storage presentation is forthcoming, but let's consider how built up this will be and the reality of the situation. If it has to be hauled away, that's additional traffic and potential for conflict.
- 3) I can assure you there are numerous near misses and actual conflicts which occur along Empire when departing the Main Base lot today (both winter and summer) via a left turn onto Empire and there are "good sight distances" in the summer and variable in the winter based on snow storage. The only landscaping plans provided by the Applicant (May 19th, 2021 submission) shows mature trees lining the streetscape/sidewalks which will only serve to impair the "good sight distance". Regardless, what the applicant isn't accounting for is impatience. People will pull out and block the south bound lane at the Parcel D garage exit and with a light right there, this is a nightmare. The same will occur up at the Empire exit for Parcel B and a light is proposed at Shadow Ridge also. Those who choose to make the right turn out of either Parcel D or B, will be going through the adjacent Empire neighborhood and either cutting down 14th Street (recognized as a major pedestrian thoroughfare) or 8th Street, a curving narrow street. In either scenario, it is a negative impact on the adjacent neighborhood and results in additional opportunity for conflicts.

From: planning
Sent: Monday, July 26, 2021 12:16 PM
To: Alexandra Ananth; Gretchen Milliken
Subject: FW: New eComment for Planning Commission

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Wednesday, July 21, 2021 12:01 AM
To: planning <planning@parkcity.org>
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Sherie Harding submitted a new eComment.

Meeting: Planning Commission

Item: 7.A) Park City Mountain Resort Base Parking Lots - MPD Modification Work Session- Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Commission will discuss transportation, parking, site circulation, construction phasing and mitigation, in Accordance with the MPD, and Applicable LMC and General Plan Criteria. Other topics may include but are not limited to potential Conditions of Approval. PL-20-04475. *Public Input will be taken via e-comments* (A) Work Session and Public Hearing, No Action Will Be Taken

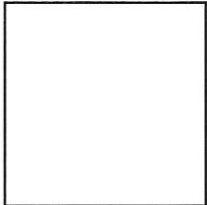
eComment: Dear Commissioners, The July 21st Planning meeting will consider parking, construction phasing, and mitigation at the Park City Mountain Resort Base Parking Lots. Soil excavation, transport, dumping, and storage are a huge and inevitable component. Critical questions remain unaddressed by the applicant. Is PEG's soil sample data yet available to the Planning Commission and the public? This cannot wait until CUP. How many samples were collected? Sadly, 8 to 10 samples, as reported by PEG, are too few. How was the soil sampling done? There is a specific protocol to follow. Which metals were investigated? What are the results? The lead can be associated with Arsenic, Antimony, & Cadmium. Of the >350,000 tons, which excavated soils are designated for mountain storage? Hikers, bikers, and skiers will be impacted. Which soils are designated for transport? Dust and diesel fumes will impact our town. Will haulage and dumping go to Tooele? How will dust be controlled during excavation and transport? Park City codes require dust control. Will Park City's drinking water be impacted? Proposed excavation is within the PCMC Source Protection Zones. What if analyses reveal toxic levels? Historical published data shows lead levels > 200 ppm and increasing down grade. Lead

exposure is a known human health risk from contact with lead in air, dust, soil, & water. Thank you for your attention, Sherie Harding

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Review of Applicant's Q&A Portion of July 21, 2021 Packet

The following points are derived from the Applicant's Q&A (#1-29) portion of the packet:

- 1) Page 77 #1: Let's admit it; digging down deeper on B is about \$\$\$. They include elevation tables including depths of excavation for each parcel in their Construction Phasing & Mitigation submission EXCEPT for Parcel B. Why? See pages 110 vs. pages 111-113.
- 2) Page 78 #2: Local ski programs "could be scheduled" interpreted – they haven't planned for it and drop off doesn't fit/work with current site plan. Not an acceptable response.
- 3) Page 79 #4: 98 vs Proposed: Please note excessive building heights for B & C compared to EXPIRED plan (LMC is 35'), sidewalks 12' instead of 15' in EXPIRED PLAN and AECOM recommends a minimum of 15' multi-use path and 8' sidewalk.
- 4) Page 79 #5: ii – The Applicant is making the experience measurably better by adding lodging units and associated parking. How is this beneficial to our residents or day-skiers?
iii – Lodging at the base will result in lower traffic and parking impacts... How so? It's going to bring more people. Locals/day-skiers do not stay in a hotel. Or, are they are counting on this project to drive locals/day-skiers away because of the hassle of arrival and departure?
- 5) Page 80 #7: Commissioner Suesser estimates 200 bike stalls needed; PEG says 100 in some places and 120 in another. Clearly nowhere near 200. Based on summer parking lot usage and number of bikes I see everyday accessing the mountain or riding by on Empire, Commissioner Suesser likely has the more accurate estimate. Again, PEG has no actual data. They are "guessing" and hoping for little or no pushback.
- 6) Page 80 #8: PEG states site plan is expired when addressing prior COA's. Let's use that same reasoning when NOT ALLOWING building heights in gross excess of the LMC – a 10-15% overage is acceptable, a 200-300% overage is not. PEG admits the site plan has expired, so the LMC governs and they fail to meet all 6 required criteria.
- 7) Page 82 #14: Commissioner Thimm's questions re: robust pedestrian path and Parcel C. Applicant states they'll adjust to 6-8 feet if allowable space. Perhaps they could reduce the footprint of their building which is over the allotted square footage for Parcel C to guarantee allowable space.
- 8) Page 83 #18: Moving loading from E to C does not justify the issues that exist with proposed on C. These are safety issues for pedestrians and cyclists which must be addressed.
- 9) Page 83 #19: Commissioner Hall expresses concern about 5' sidewalks. AECOM says ideally 8' sidewalks. What steps will City take to insure PEG aggressively pursues right of way to achieve wider sidewalks?
- 10) Page 83 #20: TDM concerns - Vail still needs to be at table for this agreement if they are going to be the Parking Manager as indicated by PEG. Who wins the battle when City says something needs to change and Vail says, nah, don't want to? How does City require/enforce?

Review of Applicant's Q&A Portion of July 21, 2021 Packet

- 11) Page 84 #22: VanDine's concern about drop off areas. Notice the applicant only speaks to private car drop off and NOT shuttle drop off. The shuttle drop off is CLEARLY insufficient. The proposed shuttle drop off facilitates only 6 shuttles – less than currently accommodated. In addition, if the first 4 spots are taken, the other two must wait in order to exit even if they are ready to go and this area is shared with access to the Resort Lodges parking entrance. In addition, the shuttles are not all the same size. On Sunday, March 7th, 2021, I collected actual data – happy to share in raw form upon request. During a 45 minute period between 4:23pm and 5:08pm, I observed 30 shuttles arriving and departing the shuttle area at the south end of the Main lot. Many, admittedly, pulled in and then pulled through picking up no one. At least 9 of these shuttles (close to 30%); however, were the large Snow Country Starcraft or Ford Mini Coach shuttles which hold 28 passengers. These shuttles are 28-30' long and 10'3" high. They will not fit in any garage for drop off purposes and will definitely not be conducive to easy access/departure from the much smaller proposed drop off area at the south end of Lowell/Manor Way. This drop off area is severely deficient and needs re-worked. Keep in mind, the way this site plan works, there is no other location to "improve or expand" shuttle drop off and no drop off area has been developed for Ubers/Lyfts/rideshares. The various shuttle sizes for all of Snow Country Limo's fleet are available on their website should you wish to confirm and specifications can be easily verified.
- 12) Page 85 #24: VanDine concerns re: increased traffic on Empire. PEG simply suggest you refer back to Hales Engineering; they neglect to include it currently operates at capacity and has failing LOS in places. They did not answer the question.
- 13) Page 85 #26: VanDine desires better understanding of parking mitigation. PEG's response verbatim "The Applicant, resort operator or future parking manager do not have the authority to enforce parking or any restrictions on private property." Interprets as "not our problem". This is a problem today and with additional density/traffic, will remain a problem. Note: PEG also states the Parking Manager is likely to be the Resort Owner – Vail. Vail needs to be at the table.
- 14) Page 85 #27: Parcel D garage exit should be looked at. Applicant's response "As long as there is good sight distance for cars exiting...we are not concerned with access...drivers should be able to make a left-and right-turn out of the access pretty easily." Anyone who visits PCMR on an average or peak day would be able to attest to the numerous near misses and actual conflicts which occur along Empire when departing the Main Base lot today via a left turn onto Empire even with "good sight distances". I was almost t-boned just last week while heading south on Empire by a car departing the north exit of the main base lot. This will be a problem exiting Parcel D as identified by the Commissioners as well. What we aren't accounting for is impatience. People will pull out and block the south bound lane and with a light right there for both Parcels D & B, this is a nightmare. Those who choose to make the right turn will be going through the adjacent Empire neighborhood with either 14th Street (designated a major pedestrian thoroughfare or 8th Street curving narrow street as the only outlets.) Negative impact on adjacent neighborhoods.
- 15) Page 86 #29: Commissioner Thimm AVO understanding: Applicant states they've provided studies; unfortunately, not based on any actual data for the area. In addition, Applicant will review after Parcel B – it's possible that may be too late if the approval has been granted. How does the City make them change their design/rework down the road? They won't and we all know it. Applicant also states again their AVO goal of 2.3 – 2.7 (down from initial 2.7-3.1 they knew they could not deliver) and still not 3.0

Review of Applicant's Q&A Portion of July 21, 2021 Packet

as recommended by AECOM in order to effectively achieve a 20% reduction. Applicant goes on to say..."the AVO increase isn't really a big factor here, however. The increase in lodging will account for the increased on-mountain capacity, and that because separate parking is provided for the lodging, there is no change to the existing number of spaces (i.e. 1,200). The proposed project is largely irrelevant to the day skier parking discussion – since it isn't reducing the number of spaces. If the project is not constructed, there would still be the same number of spaces, with the same increase in capacity." Wait, the hotel adds capacity or doesn't? The capacity will be the same without the project? This is malarkey.

Alexandra Ananth

From: bobbiwhitehead@verizon.net
Sent: Wednesday, July 21, 2021 11:30 AM
To: Alexandra Ananth; John Kenworthy; John Phillips; Sarah Hall; Laura Suesser; christin.vandyne@parkcity.org; Douglas Thimm
Subject: Responsibility needed

Planning Commission -

Please do the responsible thing and hold PEG accountable for following guidelines, codes and regulations set forth to protect the community, businesses, residents and visitors. I find repeatedly that PEG is returning to the meetings without making changes as requested or acting as a responsible party. As an owner of a Silver King property I consider myself a vested member of the community.

My concerns with the current proposal:

- Excessive heights, over 90 feet (seven stories) in places
- There are limited pedestrian walk-throughs on the property
- The density moves toward rentals and visitors, and away from residents, community, and family and our small town ambience
- The PEG parking plan is irrational for resident and day skiers, employees and workers
- Increased traffic congestion in an already crowded area.
- With busses sitting in the same traffic there is no incentive to use transit vs drive. A "transit-first" approach insists upon improved connectivity and safety for both pedestrians and cyclists. What about the pollution created??
- The current development plans are dramatically different from the original 1998 plan. The development needs to reflect key values identified in the General Plan, Vision 2020 Plan, and required criteria for a Master Planned Development in the Land Management Code.

