



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
July 21, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, July 21, 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 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.
[05.19.2021 PC Meeting Minutes - Pending Approval](#)
[06.16.2021 PC Meeting Minutes - Pending Approval](#)
[06.23.2021 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, 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

[PEG Staff Report](#)

[Exhibit A: Planning Commission QA from 6.16.21 with Addendum](#)

[Exhibit B: Valet Parking Plan Parcel C](#)

[Exhibit C: Construction Phasing and Mitigation Plans](#)

[Exhibit D: Pedestrian and Bike Paths](#)

[Exhibit E: Base Area TDM PMP & Addendum](#)

[Exhibit F: Compiled Public Comments](#)

[Exhibit G: Summary of the MPD Process](#)

[Exhibit H: Project Background Information](#)

8.REGULAR AGENDA

9.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted.

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. Wireless internet service is available in the Marsac Building on Wednesdays and

Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***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
MAY 19, 2021**

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

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

1. ROLL CALL

Chair Phillips called the meeting to order at 5:30 p.m. New Planning Commission Member, Bill Johnson was welcomed.

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

There were no minutes to be approved.

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, indicated that they would be doing a public comment session a Q&A. The public would be allowed to submit questions when logged into the meeting. They can also provide comments through the City's website. The intent was to allow for more voices to be heard and have dialog and discussion as opposed to only public comments. If time permits, the meeting would be opened to public comments following the Q&A session.

Chair Phillips stated that he would have to leave the meeting for a time but would continue to listen in while he was away. Vice-Chair Suesser would assume the Chair and conduct the meeting in his absence.

5. REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

- A. Park City Mountain Resort Base Parking Lots - Substantive Modification to the MPD - 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. This Hearing Will Focus on the Applicant's Requested Exceptions to Required Setbacks and Building Height, in Accordance with the MPD, and Applicable LMC, General Plan, and Transportation Master Plan Criteria. A Continuation of the May 12, 2021, Discussion Related to Exceptions to Off-Street Parking Requirements Will Also Occur. PL-20-04475**

Chair Phillips reported that at the last meeting time was reserved for the beginning of the meeting for Commissioners to make comments. He asked that the comments be open to the Commission to follow up with additional comments from last week.

Chair Phillips was concerned about the impacts associated with the decision facing the Commission. He was also trying to look at unanticipated issues. He generally agreed with the proposed parking reduction and felt that it helps with the traffic issues that exist in Park City. He noted that parking is one of the biggest challenges the City will face until they get a hyperloop. In the past, he had mentioned that they are not paying as much attention to reduced parking and the impact on surrounding neighborhoods. He recognized that that

can be controlled in the future through pricing. There will, however, be people who will want to park there. Those impacts in turn will push the impacts into the surrounding neighborhoods.

Chair Phillips recognized that that can be controlled in the future through pricing. There will, however, be people who will want to park there. Those impacts in turn will push the impacts onto the surrounding neighborhoods. He acknowledged that this is not a new issue and that enforcement has stepped up. Since he does not live at the resort, he has not experienced these issues firsthand, but he questioned whether this would cause more problems and the need for more enforcement.

Commissioner Johnson agreed with Chair Phillips. He noted that the numbers in the parking analysis are confusing, specifically the numbers showing a drop in rideshare. He stated that he would look further at the plans, which mention 8 to 20 spots between Parcels C and E. He also highlighted the applicant's claim that there would be 15-minute parking within the parking structure on Parcel E, but he could see that filling up first. Based on his experience taking his children to programs at the resort, he estimated that 70% of the children are being dropped off for the day. He would like to understand more about the location of the drop-off area because until a mass transit solution is in place, this would be the primary mode of transportation for the locals and those in the surrounding communities.

Commissioner Van Dine echoed the concerns raised by Commissioner Johnson. She stated that she is the parent of a young child who participates in ski programs, and the drop-off plan is not ideal with locals. She commented that if they are going to push rideshare, there would need to be a bigger area for rideshare vehicles to drop off. She expressed concerns with the drop-off area backing up and the implications on the traffic flow in the area.

Commissioner Thimm stated that the Transportation Demand Management ("TDM") should be completed and tested. The TDM analysis should clarify how Block C will be parked. He expressed that based on his review of the analysis, the number of stalls in Block C is deficient with respect to the commercial uses, without including the other uses such as hotel guest parking, staff, and other potential users.