I find it absurd that they spoke of using lots on county property for parking and bussing without speaking directly to the county about it.

Commissioners to please require the developer to follow the rules.

Sincerely,
Bobbi Whitehead

July 20, 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:

I am writing on behalf of RRAD Coalition, Inc, a non-profit organization comprised of Park City residents, business owners, and homeowners. RRAD submits the following comments in advance of the July 21, 2021 Planning Commission Meeting.

Although the developer's proposed site circulation plan may look pretty on paper, it will not function in the real world. Nor does it meet LMC requirements for approval. In addition to the numerous issues raised by RRAD in prior written and oral comments regarding the ill-conceived plan based on factually unsupported and unverified assumptions, RRAD wishes to again highlight the following issues:

1. Empire Avenue Traffic. It became painfully clear from the visuals presented at the last meeting just how much traffic this site circulation plan will funnel past the many single-family homes on the already congested Empire Avenue. The developer confirmed that fact in its latest submission. The Planning Staff likewise agreed but, disappointingly, downplayed the true impact. The staff report correctly notes that about 1,100 vehicles cross Empire on a typical peak PM hour. What it fails to note is that, according to AECOM, the capacity of Empire is only 800 vehicles per hour and that traffic congestion on Empire already impedes access for adjacent residents." The staff report further states that this current congestion is projected to grow to 1,700 vehicles per hour based on the developer's site circulation plan, which is a 50% increase in traffic on Empire. Only if the 20% modal shift reduction is achieved will the traffic potentially be reduced to 1,400 vehicles per hour. But, as noted below, the developer has conceded that it cannot meet the AVO necessary for that reduction. Regardless, even under the best-case scenario, Empire Avenue will see a 25% increase in traffic based on the developer's numbers, which is nearly twice its capacity.

The reality will be much worse on the ground. For example, the parking garage on Parcel B will have three driveways that all require use of Empire to enter and exit. That garage will double the parking capacity that currently exists on the surface lot, which means that there will be double the traffic from those parking spaces alone than currently exists, regardless of whether others take transit. Moreover, all the skier drop-off locations on Lowell and in the Parcel B garage must egress via Empire, and much of the ingress into the garage will come from Empire as well. There will be many vehicles using these spaces during peak

hours, not just a single vehicle parking for the day. Additionally, all shuttle traffic must traverse Empire to both enter and exit the shuttle drop-off location. And the proposed plan calls for at least seven private driveways onto Empire, directly across from the single-family homes. It seems incredible that all this traffic will result in only a 25-50% projected increase on Empire Avenue.

Even if the numbers are remotely accurate, given that Empire Avenue is already far above capacity and current congestion "impedes access for adjacent residents," the road cannot possibly handle even the projected 300-700 additional vehicles per hour that the developer and the City agree will result from this site circulation plan. Yet, the developer has not offered any mitigation for the impact on Empire Avenue residents, and the Planning Staff does not appear to be requiring any. Merely stating that the developer will meet with the City bi-annually to discuss problems does not satisfy the LMC requirements for approval. Nor does it satisfy the City's General Plan, Resort Center Area Plan Principle 6, which requires a decrease in the destination resort impacts on surrounding residential communities.

2. Necessary AVO Not Met: AECOM has repeatedly stated that an AVO of at least 3.0 is needed to achieve the minimum 20% traffic reduction required for the site circulation plan to function and to justify the huge decrease in parking stalls sought by the developer. Although the developer initially claimed that it could achieve AVO of 2-7-3.1, when pressed for the data to support its claims, it admitted that it could only achieve an AVO of 2.3-2.75. Yet, its site circulation plan and parking exception demands remain the same. Because the plan and parking exception both depend on an AVO markedly higher than what the developer can achieve, the developer has failed to meet the LMC requirements for approval.

3. Importance of AVO: Because the developer now admits it cannot achieve the necessary AVO for its site circulation plan to function, it instead argues in its latest submission that AVO is not important. That is directly contrary to what its own expert and the City's expert have said. It makes this argument based on the logically flawed argument that day skier parking and demand will not increase as a result of the project and therefore all will be well so long as it keeps the 1,200 day-skier parking spots currently on the site. But the developer ignores the fact that the current day skier parking capacity is already inadequate and that skier demand will continue to increase with population growth regardless of whether the resort has any upgrades planned in the near future. AVO very much matters and will continue to matter, as all experts agree.

4. Inadequate Hotel Parking: The hotel parking lot is already overparked based on projected figures. And the current capacity numbers are based on the developer's plans for tandem parking by valets. But the LMC does not allow tandem parking in hotels. Section 15-3(I) provides that "Tandem Parking designs, which necessitate parking one vehicle directly behind another, not perpendicular to each other, are permitted only for Single Family Dwellings, Accessory Apartments, and Duplex Dwellings in all zoning districts." Therefore, the hotel parking is facially inadequate and violates the LMC.

5. Above-grade Parking: The developer currently claims that there are 273 above-grade parking stalls consisting of 80,900 square feet. But the Planning Staff has previously stated that there is over 100,000 square feet of above-grade parking. The DA requires all parking to be under ground. Tellingly, when repeatedly pressed at the last meeting for an explanation as to why it couldn't go another level underground, the developer simply said it was too difficult to explain. It is not. The answer is money.

6. Short-term Parking Stalls: The developer intends to reserve parking stalls in the parking garages on Parcels B and E for skier drop-offs during peak hours. It argues that these stalls should not be deducted from the overall parking numbers because they will only be used during peak hours. But that is precisely the time when the stalls will be needed, and unavailable, for parking. They should be deducted from parking stall counts.

7. Inadequate Shuttle Drop-Off: The developer failed to address the inadequacy of the shuttle drop-off area in its latest submission despite repeated concerns raised by the commissioners. There is only space for six shuttles, which is far less than current capacity. And current capacity is already inadequate. PEG has not expanded the drop-off area at all and instead contemplates that the proposed area will also be used for general drop-off for visitors and residents on Parcel B as well. This area also conflicts with the entrance to the Resort Lodges garage access.

8. Biking Parking and Access: Bike access is still an afterthought in the plans. There is only a single-level in either parking garage that can accommodate tall vehicles or top-mounted bike racks, but there is nothing to prevent smaller vehicles from using those spaces. And most of the bike racks will be in the hotel parking garage, where only the hotel guests can park their cars. The access to the mountain is limited either to Shadow Ridge Extension or over a multi-level concrete plaza. Furthermore, the five-vehicle drop-off location on Lowell at the north end is insufficient; in fact, there's no confirmation the drop-off can accommodate five vehicles with bike racks or accessories on the rear of the vehicle without putting the individual unloading at risk of conflict with the general traffic lane.

9. Multi-Use Pathway and Sidewalks: The pathway on which both bikes and people will be traveling at the same time remains only 12-feet wide, despite recommendations by AECOM and in the 1998 DA that it be at least 15-feet wide. AECOM also recommends that all sidewalks be 6-8' wide, but they are still only 5' wide. That is only wide enough for a single skier to walk in each direction. It will not be wide enough to safely accommodate all of the anticipated pedestrian traffic during winter or the bike/pedestrian traffic in the summer.

10. Mountain Upgrade Plan. A Mountain Upgrade Plan is required at the MPD stage. But PEG states that it is a "process unrelated to the application before the Planning Commission" and has provided nothing.

11. Enforcement: Neither the developer nor the Planning Staff have provided any concrete detail as to what mechanisms would be available if the site circulation plan doesn't work. Limitations on ticket sales are off the table. In its place is the oft-repeated refrains of "bi-annual meetings" and "parking management strategies." But what are these and what could they possibly accomplish? No material changes could be made to the site circulation plan if it fails. The only thing that the developer seems to be able to do is to charge more for parking. Nothing binds Vail. And what possible consequences are there for the developer if it meets the conditions of approval but those turn out to be insufficient in real life? What could the city possibly require that the developer would have any legal obligation to comply with other than to meet bi-annually?

12. Requirements for Building Heights and Setback Exceptions Not Met. Although apparently beyond the transportation focus of the July 21 meeting, RRAD maintains that the LMC requirements for building height and setback exceptions also have not, and cannot, be met based on the current plans. For the many reasons set forth in previous comment letters,

the Planning Commission lacks discretion to approve any of these exceptions under the mandatory language of the LMC.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicole M. Deforge", with a stylized, flowing script.

Nicole M. Deforge

cc: client; alexandra.ananth@parkcity.org

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Tuesday, July 20, 2021 8:40 PM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Douglas Thimm; bill.williams@parkcity.org
Subject: PCMR Parking Lot Development
Attachments: thumbnail_IMG_4814.jpg

Hello Alexandra, Gretchen and Commissioners;

I am writing today to request that the Planning Commission revisit the Building Heights being proposed for this development prior to a vote on this project.

Attached is a picture of the Pendry Hotel being built at the Canyons. The Pendry building is 72' height and the gentleman standing in front of the building is 6' tall. The Pendry is the same height as the smallest building being proposed for this project on Parcel D. Parcel B is 15' taller, Parcel E is 12' taller, and Parcel C is over 30' taller! Can you picture that?

I would like to also request that PEG have another Balloon demonstration since the buildings have all significantly changed since the one and only balloon demonstration over a year ago. I also think it would be of great benefit for all stakeholders to have PEG build a 3D Model for the project. I believe this will give the overall representation of the project and a more realistic ground level experience.

Thank you for your consideration.

Sincerely, Nancy Lazenby



Alexandra Ananth

From: Deborah <glidefar16@yahoo.com>
Sent: Tuesday, July 20, 2021 6:19 PM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Douglas Thimm; bill.williams@parkcity.org
Subject: BASE AREA OVERDEVELOPMENT MEETING JULY 21

Dear Planning Commissioners:

After trying to consume the 245 pages of material presented in this weeks "packet" for the meeting on July 21, I request to understand from a legal perspective the 'Expired Site Plan' and how that effects the 1998 DA and current 'LMC' from the Park City legal counsel.

PEG is asking for you to concede to massive building heights and reduced setbacks while offering an inferior transportation plan from offsite parking locations they do not own or govern.

The fact is that MORE PEOPLE will arrive at the BASE AREA with NEW DEVELOPMENT and you do not have a plan to make them move around comfortably. This is UNACCEPTABLE.

WHERE IS THE SOILS COMPOSITION REPORT IN THE MEETING? We have heard from the proposed Arts District that CONTAMINATED SOILS ARE AN ISSUE. How can you proceed without getting samples from underneath the existing PARKING LOTS to the depths of the projects proposed! STOP !!! Protect the neighbors and protect the environment. Dust of toxic elements is a super sized concern... not the Developers concern!

Over 20,000 dump trucks will spew diesel fumes to our town! How about some carbon credits from PEG or VAIL?? Dam the people who came here for fresh healthy lifestyle.

Here is the quote from PEG's attorney:

1. "The site plan is expired and thus, the corresponding COAs have expired. The Applicant anticipates new conditions of approval in connection with the Master Plan approved pursuant to this process that will be reviewed by Planning Commission in August. "

PLEASE EXPLAIN THAT ONE!!