Commissioner Thimm also stated he would like to see a definition or delineation of the number of stalls that would be shuttled to and from the resort and where the number is accounted for in the City. He noted that Park City is recognized as a world-class ski resort and the skier experience is important. They should evaluate whether the proposed skier parking is where it should be and if it is adequate. He would like to better understand the justification for reducing the 600 stalls that were part of the 1998 approval. There should

be some conclusive way to quantify the number of skier stalls that are actually needed for the resort. He noted the discussion in the Staff Report about shared parking and perhaps establishing agreements with proposed hotels and businesses; he believes the agreements need to be in place, at least in principle, for approval by the Planning Commission.

Commissioner Thimm commented that it is important that the project integrates into the surrounding neighborhood without detrimentally impacting it. He agreed that the parking analysis update needs to be based upon the Building B uses, including the resort and base area employee parking strategy. He also agreed with tying the signage to the rest of the City as outlined in the Staff Report. He agreed that shuttle service should be added to the applicant's TDM analysis. Finally, he stated that off-street parking should be fully secured.

Commissioner Thimm noted that the relocation of central loading mentioned in the Staff Report should be factored into an updated Traffic Impact Study. He expects this plan to continue to morph as they gain further understanding and integration of the circulation plan.

In looking at the individual parcels, Commissioner Thimm expressed concerns about whether actual uses are being applied to ratios. The reductions in Parcel C do not make sense to him, since there are 258 stalls required for commercial uses. If they are only leaving 195 stalls, he questioned whether there would be enough shared transportation to justify the reduction.

Senior City Planner, Alexandra Ananth, introduced Jason Glidden, Housing Program Manager, to provide a brief update on the Housing Authority's review and approval of the applicant's housing mitigation plan.

Mr. Glidden stated that on April 29, 2021, the Housing Authority approved the Housing Mitigation Plan proposed by the applicant, PEG Development. He reminded the Commission that because of the 1998 Agreement, there was an outstanding housing obligation that had not yet been satisfied regarding the development of Parcel A. As part of the 2015 approval, certain deliverables were required of a developer moving forward, including the satisfaction of the 23 units as well as meeting the current Housing Resolution. He and staff determined that PEG's proposal meets these conditions and they recommended approval to the Housing Authority.

The applicant will satisfy the 23 beds required by the prior agreement in three eight-room dormitories, which will total 24 beds. The commercial and residential development proposal meets the requirements of Housing Resolution 0317. The applicant has also proposed 86 condominiums in different square footages and configurations. Approximately

70% of the required commercial units are proposed to be rental units and the remaining 30% will be 'for sale' units.

Mr. Glidden noted that it is important to recognize that the original Development Agreement required 80 beds, and the plan that has been approved would provide a total of 161 beds, far exceeding the 1998 agreement. The 1998 agreement also stipulated that the housing requirements would be satisfied off-site; staff supported moving these on-site to help with some of the other goals related to transportation. The applicant was also required to comply with a bond or letter of credit and agreed to provide a letter of credit in the amount of just over \$2.5 million as a guarantee on the outstanding obligation of 23 beds.

Mr. Glidden noted that the Housing Authority's approval is conditional on the Master Planned Development ("MPD") being approved. If the MPD were not approved, the applicant would have to re-submit a Housing Mitigation Plan. If there are any major changes to the revised plan, the matter would have to go back before the Housing Authority for re-approval.

Ms. Ananth added that the Housing Authority liked that this project has a good mix of rental and 'for sale' units, that the units are being built onsite which meets the City's affordable housing goals, and that the affordable units are being built in the first phase of construction. She clarified that the current Housing Resolution is the reason for the increase from the 1998 Agreement. Here, the applicant is meeting the current Housing Resolution as well as the 1998 Agreement.

Commissioner Suesser requested clarification of the required affordable housing units versus that being proposed by the applicant. Mr. Glidden explained that the original requirement for housing was based on the number of beds, as opposed to the current calculations that are based on Affordable Unit Equivalents ("AUE"). In their review of the proposal, they focused on the AUE's, where they calculated an AUE as equal to 900 square feet. The approval requires that the applicant build out approximately 73,000 square feet of affordable housing.

It was noted that the 80-bed requirement from the 1998 Agreement was proportional to the entire development approved at that time. Only Parcel A was built out, and Parcel A's equivalent was 23 beds. The new development is being looked at under the current Housing Resolution, which is why the applicant's required bed number has increased for Parcels B, C, D, and E.

Commissioner Kenworthy applauded the proposal as a significant improvement from the 1998 Agreement but expressed caution that they do not repeat what occurred with the Marriott. Mr. Glidden assured the Commission that they have conditioned their approval on

the Letter of Credit to ensure that the 23 outstanding beds are constructed. The approval also specifies that the developer cannot receive the certificate of occupancy on the market rate until they have completed and commence operation of the affordable housing.

In response to an inquiry, Mr. Glidden explained that the plan prioritizes the assignment of beds to base employees first, then mountain employees, then commercial employees in the area. Any remaining units would be offered to the general public. It was noted that the Housing Resolution requires the applicant to meet 20% of the beds for the employees that are being produced by this project. Mr. Glidden commented that all of the rentals and 'for sale' units proposed are affordable.

Robert Schmidt, PEG Development, noted that the Development Agreement gives them the option of providing the 80 beds off-site prior to developing the project; however, they chose to bring the units on-site and increase the number to meet the Housing Resolution.

Chair Phillips then directed the discussion to parking issues and commented that questions and comments in the chat would be addressed at a set time. Ms. Ananth proceeded to address parking issues and noted that the meeting on June 16, 2021, would focus on transportation and circulation. She reminded the Commission that decreasing traffic and congestion with a goal of a 20% reduction in vehicles accessing the site is one of the City's key priorities. Increasing opportunities for public transit and decreasing the number of vehicles going to the site are objectives that are directly noted in the City's General Plan for the Resort Center neighborhood.

Ms. Ananth stated that there is no change or loss in the number of day skier stalls that are proposed at the base area of this project. Of the 1,600 day skier stalls presently existing, there are 1,200 surface parking stalls that will be replaced in two parking structures. Four hundred stalls will remain in place. In addition to the day skier parking, the proposal adds 521 stalls to the base area for the residential and commercial uses on site. Therefore, there will be a total of 2,124 parking stalls that will be developed on-site.

In response to an inquiry from Commissioner Kenworthy, Ms. Ananth clarified that the 403 stalls are under the Resort Center, so some would belong to condominium owners, some would be leased out to the public, and most would be utilized for the existing uses on site. It was clarified by Mr. Schmidt that in the Resort Center, approximately 375 stalls are owned by Vail and used for day skier parking exclusively. Seventy-five stalls are for Sweetwater (also owned by Vail), and the balance is dedicated for general use pursuant to the Master Plan. Pete Williams confirmed that all of the stalls are available to day skiers as paid parking. This conforms to the original plan from 1998.

Chair Phillips suggested that after they go through the Development Agreement, that the Commission address Parcel A to assess the implications of this proposal to ensure that they are not opening up new issues regarding Parcel A.

It was noted by a Commission Member that the applicant is planning to build 1,721 stalls, so there was confusion as to why they were discussing the 403 stalls. It was also pointed out that in the Revised Transportation and Parking Management Plan, the applicant stated that their requested parking exception is 1,102 stalls, which is what the Commission had been asked to address at this meeting.

Mr. Schmidt expressed the opinion that they are not required to seek an exception to an expired MPD, and their plan thoroughly addresses the parking requirement for the day skiers and the commercial uses. Because the MPD is expired, they are only required to comply with the remaining valid portions of the development agreement of which 600 stalls are not a part. There is a discrepancy between the expired MPD and what they are providing; however, they have explained the reasons behind what they are proposing. They are asking for an exception for the 502 required parking stalls and the Code grants the Commission the authority to approve a shared parking scenario and reduce the number of stalls.

Chair Phillips returned to the comments made by Commissioner Thimm regarding the TDM strategies and stressed that he agreed with those comments. Regarding prior comments and questions from the previous meeting regarding side-street connections, he stated that he has not yet heard a full response to those concerns and stated he would like to exhaust those discussions.

Ms. Ananth continued by stating that the City's parking requirements are generally set out for standard uses based on transportation engineering handbooks. The MPD gives the Commission the authority to increase or decrease parking requirements based on a site-specific analysis. She acknowledged that there is no category for day skier use parking, so that is where the Commission has its' discretion. Ms. Ananth stated that many cities encourage a blanket waiver of 30 to 50 percent based on a mix of uses to encourage shared parking.