DOES THIS PLANNING COMMISSION HAVE THE MORALS TO REPRESENT THE PEOPLE? HOW CAN YOU SAY YOU ENDORSE ALL THE PROFESSIONAL OPINIONS WHEN PEG HAS HIRED THEM?

WE AS LOCAL RESIDENTS EXPECT YOU TO UPHOLD THE LAW AND IT'S APPLICATION TO PRESERVING OUR TOWN AS WE SUPPORT WITH OUR TAX DOLLARS.

DO THE RIGHT THING AND LISTEN TO YOUR LOCAL CITIZENS..... WE ARE BOOTS ON THE GROUND NOT SITTING WITH COMPUTER SOFTWARE IMAGINING CROSSWALKS, PARKING SPOTS AND BUILDING HEIGHTS !!

Let the new elected OFFICIALS this fall deal with this massive project. Stop the meetings and let the town elect our representatives for the future of this town.

Regards,

Deborah Hickey

Alexandra Ananth

From: J Moira Howard <moira_howard@yahoo.com>
Sent: Tuesday, July 20, 2021 5:09 PM
To: Alexandra Ananth; Gretchen Milliken
Cc: John Phillips; Laura Suesser; John Kenworthy; Sarah Hall; christin.vandyne@parkcity.org; Douglas Thimm; Bill Johnson
Subject: PEG

Please include in public comments.

Quotes in black. My comments in **red**.

Per Staff Report for July 21 meeting:

1. The applicant submitted a Transportation Demand Management Plan and Parking Management Plan which is considered a living document that can be adjusted as necessary and will be reviewed on a bi-annual basis with the City.

How long will PEG be around to conduct various annual/bi-annual reviews of this and other matters? Once things are built and sold, who is going to fix things that don't work? We have to get it right first time around.

2. An additional 521 stalls are proposed throughout the site for the new commercial and residential uses, based on a shared-parking analysis submitted by the applicant.

You can not just assume other properties are willing to be a party to this.

3. The **applicant** is proposing to run employee shuttles from the Richardson Flats parking lot to the Resort on Fridays, Saturdays, and Sundays and will continue to provide transportation from the Munchkin lot.

For how many years? (See 1.)

4. In order to grant Building Height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find that:

1. 2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis;
2. 3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
3. 4. Increased Setbacks and separations from adjacent projects are proposed;

I can't speak to the other requirements for building height exceptions of *two to three times the limits* but these three conditions do not appear to be met. eg. 'minimize visual impacts on adjacent structures' - if you are now going to be staring out your window at a 6 or 7 storey building, I think you have been very visually impacted! Proposed structures are incompatible and out of proportion to existing.

5. Vehicular Egress from Parcel D The applicant acknowledges that vehicles exiting Parcel D will have to wait for breaks in traffic flow in order to make a left-hand turn out

of this garage. However, with good sight distances, this should not be a significant issue and should not negatively impact Empire Avenue in any way.

It may not impact Empire Ave but is likely to result in frustrated, impatient patrons who might cause accidents that will impact more than the Ave..

6. The parking exceptions being sought by the applicant are for the proposed new residential and commercial uses based on a shared parking analysis, as well as to not provide any new parking for the Resort which is not proposing to increase skier capacity.

Resort is encouraging more patrons. Vail will not restrict ticket sales as they are mostly pre-sold (season/advanced). Vail may not be increasing capacity but they will not turn people away! That would not be good for business **and** Park City!!

7. The applicant will provide shuttles from the Richardson Flats parking lot from employees on Fridays and weekends and has agreed to install a shelter at this lot. Bike racks will be available for employees who choose to bike to work.

It'll have to be a big shelter and heated restrooms or a nice line of porta potties will also likely be required. Not too many will be biking to work in winter.

Exhibit A: Planning Commission QA from 6.16.21

5.iii. Lodging at the base will result in lower traffic and parking impacts since lodging guests will not, on a daily basis during their stay, be traveling on city streets and using day-skier parking to access the resort or other base area amenities, particularly at peak hours.

I doubt it. Are existing hotels at the likes of Kimball or further afield going to be empty because of new lodging at the Resort? I don't think so!

vi. The Applicant is proposing 1,102 fewer spaces which results in a parking reduction of nearly 40 percent from what would be required under the LMC and current MPD, which will result in significantly decreasing traffic in the area.

Will also result in less skiers.

viii. The City agrees to work with the Applicant, base area HOAs and the base area Parking Manager to use its Parking Enforcement mechanisms on neighborhood private streets and on private land outside the redeveloped base area parcels.

I guess we'll have to wait and see how that works out!!

10. As opposed to employees paying at the base area, the Applicant proposes that during the week, these employees will be directed to park at the new Quinn's Junction or Ecker Hill Park-n-Ride in order to utilize existing public transit bus service. On weekends, these employees will be directed to Richardson Lot or other offsite locations, as may be necessary or appropriate in the future, and working together with base area stakeholders, the Applicant will provide a shuttle.

As someone else stated, will the likes of housekeepers be expected to humph vacuums and other cleaning equipment on the bus?! Many condo owners, etc. have private cleaning services which do not store their equipment on site.

14. Commissioner Thimm: What Building C does with public access to the base of the mountain and intersection of Shadow Ridge extension and Lowell Ave. – key node therefore pedestrian path needs to be more robust and provide access at east edge of mountain to Silver King: As part of the CUP process, the Applicant will expand the path dimensions to 6-8 feet, **if** there is allowable space.

That's a big "if".

18. Commissioner Hall asked for more information on the loading dock, general trash etc; and questioned the statement that pedestrian conflict had been removed: The Applicant based on Planning Commission feedback moved the loading dock from Parcel C to Parcel E, thus eliminating the priority concern of pedestrian interference. The location in E has been further modified with landscaping to address neighbor desires.

It is still shown on C on at least the Valet Parking Plan.

26. The City agrees to work with the Applicant, base area HOAs and the base area Parking Manager to use the City's Parking Enforcement mechanisms on neighborhood private streets and on private land outside the redeveloped base area parcels. The Applicant, resort operator and future parking manager do not have the authority to enforce parking or any restrictions on private property

Well, pass the buck. How is the City going to enforce no parking on private property? It will likely require a lot of resources!

27. Re left turn from Parcel D garage:

"This may cause queueing back onto the site, but not onto Empire Avenue. As long as we don't cause backups onto Empire and we provide good sight distance for drivers exiting the access, we don't have concerns with it."

PEG doesn't have concerns - angry, impatient drivers will!

28. For the new uses the Applicant is proposing, a shared parking analysis is allowed and the Planning Commission is allowed to grant a reduction for a new MPD. Hales Engineering has done that analysis and a reduction is justified because of the shared uses and the "shared" nature of the guests at the resort. Hales' parking analysis assumes one stall per affordable housing unit, one stall per hotel room, and one stall per condominium.

This is an unrealistic assumption.

29. the Applicant will encourage and provide information to businesses and residents within the existing and new development regarding developing incentives for employers, employees and residents to utilize transit as part of their daily lives

Why should existing businesses incur more expense/inconvenience because of PEG?

Exhibit C: Construction Phasing and Mitigation Plans

Some tower cranes and booms look like they are going to swing mighty close to neighbours! Have measurement studies been done to ensure this is safe?

This construction is going to take at least five years to complete and will have adverse impacts on health/quality of life/rental revenue, etc. of neighbours.

I can't correlate the days/dates on the schedule unless some buildings are not consistently being constructed.

Also, Pages 135 and 136 of schedule appear to show conflicting durations of build.

Exhibit D: Pedestrian and Bike Paths

With all the traffic signals and pedestrian crossings, it'll be one big traffic jam.

A lot of things are "Subject to available Right-of-Way". It would be prudent to see what is available!

Exhibit E: Base Area TDM PMP and Addendum

As regards car pooling, I think employees are more likely to do so than residents. Employees are more likely to have similar schedules.

The Applicant commits to providing amenities at the Richardson Lot to improve the comfort for employees waiting for the shuttles. This will include, at minimum, the purchase and installment of a city-approved shelter and bench.

Wow!

If you expect other people to also park in satellite lots, you are going to need a lot more amenities than a covered bench!! Toilet facilities for one and a lot more benches.

Existing Base Area Employees

it is estimated that approximately 50 vehicles are parked daily by employees within the existing base area

The Applicant will encourage these employees to park at offsite location, as opposed to paying for parking on Parcel B.

The Parcel B parking structure will be open to day skiers, the general public, guests of the new development and guests of the existing base area.

Existing base has our own parking for guests, owners and some employees!

Given the variety of users for the Parcel B parking structure, the existing Condition of Approval #14, which allows the City to restrict the sale of lift tickets, is proposed to be eliminated, as it unfairly holds one party accountable for multiple users that are not in its control.

In winter, people are here to ski! Vail is accountable for the number of skiers on the hill.

Current and Proposed Parking

This parking reduction request is consistent with guest behavior and demands as shown at other resorts in the area, including the Canyons side of the Resort, which has a 95 percent capture ratio for commercial uses from day guests already parked at the Resort.

The Canyons side is a whole different kettle of fish!

Employees

The Applicant is also proposing a significant amount of onsite employee/affordable housing.

If they lose their job, they lose their house?? (Maybe through no fault of their own.)

The Applicant is proposing bike storage facilities within the hotel facilities to encourage hotel employees to ride their bikes to work.

Perhaps feasible in summer. I don't think there will be many takers in winter, especially during a snowstorm, when the paths haven't been plowed or when it is dark. Consider safety!

Summer Parking

The Applicant is proposing multiple drop off areas, which will allow for bicycles to be unloaded from vehicles prior to entering the garages. The Applicant is proposing bike racks be located convenient to these drop off areas to allow cyclists to secure their bikes while parking

Are bikers going to pay \$20 to park while they go for a ride, perhaps multiple times a week?

.....

Skiers - pay to park - more for valet?, pay for a locker, tickets, food on the mountain..... build it and they will come - perhaps not locals!

A question on open space: Did PEG include land on which the NAC is to be built?

A question on Parcel B and C shoring: Will we be able to access Lodge at the Mountain Village parking?

WHERE IS THE HELIPAD???

Why can PEG not provide a simple scale model including surrounding properties? It doesn't have to be elaborate or expensive.

I still do not know how extra lanes of traffic, sidewalks, landscape, buffering, medians, setbacks are going to fit in the available space
eg. Lowell Ave. is currently two lanes with barely a sidewalk. Now we are going to have three lanes, sidewalks, separations/buffers and landscaping. How?
Snow removal/storage will be interesting.

People may be more likely to UBER if cheaper than parking. Despite what PEG claims, UBER drivers are not likely to pick up someone going in the opposite direction at peak times so quite possibly there will be no pick-up in the same area after drop-off.

Thanks for your efforts.

Moir Howard
(PC resident and LMV owner)

To: Park City Planning Commission:

Copy: Alexandra Ananth, Senior Planner

From: Clive Bush, Old Town Resident.

July 16, 2021

Re: PEG Development proposal for the base of Park City Mountain Resort.

The Developer has tried to make the distinction between their current proposal and that from 20 years ago in implausible terms - that theirs' is future proof. The overriding failing grade of the current proposal is that it doesn't address existing uses by customizing every square inch and offers no forward thinking flexibility. If future-proofing is an objective, then this proposal fails at the first hurdle - hopelessly flawed projections of growth and technological innovations it relies on a transit first policy that is undefined, undeveloped, untired and untested.

I've added further observations here, that when all put together substantiate failings on many aspects of the proposal that preclude a quick approval and trailing resolution with conditions that cannot be met.

These fundamental flaws in the current proposal need to be addressed upfront.

Regards,

Clive Bush

TRAFFIC STUDY ISSUES

1. Counts:

It's troubling that the applicant's engineer borrowed traffic counts from a third-party, and for Treasure Hill. They were not present when the counts were taken, supervise them, vet or assure competency of the counters, or observed critically required field observations of a highly customized site with established patterns of use.

They chose Canyons as the comparison resort for internal trip generations, not because it was the most-alike (it's not), but because it was convenient to grab counts already in-hand from the report their Engineer did for Summit County.

The 2017 counts that Hales Engineer obtained from Triton Engineering (a single proprietor engineer who was also Summit County Engineer at the time) came from a traffic study done for Treasure Hill and Kings Crown. The same engineer had done the original Treasure Study while at a private firm in 2004/5.

Hales Engineering relied solely on the 2017 counts for this application, however, there's data from the 2004/5 study that asks questions that could benefit from a more robust review of current output and assumptions – as well as an updated count at the Park Ave/Empire intersection & Field Observations.

For example: the interpretation of the performance of the main access Empire/Park Avenue:-

In 2004/5 the original engineer calculated a PM peak delay of **48 sec & LOSS D**

Fehr & Peers calculated a **71.0 sec & LOSS E** on review citing an error in the above geometry & phasing.

In 2017 the original engineer (now Triton) calculated a PM peak delay of **24.3 sec LOSS C** in the Treasure Hill study and **34.5 sec LOSS C** in Kings Crown report just one month earlier.

Hales Engineering using the same 2017 counts reported a **42.7 sec delay LOSS D**

There's no published evidence that City's hired engineering consultant for the PEG application has recalculated this data as Fehr & Peers did in 2005 – this would be a recommended minimum requirement in doing a study review at this critically failing intersection.

2004-2005 DATA ORIGINAL ENGINEER

TABLE FOUR - PARK AVE. / EMPIRE SUMMARY								
	Existing Non Ski-Day		Existing Ski-Day		Design Non Ski-Day		Design Ski-Day	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	A / 8.7	B / 11.3	B / 15.2	D / 48.0	A / 9.7	B / 11.9	B / 16.9	D / 52.9
Northbound	A / 5.5	B / 17.5	B / 18.6	E / 71.6	A / 7.1	B / 19.1	C / 21.3	E / 75.8
Southbound	A / 2.7	A / 5.8	B / 10.5	C / 27.6	A / 3.8	A / 8.7	B / 12.4	D / 36.2
Eastbound	C / 25.5	B / 19.7	D / 35.5	E / 69.3	C / 22.9	B / 16.0	D / 36.3	E / 80.0
Westbound	C / 21.0	B / 10.4	B / 13.0	D / 47.5	B / 18.3	A / 9.4	B / 12.0	D / 45.6
Legend: A / 8.7 A = Level of Service 8.7 = Delay Time in Seconds								

2004-2005 DATA Fehr & Peers review

- For the intersection of Deer Valley Drive / Park Avenue, the Treasure Hill TIA geometry and signal phasing assumptions were incorrect. Fehr & Peers performed a reevaluation of PM peak hour traffic operations using the corrected geometry and signal phasing. Results are presented in Table 1. The results indicate that the Treasure Hill TIA provided an adequate measure of the relative impact generated by the proposed project, but underestimated the total delay for the intersection.

TABLE 1 PM Peak Hour Level of Service Re-Evaluation Summary		
Analysis Scenario	Delay (sec/veh) / LOS	
	Re-evaluation	Treasure Hill TIA ¹
Existing Winter Conditions	71.0 / LOS E	48.0 / LOS D
Winter Plus Project Conditions	74.2 / LOS E	52.9 / LOS D
1. Treasure Hill TIA Table Four.		
Source: Fehr & Peers, July 2005.		

TRITON TREASURE HILL 2017 DATA JULY REPORT

Existing Levels of Service

Table 7 shows the level of service and corresponding delay (sec/veh) at each of the study intersections for the existing traffic conditions.

Table 7 Existing Levels of Service

Intersection	Control	Worst Approach ¹		Overall Intersection ²
		LOS AM / PM	Approach AM / PM	LOS AM / PM
Park Ave / Deer Valley	Signal			B (19.9) / C (24.3)

TRITON KINGS CROWN 2017 DATA JUNE REPORT

Existing Levels of Service

Table 6 shows the level of service and corresponding delay (sec/veh) at each of the study intersections for the existing traffic conditions.

Table 6 Existing Levels of Service

Intersection	Control	Worst Approach ¹		Overall Intersection ²
		LOS AM / PM	Approach AM / PM	LOS AM / PM
Park Ave / Deer Valley	Signal			C (22.9) / C (34.5)

2017 DATA HALES ENGINEERING REPORT

TABLE ES-1 LOS Analysis - Evening Peak Hour Park City Mountain Resort TIS					
Intersection	Level of Service (Sec/Veh) ¹				
	Existing (2019) Background	Future (2024)		Future (2040)	
		Background	Plus Project	Background	Plus Project
Empire Ave / Park Ave	D (42.7)	D (54.0)	E (63.5)	F (>80)	F (>80)

Of particular significance, is that the 2017 levels of service are reportedly better than those in 2005 – i.e. there is less congestion at the Empire/Park Ave intersection in 2017. Contributing to this surprising improvement is a reported reduction of 434 vehicles in the peak pm hour over the 12 year period.

Triton did review this in their Treasure Hill report here in Table 1 with the accompanying text:

Table 1 Existing Traffic Count Summary

Intersection	Estimated Traffic From Original Report		Actual Counts February 19 th 2005		Actual Counts February 18 th 2017	
	AM	PM	AM	PM	AM	PM
Park Ave / Deer Valley	2392	3868	2302	3503	2438	3069
Empire Ave / Silver King	624	1003	314	438	1545	1418
Empire Ave / Shadow Ridge	431	694	188	303	927	937
Empire Ave / Manor Way	277	435	120	190	471	641
Empire Ave / Crescent Tram	84	140	37	123	53	95
Lowell Ave / Shadow Ridge	201	230	82	101	535	396
Lowell Ave / Manor Way	170	637	74	139	416	579
Lowell Ave / North Star	96	197	21	41	27	48
Park Ave / Silver King	NA	NA	NA	NA	470	975
Park Ave / 14th Street	NA	NA	NA	NA	454	946
Park Ave / 8 th Street	NA	NA	NA	NA	276	611
Empire Ave / 14 Street	NA	NA	NA	NA	573	765

Note: The numbers depict the total volume at the intersection during one peak hour.

As detailed in Table 1, most of the intersections have seen growth in overall traffic in the study area over the past twelve years except for the PM peak at the Park Ave / Deer Valley intersection. Since the traffic counts in 2005, various TDM strategies/improvements have been implemented that could have had an impact on the time and methods utilized by skiers when leaving the Resort. Figure 3 depicts the existing traffic volumes, intersection geometry, and the traffic control measures currently used for each of the study intersections.

In the above table other than Park Ave/Deer Valley intersection it appears the reported February 19th 2005 counts are actually the June 2014 counts as they reflect those from the original 2004 report (one of many mistakes throughout the original report). The Park Avenue/Deer Valley reported number of 3503 is not in the original June report and assumed to be the 2005 winter count. (The estimated counts were scaled up counts from the June 2004 figures for winter conditions).

The reduced peak hour traffic reported in 2017 demands a better explanation than is provided. They completed 2 peak-hour counts, so looking beyond peak hours is not feasible, transit ridership would be another place to look, but also factors like local blackout days contributing far less cars on what is now less than a peak day for local traffic, guests leaving more on residential streets (turning movements at these intersections were only scaled up summer counts in the original study and thus not comparable). Better yet, re-count this intersection and bring it up to-date as it's such a critical intersection and the counts are almost 5 years old.

Field observations are a critically missing data-set that logs existing behaviors of things like drop-off/pick-up numbers, duration and location, taxi and hail-ride activity, service vehicles, pedestrian movements, and existing resort business – Hales Engineering has provided a people-based analysis that reverse engineered these from the borrowed traffic counts.

As the engineer pointed out in their email below – a “lack of data” has caused these estimations:-

From: Josh Gibbons <josh@halesengineering.com>
Sent: Wednesday, June 23, 2021 1:43 PM
To: Nick Blayden <nblayden@pegcompanies.com>
Cc: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: Re: Base of PCMR Development

Nick,

Here is a copy of the spreadsheet for the people-based analysis. Hopefully this is what they are looking for.

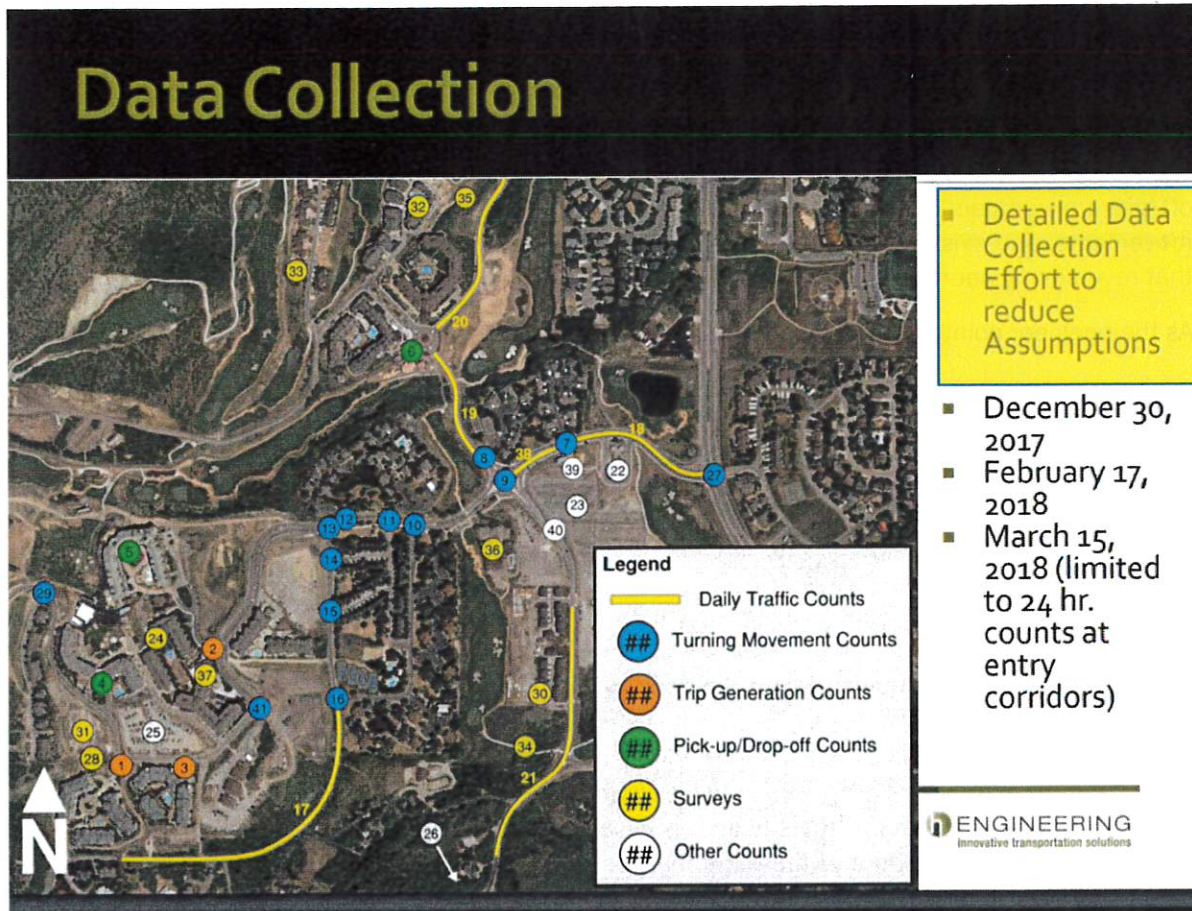
Regarding the number of drop-offs, due to lack of data those were estimated. However, the total number of trips in and out of the site area is based on actual counts, so we were able to work backwards to estimate some of these numbers.