She continued by stating that the applicant completed a comprehensive parking analysis that was site-specific and included an analysis of the nearby resort as well as a time of day analysis as required by the ordinance. The City is in alignment with the applicant on parking issues and they believe that the applicant is proposing the right number of parking spaces for the resort base area. As stated in the Staff Report, they do not believe that the additional 600 stalls are required. With respect to the additional 400 stalls that would be reduced in the future, Ms. Ananth stated that they want to be conservative and encourage

the applicant to utilize other strategies while recognizing that there will be peak days where the 1,200 stalls would be needed.

In response to an inquiry from Commissioner Kenworthy, Ms. Ananth stated that they want the applicant to build the 1,200 stalls and to actively reduce them to 800. They want to have a buffer to try and eliminate impacts to the residential neighborhood. There are ways to incentivize the active reduction of stalls, including carpools, increased transit ridership, parking pricing, and having drop-off/short-term parking stalls. They have included conditions of approval that would require the applicant to update the actual parking results for the first year, as well as requiring bi-annual meetings with the City to actively evaluate how the strategies are working.

Ms. Ananth stated that overall, they are looking at a 20% reduction in vehicles over the first five years of this development. This will get administered through regular meetings with the City to review how parking is working and arrive at tweaks to the plan to manage the 800 stalls more effectively.

City Attorney, Mark Harrington, stated that there would have to be enforcement mechanisms in place that go beyond the traditional fine system. He noted the original agreement included limitations on ticket sales. They would have to look at mechanisms that would have an immediate ramification if parking were not being managed appropriately. Mr. Schmidt reminded those present that this is a collaborative effort between the City, PEG, Vail, and other base area stakeholders. They are committed to the items outlined in the TDM; however, they must recognize that if the City does not increase bus service that would impact their ability to meet the 20% reduction. He also noted that the parking would flex on peak days so that they do not overwhelm neighborhoods.

Commissioner Kenworthy noted that the proposed development is for 650,000 square feet, and the developer has expressed that they want to maintain 1,200 parking stalls and cooperate with the City with the 20% reduction in traffic. He highlighted that the proposal seeks to build an additional 521 spaces. The conditional approval compels the developer to manage 800 stalls for a typical day. Commissioner Kenworthy calculated that there are a total of 121 new future spaces for the entire project. He stated that he wants the City to live up to its obligations, yet still expressed confusion as to how the reductions and overlapping uses come into play. While he agrees with the prioritization of traffic reduction, he has not seen incentives or an engineered plan. Regular meetings between the developer and the City are not the answer. He wants specifics included in the MPD.

Ms. Ananth noted that they previously presented a regional Park and Ride map that showed thousands of parking stalls in the region that are or will be online. They also presented to the Commission an exhibit to the capital transportation projects undertaken by

the City and the region. She stated that none of the spaces proposed are exclusive to the Park City Mountain Resort but noted that there are other options that can be expanded and included in the development agreement should the resort need exclusive stalls.

Commissioner Kenworthy commented that he is looking for the City and the applicant to provide incentives for visitors to get out of their cars. If there is not a transportation plan, both the City and the applicant will get into trouble in this deal. The goal is to have 121 new spaces being used five years from now, but at present, the applicant will not commit to that. Mr. Schmidt responded that they would commit to working proactively with all of the stakeholders. He stated that they are comfortable with the 1,321 stalls plus the 400 that currently exist. He represented that Vail is also comfortable with that commitment. Commissioner Kenworthy confirmed that the Commission could condition that item, to which Mr. Schmidt agreed as long as the City meets its obligations. If everyone does their part, he anticipates seeing an overall improvement in traffic as a result of proper parking management.

Commissioner Suesser noted that PEG is bringing 525 new employees to the development and they are assuming that 425 will require parking off-site. Mr. Schmidt stated that they encourage their employees, as does Vail, to use the PC-SLC Connect, UTA Van Share, and carpools. They have estimated 200 employee vehicles during the week and propose that they park at Quinn's Junction and use public transportation. He stressed that 20% of the employees will have the option to live on site. They estimated 300 parking stalls needed for employees on the weekends, and they proposed to provide private shuttle services for the employees.

In response to an inquiry, Ms. Ananth stated that they would want the parking lots full, so if the demand exceeds the supply at Quinn's Junction, the Richardson Flat Lot could be utilized, which also has the option of being expanded. She commented that they would need to include provisions that if more parking is required, the developer will have to expand Richardson Flat. Mr. Schmidt commented that Vail currently uses the high school and will continue to do so as long as it is available. If that changes, there would have to be some type of pivot to other facilities that would be accommodated.