Thanks,

Josh Gibbons, PE | Transportation Engineer

This backwards engineering of drop-offs doesn't paint an accurate assessment - it's educated guesswork deprived of the workings of a ski resort; it omits to count drop-offs that then go and park and vice-versa in the PM, it doesn't log the importance of different locations (North & South), or how long it takes, the requisite to wait for a child, and for reliable/repeatable pick-up spots for children, it guesses the split between cars, hail-ride, taxis and shuttles, and service vehicles. There's no accounting for ski club athletes – their numbers nearing 1000 all arriving on the hour, rather than spread throughout the hour. Nowhere are taxis that wait for a ride in the evening peak accounted for, shuttles and rideshare larger than those used in the turning demo logged, or the number of high-sided vehicles or ones with roof boxes, or oversized that would exceed normal parking garage limits, and potentially many other unknown existing behaviors.

In their 2019 Canyons Master Plan Update, Hales Engineering (he same engineer for PEG) undertook these types of field observations for Summit County to reduce assumptions as shown in this slide from their presentation, so why be lazy here and rely on guesswork at an equally demanding site?



This critically missing data-set and commonly required practice of first hand observations during peak winter days needs to be collected, reported and used to accurately reflect existing conditions.

Should you have any remaining doubt about this then look no further than UDOT:-

UDOT, publishes a 'Traffic Analysis Guideline' that sets their expectations for collecting data and final simulation. Chapter 3 is dedicated to Data Collection:-

3. DATA COLLECTION

Data collection is the foundation of every traffic analysis. Simply put, it is impossible to perform a good analysis using bad data. The following discusses two areas of data collection: the different types of data (including where and what data is available) and the data requirements for different types of analyses. It is expected that regardless of the data or collection methods, the consultant will verify and validate all data.

3.1 Types of Data

Field observations are a critical part of a traffic analysis, and the consultant should consider relevant study area conditions to accurately reflect traffic conditions. The types of data that a consultant could collect during a field observation are volumes, speeds, queuing, travel patterns, and lane changing behavior. It is important to match the type and quality of field observations to the type and scope of the traffic analysis.

Field observations should generally illustrate driving behavior of a study area. While the consultant can use video recordings to supplement a field observation, it is important that the consultant physically visits the site before finalizing the model calibration. The level of quality for a field observation must be sufficient for accurate model calibration. Viewing the site only through aerial imagery is generally not sufficient for most traffic analyses. UDOT may also request field notes to verify that calibration has been completed correctly.

The single biggest criticism one could levy at the proposal to-date is that it doesn't provide compatibility between existing use and the proposed add-ons. First-hand observations would straight away expose the incongruity of a 4-star hotel at the most heavily trafficked slope-side drop off location. Adding a hotel and shifting density to this area of existing use is a travesty that warrants rejection of this application.

Field observations would also expose the fallacy of coercing the prominent flow of traffic in the morning to change lanes and go straight on Empire after a right turn from Park Avenue that requires more complex algorithms than simply plugging in hourly vehicle counts and empty parking stalls as the applicant has done to simulate their design – other factors come into play, and especially so here. There are busses doing the opposite; conflict with drivers on a green light from Deer Valley Drive that is-magnified by the recommended, and possibly needed free-flow right turn to improve this failed intersection, that is then followed by a quick shift into the left lane (both dangerous for pedestrians). Drivers heading to drop-off merging into the right lane and many other reasons to go against a computer model that's unaware it's simulating a highly customized and existing ski resort.

It was the developer who pointed out that this is a very difficult site to develop, that it's NOT a greenfield site, and that - if it was easy - it would have already been developed, and yet they are treating it just as that – a greenfield that can be shaped by their electronic signs and distributed parking system while ignoring the very cause and effect of their own defining statement of complexity.

2. Traffic volume projections:

The 2017 data collected was adjusted to a 'peak' winter condition by adding 14% from the previous year. This incorrectly applies the AVERAGE DAILY difference and not a PEAK HOUR difference from a counter on SR 224 north of Canyons Resort. PEAK TRAFFIC grows more than AVERAGE, when everyone wants to ski at the same time, whereas visits to the grocery store less so.

An identical continuous counter (ATR) exists on SR 248 at Quinn's, but is not reported to be more or less of an increase? Also, unmeasured is local traffic that bypasses these counters. It's unknown whether locals stayed away more than visitors running through the 224 ATR.

The adjustment is an unreliable data set to determine a peak ski day or hour as it doesn't use a peak time difference and it misses out on 2 important data sets.

3. General growth projections to 2024 and 2040.

There's plenty of evidence on the Park City Municipal website and elsewhere to support most of our guttural instincts that existing and future growth exceeds 1% and probably already has since the study was construed from 2016 counts in 2017. The 1% background growth is an artificial rate of Park City limits full-time resident projections to make the internal resort circulation pan out and support reduced parking. Upholding this assumption is a 20% reduction in existing traffic.

A comprehensive plan to support this initial reduction in traffic and then properly projected external growth is required to warrant any reduction in parking requirements at this stage. The applicant's presumption that annual performance can be assessed and corrected after development is a distraction from the realities of developing every square inch. Any underestimation of growth will also require expansion of on-site amenities. Failings in the Transit projections will require more on-site parking.

There are reports of 3% projected skier growth on the City's website, Park City Municipal's, 2011 Traffic & Transportation Master Plan projects 4.8% & 5.5% yearly residency increases in Summit and Wasatch Counties respectfully – these represent much larger increases on much larger populations right on our doorstep. Hales Engineering in their 2019 update to the Canyons Master Plan reported 3.4% yearly increase in traffic on SR 224, but assumes 1% here (is all that growth bypassing PCMR?. And so on.

Vail's playbook doesn't constrict their activity to 1% growth (see Q4 reports since the traffic study overleaf).

The developer wants you to trust that Vail has already capped skier days at the resort, or that there is finite capacity much like seats in a theater – no more skiers coming here is what they say!. Whereas, a simple upgrade here and there, a faster lift and another restaurant can dramatically grow comfortable capacity overnight. Vail already packs far more visitors into its flagship resort anyway (Vail, Colorado has 2200 garage parking stalls and adjacent overflow parking). There is an unlimited number of Epic Pass holders growing 18% each year since the traffic study was completed. Each one is free to fly or drive and take up residence in the numerous empty beds in and around Park City. If you've been following any of Vail's corporate PR, you will know they are rapidly progressing towards a prescription model of auto-renewal by converting day skiers into season pass holders with a multitude of new products – they are betting a great deal of their future on this model - it's implausible to turn these advanced ticket holders away, or restrict their sales.

Combined with a \$10 million spend each year by our local Chamber of Commerce, Park City's growth is wildly unchecked. The Chamber's 'drive-in' marketing campaign has been wildly successful during the pandemic – can we now simply turn off the spigot after encouraging this convenience? Habits have changed to accelerate Park City's growth and studies are being published daily to suggest they are here to stay (migration from big cities, flexible work schedules from home and so on) – all very compatible with Park City and surrounding communities.

Whatever we build today, requires flexibility to adapt to this evolving new reality. This development proposal does not. It skirts the responsibility of addressing today's user and offers no flexibility for future demands. It's certain that the new reality of Peak Ski days on weekdays is the new reality that Vail's marketing gurus have latched onto. Parking assumptions therefore need to account for this eventuality.

VAIL Q4 REPORTS – FROM AFTER THE TRAFFIC STUDY IN 2017/2016:-

VAIL Q4 2017 ENDING JULY 31 2017 Season pass sales through September 24, 2017 for the upcoming 2017/2018 North American ski season increased approximately 17% in units

In Park City, we experienced a double-digit EBITDA growth rate as our investment to create the largest ski resort in the U.S. continues to generate excitement among skiers and drive strong yield growth.

Total visitation at our U.S. resorts declined 5.4%, primarily as a result of the poor early season conditions

VAIL Q4 2018 ENDING JULY 31 2018 Season pass sales through September 23, 2018 for the upcoming 2018/2019 North American ski season increased approximately 25% in units Pass sales exclude Stevens Pass and Triple Peaks pass sales in both periods

VAIL Q4 2019 ENDING JULY 31 2019 Season pass sales through September 22, 2019 for the upcoming 2019/2020 North American ski season increased approximately 14% in units

Our Colorado, Utah and Tahoe resorts experienced strong local and destination visitation,

"With a strong base of high-end consumers, we are continuing to leverage our growing network of resorts and sophisticated marketing strategies to drive guest spending across our Mountain segment.

We are also seeing strong results from our Northern California and Utah guests, partially offset by more modest sales growth in our Colorado local market. The vast majority of our growth came from our Epic and Epic Local products

VAIL Q4 2020 ENDING JULY 31 2020 Season pass sales through September 18, 2020 for the upcoming 2020/2021 North American ski season increased approximately 18% in units

"In North America, our U.S. resort communities experienced increasing demand from leisure travelers throughout the month of July, with group demand negatively impacted by COVID-19 related disruptions.

We also saw solid unit growth in our Colorado, Utah, Northern California and Whistler markets.

DESIGN ISSUES FROM TRANSIT PRESENTATION JUNE 16th 2021

1. Pick-up and Drop-off

The proposed drop-off on Lowell Avenue is impracticable – it has engineering deficiencies that create safety and congestion concerns. The number of spaces have been derived from guesswork that ignores existing behavior that precludes underground garages as a viable alternative.

The currently used location that is near the bus terminal avoids a great deal of conflict. It has one-way access via Shadow Ridge that creates an almost exclusive zone that after years of trial, moves the 12 angled spots into 18 drive through spots at peak hour with minimal conflict with through traffic. Not perfect by any means – but superior to the new proposal.

The proposal on Lowell, has great conflict with a through street preceding a hotel. A single travel lane and single parallel parking with a divergent exit into the travel lane will cause drivers to reverse into empty spots, even from the HAWK crossing, wait in the running lane for a space, or stop as someone maneuvers in or out. It would be delusional to not understand these conflicts will be great, many and constant that an attendant on duty will have little authority impact.

A HAWK pedestrian crossing by UTAH code excludes parked cars proceeding the crossing for a minimum of 100 feet to enable proper vision of pedestrians. The bulb-out of the curb on Lowell doesn't get around this requisite as vision of pedestrians (and cyclists speeding from the trail) with right of way during the extended flashing light phase is severely impeded.

Each HAWK crossing has stop-lines set back from the crossing itself – this interferes with the drop-zone.

Over time, the applicant's submission has evolved to limit private vehicle drop-off to a single location on Lowell Avenue, a significant downgrade from today that magnifies the guesswork and ignorance of current use. The data is wrong, the assumptions are also wrong.

Spreading compressed drop-off times to an hourly average under-estimates the number of spaces further. A shortfall that is not addressed by adding them to a garage after navigating a 2 sets of lights or 5 to return to a pre-arranged pick-up spot. Anyone who knows the current and ongoing desired use will understand that the hammerhead at the end of Shadow Ridge in the current proposal will become the most favored drop-off location - causing congestion and dangerous conditions.

There is no assessment that paid parking will likely increase morning drop-offs, it's likely that locals will drop-off children and return to pay less to park later in the day?

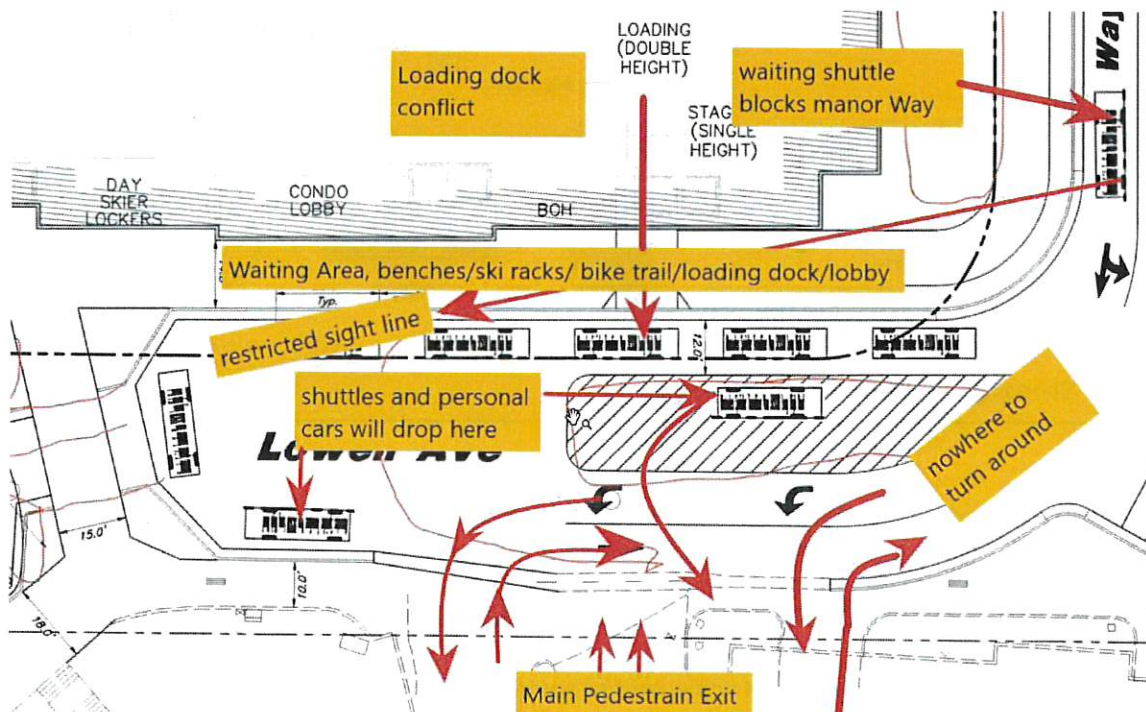
2. Shuttle Drop-off:

If ever there was an inadequate design – here it is.

The visibility of vacant spots from Manor Way is blocked by the building – shuttles are forced to get right onto the curve and have no-where to go other than double-park on the hatched area, block Manor Way or drop-off curbside in front of the main pedestrian exit just like cars do today. Personal vehicles, TNC's, will enter the wrong way, double-park on the hatched area also to drop-off. Turning

movements are all severely impeded and conflicting with others and the main pedestrian exit. U-turns very often blocked, 3-point turns will be common, reversing out and so on.. Private cars, taxis and TNC's will enter from the turning lane meant for the existing garage as there is no other drop-off or turnaround. The loading bay into Building B (is that really there as shown?) conflicts with passengers waiting or unloading and benches and ski racks – all on a multi-use trail.

There's no accommodation for shuttles larger than the 15pax or with rear ski racks.



3. Snow Storage:

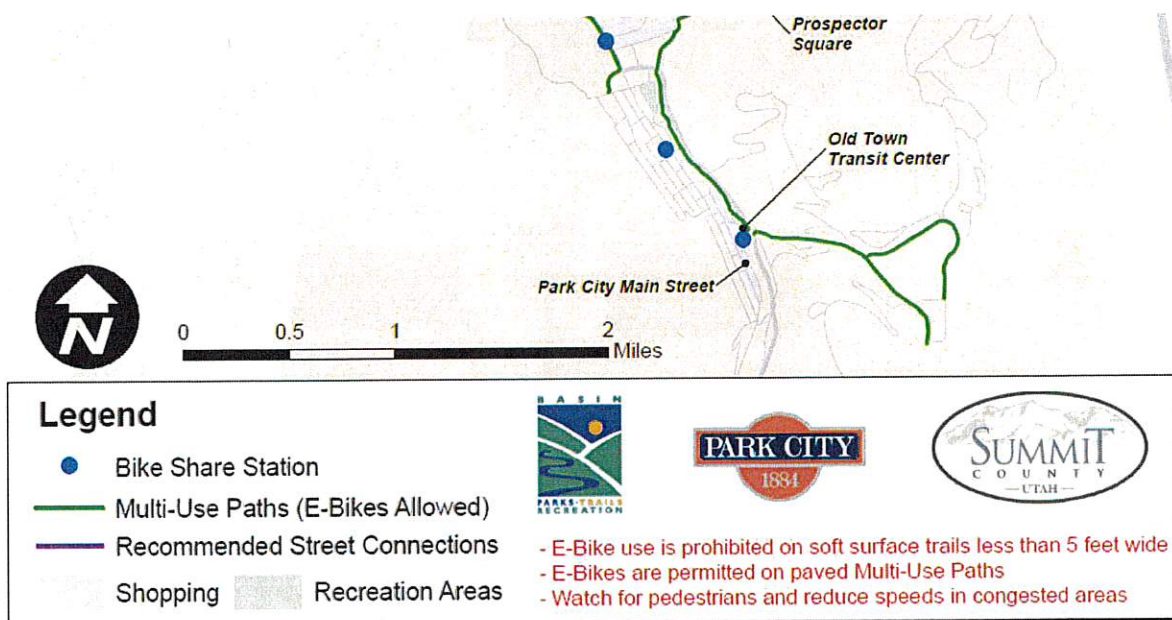
Simply put – there is none. The places the developer suggested restrict visibility across active sidewalks, take up sidewalk space and also turning movements in the shuttle area.

4. Circulation:

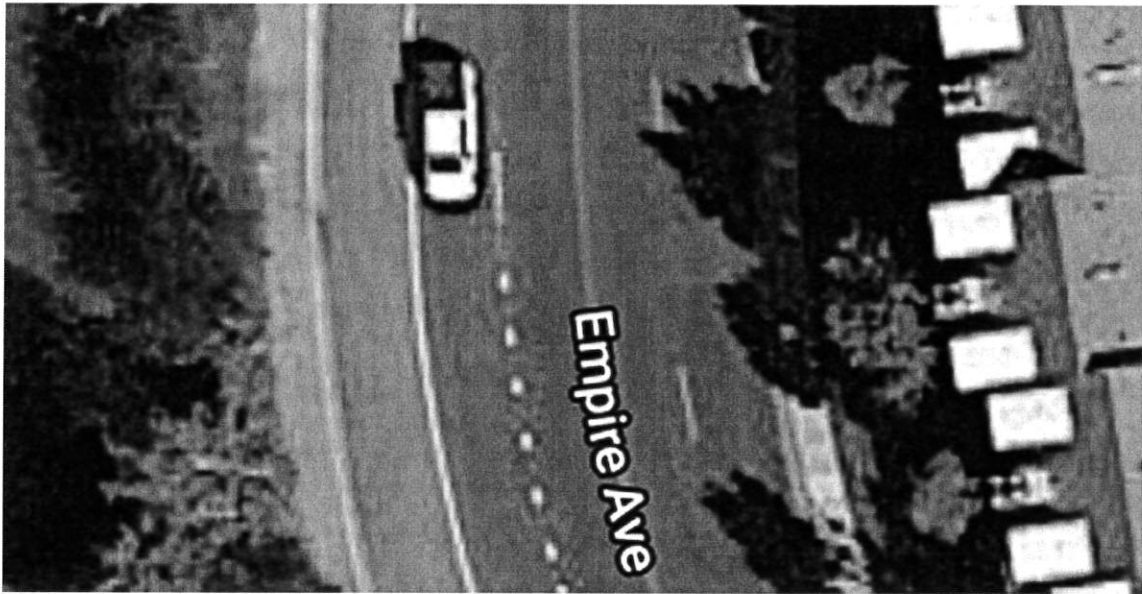
The proposed circulation on Empire Ave after Three Kings Road is essentially one big dead-end. It assumes you've made the right choice and that you are either a local resident, shuttle or want to park. It fails to recognize that may not be true and provide proper turnaround to re-exit via Empire Avenue. For example, it was noted by the engineer that at peak times, vehicles exiting Building D will be forced to turn right into this 'dead-end' due to stacking at the lights. They will need to turn around in Building B garage or more likely escape through a residential local street. Any other private vehicle making a wrong decision will be forced to do the same.

5. Bike Access:

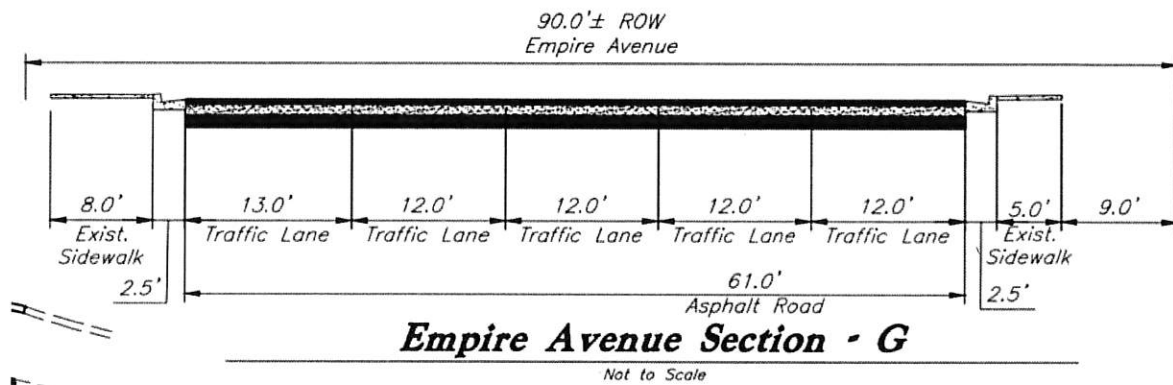
Currently on the City's trail map - Empire Ave from Park Avenue to Lowell is designated as a multi-use and E-Bike Trail.



This is currently precluded in the current design by adding another driving lane and repurposing the existing shoulder to make 5 lanes. This leaves just an 8 foot wide sidewalk. Personally I question the whole rationale of a 14 foot wide multi-use trail. I believe it's an inadequate design standard with the proliferation of e-bikes every year and especially so in a resort setting. No matter, the current design has reduced driving lanes to 11 feet to accommodate a 2 foot buffer between the driving lane and sidewalk, although this HAS NOT been achieved as required, whereby this additional gain of 2 feet is used to buffer the bus lanes from the driving lane on Lowell for example.



Empire Avenue Existing configuration with shoulder on incoming side.



Proposed Empire Avenue Cross-Section

GENERAL DESIGN STANDARDS

For some inexplicable reason the standards we are relying on here have been lowered from those recommended by the City's highly qualified consultant in 2017 for the original Treasure study? Recommended is 100% hotel occupancy for hotel and 10th busiest day for all traffic analysis to be in-line with our peers in the mountain community. As one might expect -generic standards as used in this application are found to be inadequate for a resort mountain town - do we want to match our peers or adopt inferior standards and infrastructure as the current assumptions account for?

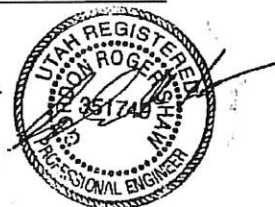


TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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MEMORANDUM

To: Alfred Knotts, Park City Transportation Planning Manager
From: Gordon Shaw, PE, AICP, LSC Transportation Consultants, Inc.
Date: June 27, 2017
RE: Review of Treasure Hill Development TIA



This memo presents a review of the *Treasure Hill Traffic Study Draft Addendum #7* (Triton Engineering, May 4 2017). My review is based on long experience in transportation studies Park City, including work for the 2002 Olympics transportation planning, Park City Mountain Resort base area development planning, Park City Transportation Demand Management Study, a Deer Valley Drive intersection improvement study, and peer review of traffic studies for the Montage project and many transit studies. In addition, I have directed many traffic studies for proposals similar to Treasure Hill in other resort communities, including lodging/residential/commercial projects in Aspen, Snowmass Village, Mammoth Lakes, Northstar, South Lake Tahoe and Squaw Valley.

Extract.....

This issue reflects the question of what the Municipal Corporation's desired "design day" should be. There is a long-standing engineering principle to design facilities for a busy but not 100% peak condition. For instance, the American Association of State Highway and Transportation Officials recommends designing roadway elements for the 30th-highest peak hour of the year. The question for mountain resort communities is how to translate this to an appropriate level of ski/lodging activity, given the large variation in activity levels over the course of the season and the year. In general, the mountain resort jurisdictions that LSC works in typically require that traffic studies consider the 5th or 10th busiest day of the winter season, which is undoubtedly higher than the average

day in February². I would expect that the Treasure Hill *pro forma* assumes at least 10 days of 100 percent occupancy, which would indicate that the traffic study should reflect 100 percent hotel occupancy. The requirement that 100 percent occupancy be assumed is the consistent requirement of the other mountain resort jurisdictions in which LSC has conducted hotel traffic studies.

In addition, the traffic counts used as a basis for the study should be reviewed and adjusted as appropriate to reflect the "design day".

**OUTSTANDING AECOM REVIEW REMARKS THAT SEEMED TO MELT AWAY
DURING THE LAST PLAN REVIEW, BUT REMAIN OUTSTANDING.**

AECOM: Additional auto roadway capacity at Park Ave/Empire Ave/SR-224 which would likely require new ROW.

ME: Not addressed – E-Bike trail is now taken up with roadway to create 5 driving lanes

Widen Empire Ave from Park Ave to Silver King Dr.

Needs resolution – possible or not?

Separate passenger loading area for taxis, transportation network company (TNC) trips, and other pick-up/drop-offs.

NOT DONE for this growing segment to drop-off, wait or pick-up.

AECOM recommends that the study area be increased to include the intersection of SR-224/SR-248 including Homestake Rd/SR-224, Iron Horse Dr/SR-224, and Bonanza Dr/SR-224.

Not done – internal patterns of flow prioritized for vehicular traffic as this proposal does changes off-site patterns too.

The City's desired goal is to achieve LOS D or better conditions during "worst case" peak hours. The TIS's methodology to study peak hour conditions on President's Day weekend is most likely in line with Park City's goal, however, the developer should demonstrate this.

There is evidence that Presidents weekend is no longer a peak traffic day due to Vail Corp's management practices. Visitors are prioritized over locals on holiday dates.

The TIS focuses primarily on PM peak hour conditions. AECOM recommends that an AM peak hour analysis also be performed to evaluate the proposed infrastructure during the inbound period.

Should include the increased study area.

Construction of channelized movements, such as for right turns as proposed by the developer, are not recommended as they are less comfortable for pedestrians and bicyclists.

They still exist in current plan and applicant recommends/requires the same at Park Ave/Empire – how does removing these as recommended affect transit and vehicular movements and queuing and so on.

Growth rates in the TIS are based on “historical data.” While historical data can serve as a reasonable way to validate traffic forecasts, Park City is included in version 1.0 beta of the Summit/Wasatch Travel Model as well as version 1.0 of the Summit County Travel Model. AECOM recommends the development team review these models along with historical data to create traffic forecasts for the study area.

We should be using both immediate past historical data as there is a shift in Park City's use along with The Chambers drive-in marketing/Vail's growth. Future growth needs to account for these not local population figures that are subordinate to these by a wide margin.

Pedestrian flows due to day skiers are significant but don't appear to be analyzed at the proposed crosswalk locations. This should be incorporated into the analysis. Additional details on how traffic was rerouted should be more thoroughly explained, preferably with graphics.

The simulation was woefully inadequate, uses estimated people analysis with no first hand observations or account for skiers, families with equipment, inclement weather, conflicts with drop-zones, and so on.

No safety analysis was discussed in the TIS. We recommend an analysis of historical crashes be undertaken, especially regarding pedestrian and bicycle crashes, as well as other severe or fatal crashes within the study area and note potential mitigation measures, if applicable to address dangerous conditions that could be worsened with this project.

No safety analysis done. The recent fatal pedestrian accident on Lowell comes to mind – no sidewalk that perpetuates this danger in the proposed plan.

The site plan should include exclusive priority bus lanes from SR-224 to the PC Base area main bus stop.

Stops short of 224

Ride-hailing/drop off area. We recommend estimating the current and future number of drop offs that could occur at one time. The drop off areas in the master plan are likely not large enough, especially given recent trends of increasing TNC mode share.

Not been done – applicant has used erroneous estimated data and then averaged it throughout a peak hour that ignores peaks in use. No allowance for future trends.

In addition, provide description of how school bus/tour groups in larger 40-foot private buses will utilize these drop offs for loading, pedestrian flow, and then where they will park for the day.

Nothing provided, none are accounted for. No consideration of oversized vehicles has been made that currently offload and wait at the north of First-time lot.

Park City Municipal Code 15-6-6 Findings

Per Park City Municipal Code [15-6-6 Required Findings And Conclusions Of Law](#), the planning commission must find (in addition to other findings) that the development:

- a) Protects residential neighborhoods,

VMS is a proven failing strategy that tries to fight against the relentless tide of Google, Wave, Apple and every car manufacturer calculating the quickest route in real-time.

- b) Promotes the use of non-vehicular forms of transportation through design and by providing trail connections,

1. According to this plan, pedestrian and cycling facilities are adjacent to traffic. Park City Municipal Code 15-6-5 Master Planned Development Requirements Section G (Site Planning) states that pedestrian and bicycle circulations shall be separated from vehicular circulation. It is unclear from the concept presented how much separation can be accomplished with the available space.

Still unclear throughout, while design provides inadequate multi-use trail on Empire Avenue by converting shoulder to a driving lane.

2. The multi-use paths and sidewalks are shown on the plan in concept only, and it is not clear if there is adequate space to accommodate the proposed widths. A multi-use path that is 12 feet wide is generally desirable with 2 feet of clear zone on either side. Additional engineering drawings are necessary to understand if that can be achieved within the proposed footprint. A capacity analysis of the paths that accounts for both summer and winter use should be provided.

Engineered drawings as presented do not accommodate this requirement.

- 4. The estimated number of pedestrians and cyclists using the facilities should be compared to the size of the facility. A 5-foot wide sidewalk may not be adequate. The draft PCMC Street Typologies shows a 6-foot minimum, with 8 feet preferred (behind curb placement).

Not done or accommodated to desired specification.

- 5. Pedestrians must take a circuitous route to access the pedestrian plaza and its associated businesses, the ski slope, and trails from the main direction of travel (the town or east side of Lowell Avenue). The crosswalk across Lowell Avenue is adjacent to the loading dock for Building C (Hotel), and the space immediately in front of the plaza is reserved for vehicle drop-offs. Building C creates a wide barrier for pedestrians and cyclists to access trails from the town or east side of Lowell

Avenue. This area sees a significant amount of mountain bike activity. People currently park in the surface parking lots on Lowell to access the trails and also ride from town and neighboring residences. With the removal of the surface parking lots which currently serve as staging areas for bikers, there should be a plan specific to mountain bike staging and access to trails.

Clearly AECOM has visited the site and the applicant has not – this needs addressing.

- c) Addresses and mitigates traffic. The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents.

The applicant's TIS shows that the intersection of SR 224/Deer Valley Drive/Park Avenue/Empire Avenue operates at LOS D under current conditions and is projected to operate at LOS F under the build conditions. The applicant is not offering mitigation to improve this intersection. The updated traffic memo from February 3, 2021, shows poor LOS at this intersection in 2040 with project traffic added, but does not provide the no build LOS, so there is no basis for comparison.

The no-build LOS needs review by independent engineer.

The applicant is proposing circulation modifications in the form of four traffic signals and one HAWK signal; however, no signal warrants have been submitted to date.

The HAWK is a most troublesome location conflicts with drop-off and proximity of loading zone and so on.

No detailed analysis is provided for the vehicular loading zones on Lowell Avenue to verify that this area won't block through traffic on Lowell Avenue.

It will block both – no analysis done – field study will prove this is a wholly inadequate design

The plan does not outline how a 20% reduction in vehicular traffic could be achieved.

Still missing in any detail or proven metrics.

The applicant has not demonstrated that the design of Scenario 2b can accommodate significant modal shifts to substantial pedestrian, transit, and drop-off activity. There is also not sufficient flexibility built into the concepts to adapt to peak conditions, seasonal variations, or future emerging technologies and trends.

Not done - the applicants simulation was an overly simplistic macro-model based on computerized assumptions that ignored required micro-adjustments of real-life conditions of things like compressed drop-offs, conflicts of through lanes, snow clearing, storage of snow and expectant slow down and increased spacing of vehicular traffic during inclement weather. NO FLEXIBILITY FOR EXISTING VARIATIONS OR FUTURE REQUIREMENTS ARE CONSIDERED.

The bus drop-off area has limited space, is not activated or programmed, has limited amenities, and is not programmed for future mobility trends (for example, bike share, electric charging). The current bus stop location is disorienting for transit riders to navigate through the existing development to the slopes. The design appears to add transit on to an existing development rather than integrating it into the design.

Mostly still true

The City's General Plan ([Resort Center](#)) also encourages off-site parking:

Implement alternative parking location with state-of-the-art public transportation connection.

Plan is not devised, proven and remains uncertain

Develop cooperative, trip reduction strategies through shared management plan of multiple public and private entities.

Undeveloped or proven metrics to assess.

Utilize a park-n-ride facility for the resort to assist with both employee and visitor peak parking.

Undeveloped or proven metrics to assess.

Back-of-House Circulation

The applicant has not provided a plan for back-of-house services and how they would overlay with the guest experience including vehicular circulation, loading docks, deliveries, waste, snow removal, and service/maintenance. Park City Municipal Code 15-6-5 Master Planned Development Requirements G (Site Planning) states, "the site plan must include adequate areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Service and delivery access and loading/unloading areas must be included in the site plan. The service and delivery should be kept separate from pedestrian areas."

Not done-seems to require more undeveloped space, including internal serviceways than provided for in design?

Separate drop-offs from transit operations and accommodate an anticipated growth in drop-offs from microtransit, ride-hailing, shuttles, and eventually automated vehicles.

No flexibility for anticipated growth and change in modes of transport

Consider encouraging people to go to and from the ski resort at different times of day. The ski resort could offer a half-day pass option that could encourage people to leave near mid-day.

Not remotely feasible – see Vail's corporate PR.

These recommendations are in accordance with Park City Municipal Code 15-6-6, which states that the use of non-vehicular forms of transportation should be supported through design and by providing trail connections.

1. To accommodate anticipated volumes of pedestrians, to allow for pedestrians and cyclists to pass each other either in the same or opposite direction, and to accommodate ski equipment, AECOM recommends either a 12-foot wide multi-use path with 2' of clear zone on either side as stated in the previous memo, or a minimum 15-foot-wide path with no clear zone. For summer use, 15 feet would allow for 4 users side by side. Provide at least 2 feet of separation between pedestrian and cycling facilities and roadways. Park City Municipal Code 15-6-5 Master Planned Development Requirements Section G (Site Planning) states that pedestrian and bicycle circulations shall be separated from vehicular circulation.

Not accommodated.

3. Expand the major crosswalks on Lowell Avenue to 24 feet wide and consider raised crosswalks like the examples shown below, pending approval of City Engineer and considering snow removal and maintenance issues. Other crosswalks should be at least as wide as the approaching trail or sidewalk.

Not addressed.

The draft PCMC Street Typologies shows a 6-foot minimum sidewalk, with 8 feet preferred (behind curb placement). AECOM recommends 8-foot sidewalks where possible to accommodate anticipated volumes of pedestrians, to allow for pedestrians to pass each other either in the same or opposite direction, and to accommodate ski equipment.

Not accommodated.

The crosswalk on Lowell Avenue near Building D is adjacent to the loading dock for Building C (Hotel), and the space immediately in front of the plaza is reserved for vehicle drop-offs. AECOM recommends the crosswalk be moved more directly in front of the plaza, with vehicle drop offs being given less priority.

Whole area is very troublesome – it has not been addressed. The HAWK crossing interferes with drop-off zone, maneuvering cars impede the driving lane and loading dock conflicts with pedestrians and access to hotel.

Consider an alternative location for the loading dock for Building C as it requires valuable frontage space on Lowell Avenue and conflicts with pedestrian movements.

Changes offer no improvement.

Reconfigure the shuttle drop-off area on the south to allow space for shuttles to park and to pass. As currently shown, shuttle vehicles cannot exit the loading zone if they are behind another shuttle. One solution is to use the main floor of Building B for sidewalk/shuttle drop off with cantilevered floors above.

Still VERY problematic – agree space on the floor of Building B is a must to accommodate today's shuttles and future growth, including waiting area as well as personal drop-offs and turnaround to escape this huge dead-end created by the dedicated bus lanes. Many conflicts exist in the current design – applicant's demonstration of turning movements ignores them all.

Residential mitigation.

VMS At SR-224/SR-248 suggesting guests head east to the high school to take the free transit system (instead of paying for parking at the base).

Never does this overcome the use of onboard navigation systems. High School use is not guaranteed and is only on weekends and holidays – applicant needs an alternative guaranteed overflow option that is more convenient than the high school location that would pop-up on mobile navigation systems as overflow parking. One that's not on one of the most congested highways on weekdays and especially during the PM peak outflow of traffic from the resort.

The applicant has provided conceptual drawings for on-site circulation showing key intersections at Lowell Avenue/Silver King Drive, Silver King Drive/Empire Avenue, Shadow Ridge Road/Lowell Avenue, Shadow Ridge Road/Empire Avenue. Both of the Silver King Drive intersections are problematic in that they show "free right turns" (right turns that have an exclusive receiving lane which means vehicles are not required to stop other than for pedestrians). While free right turns are an efficient way to move traffic, they are less safe and more uncomfortable for pedestrians and bicyclists.

Still on latest technical drawing dated June 15, 2021 – affects design, queuing and so on.

AECOM recommends these free right turns be removed, the turning radii significantly reduced, and the right turning movements be moved closer to and controlled by the respective traffic signals (see Figure 4). This will also help eliminate the awkward merging of westbound traffic on Silver King Drive with right-turning traffic on southbound Empire Avenue to westbound Silver King Drive.

Requires redesign and analysis.

Residential and commercial guests should be prohibited from parking in adjacent neighborhoods should parking for these uses run out. The applicant should provide a plan for how this will be accomplished. One option could be holding a certain amount of Day Skier parking in reserve for overnight guests if needed, or in anticipation of large events or busy weekends.

Not addressed.

3. Based on the applicant's own analysis, Building C is anticipated to be under parked by nearly 40 stalls during the late evening hours, and over parked by less than 10 stalls at several other hours of the day. Since there is no Day Skier parking under Building C, the applicant should demonstrate how they will manage a shortage of parking. For example, will valet parking be provided which uses extra stalls at other locations, or will hotel/commercial guests be directed to other locations?

Are we going to continue to design to the lowest standards possible?

IF THE DEVELOPER CAN CHERRY-PICK OLD AND NEW THEN WE SHOULD BE ABLE TO DO THE SAME WITH THEIR SUBMISSION

PEG: The ability to create a successful resort depends on also providing a variety of options for patrons to arrive and depart the area. This project has expanded the ability to increase transit ridership, provided a drop-off zone for Uber, Lyft, Black Car, other hotel shuttles, etc. In addition, other alternative modes of transportation, have been accommodated on-site including a bike lane and walking paths / routes. The result is a Skier to CCC ratio of 115%, which is well within the acceptable ratio of 125% and will allow for, and encourage future transit growth, while maintaining a quality skier experience.

Where to start on this one – complete hogwash. They have provided a very rigid inflexible arrangement of vehicular movement that doesn't account for existing or future escalation of shared ridership modes. They have specifically excluded shared ridership vehicles other than current shuttles in their shuttle drop-off zone. The bike lane has now degenerated into one multi-use trail along the main resort side drop-off and plaza side and a circuitous route around building B. The existing bike lane entering the resort is now a driving lane. Pedestrians are impeded and discouraged by the at-grade crossings that are prioritized for transit, and the wait times will increase as future transit grows. Skier experience is not accommodate one iota in any of the proposal. It's a total downgrade unless perhaps you are staying at the 4-start hotel.

PEG: The number of short-term spaces and the timing are based on successful resort models, including in the towns of Vail and Breckenridge. Thirty minutes is an appropriate time for ski school drop-off, or running an errand within the base area. Any additional time would actually increase traffic and not allow the parking structures to fill within the peak hours.

Apples and oranges here...first and foremost field observations would show the requirements for drop and load zones that need to be met. Vail's garages are all operated and managed by the City.

The City of Vail sets the policies, collects the dough and so on. Parking is 2 hours free in the winter, free after 3pm and free all summer. They rely on local overflow parking and not park and rides miles from the base area. They meet demand for drop and load by recalibrating up to 80 spaces in existing garages when they can because they didn't plan enough first time around – I'm sure they would do it differently if they could.

PEG: The Applicant is proposing dedicated, reserved parking for condominium owners. The Applicant proposes that these spaces be located closest to the entrance to the condominium building within the parking garage. • The Applicant agrees to coordinate with the hotel and HOA manager and the parking manager to make any meaningful amount of unused condo owner or hotel parking space available to public/day skier parking.

Pathetic attempt to assuage parking concerns. Much more was promised at the planning meeting, these are not guarantees and at some point the applicant is no longer the applicant. The hotel is severely under-projected by comparing to Canyons that has more choice and so on. Most Mountain Town jurisdictions project to a peak 10 day standard – meaning 100% hotel occupancy.

PEG: The Applicant reserves the right to restrict parking to base area and resorts guests during large community events that occur during the ski season.

Exactly why they need to build the 1100 reduced parking spaces plus the 450 overflow high school lots, adding roughly 1600 to their current plans.

PEG: The Applicant is proposing multiple drop off areas, which will allow for bicycles to be unloaded from vehicles prior to entering the garages.

Except now they are not. Deep down we all know that to make the applicants circulation/parking plan work with their electronic messaging system that every garage must have at least one floor with 10 foot clearance.

PEG: These areas provide convenient access to the Parcel B garage and will be appropriately signed. Additional details regarding bike accommodations will be provided in the PMP associated with the Parcel B CUP.

This along with accommodating increased flow of high sided shuttles needs to be addressed now.

PEG: The Applicant agrees to implement satellite parking for employees and guests, as demand warrants. The Applicant agrees to work with the City to ensure public or private transportation to the site is available.

Implement should be purchase the land, build the amenity, pay for and dedicate their exclusive use.

PEG: While these ride share services do generate vehicle trips, the driver is often able to capture a return trip, essentially cutting in half the number of trips.

Rarely so in a peak demand – anyway there is no place for these services to hang and pick up a ride.

PEG: It is estimated that the new base area will generate approximately 530 employees. The onsite affordable housing program mitigates 20% of those employees, resulting in approximately 425 employees who will be commuting to/from work. It is anticipated that approximately 25 percent of these employees will drive and/or carpool and necessitate parking. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand.

And purchase the land, build the lot and provide the dedicated services? What about existing employees who are being turfed out by the paid parking? Where will the housed employees who have a car store it?

PEG: The Applicant currently proposes that during the week, these employees will be directed to park at the new Quinn's Junction or Ecker Hill Park-n-Ride in order to utilize existing public transit bus service

Tax payers footing the bill for these amenities should have a say in this.

PEG: The Applicant commits to providing amenities at the Richardson Lot to improve the comfort for employees waiting for the shuttles. This will include, at minimum, the purchase and installment of a city-approved shelter and bench.

A BENCH – oh wow!

PEG: Providing multiple UTA van/shuttles for groups of employees departing from Salt Lake City and Heber at no cost to the employee.

And drop-off and pick-up where exactly?

THE END

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.