Commissioner Van Dine commented that the transportation system will have to become much more robust to accommodate this plan. She finds it hard to imagine employees getting on buses only to sit in traffic in the area.

Commissioner Kenworthy inquired about overlapping uses. Ms. Ananth explained that employees in existing and new businesses would not have onsite parking unless they choose to pay for onsite parking. Much of the commercial and restaurant uses are considered complementary uses because they are not generating their own parking

demand. It was noted that the day skier stalls are open to the public and become more readily available in the evening. The applicant is proposing that the parking would be paid at all times, year-round, however, the rate would vary depending on the season.

Ms. Ananth highlighted the existing conditions of 14th and 15th Streets, which are narrow and steep residential neighborhood streets. Based on the studies related to this project, the City staff believes that the resort should not utilize these streets. These streets provide great options for active transportation and will need improved sidewalks and crosswalks to access the resort.

She stated that the current transportation philosophy, which has changed over the past decade, is to prioritize these streets as residential and limit the resort and visitor traffic on them. When they look at aerial transit in the future, 15th Street would likely be used as a potential aerial route.

Commissioner Suesser stated that her comments are based on the Land Management Code and she interprets the proposal as including a 40% decrease in parking spaces. A reduction in parking is not permitted under Land Management Code Section 15-6-5(E) unless it meets certain criteria. She does not believe the applicant meets the criteria contained in subsections B, C, D, E, F, and G.

According to criteria B, the Hales Engineering Parking Analysis did not provide enough information for the Commission to conclude that the data is based on a project of a similar size and occupancy type. She stated that the Commission needs a comparison of the two projects and the details of what lots and buildings Hales Engineering analyzed to determine if the parking recapture rates are comparable. The different use types do not share parking at the Canyons.

With regard to criteria D, Commissioner Suesser stated that the applicant has not presented an adequate plan for shared parking. The Planning Staff's determination supporting the reduction in parking is dependent upon rigorous management and implementation of shared parking agreements and non-exclusive parking arrangements. The applicant has stated that it cannot guarantee shared parking arrangements, which directly conflicts with Planning Staff's requirements.

Regarding employee parking, the applicant stated that the new base area would generate 530 new employees and approximately 425 of those new employees will require parking; however, they did not provide the number of existing resort employees or base area employees. PEG is only proposing 200 satellite parking spaces that are non-exclusive, not reservable, and fluctuate between two lots. She stated that this is an inadequate parking plan for the applicant's employees.

Commissioner Suesser further stated that PEG has not committed to providing employee shuttles, which would potentially help to reduce employees commuting to the site and help reduce the parking requirement.

Commissioner Suesser noted that criteria E requires a plan to discourage the use of motorized vehicles and encourage other forms of transportation. The applicant's TDM plan provides limited information on how day skiers would be incentivized to carpool or use transit. The plan includes paid parking, but no rate structure has been provided, and the resort businesses have concerns about imposing paid parking year-round.

With regard to criteria F, overflow parking during peak periods has not been addressed. The applicant has not included a parking agreement for the 450 stalls that the resort routinely rents on weekends and holidays from the high school, nor does it reference other lots used and referenced in the 1997 Findings of Fact. The applicant has only committed to considering and exploring plans for overflow parking, but benchmark goals and details should be included in the MPD for the Commission's consideration.

Commissioner Suesser stated that criteria G has not been met because the applicant has not provided a plan to enforce no parking zones in surrounding neighborhoods. She commented that eliminating free parking at the resort would push parking into the surrounding neighborhoods, and signs are not effective. The 1997 approval included the imposition of impact fees on the developer, and while she did not necessarily suggest that impact fees be imposed in this instance, additional enforcement in surrounding neighborhoods would be necessary.

She added that the plans do not adequately address shared parking and parking mitigation measures between the resort and the City for special events. The plan lacks detail regarding bike drop-off locations and accommodations for tall vehicles. She suggested that the applicant's proposal for 15 to 30-minute free parking should be increased to one hour.

Additionally, she commented that the proposed changes to the loading dock in Parcel C might create pedestrian/vehicle conflicts.

Commissioner Suesser stated that the 1997 Conditions of Approval should remain in place that allows the City to restrict ticket sales if the parking mitigation plan fails. The applicant requested that the condition be removed but has not suggested an alternate remedy.

She expressed that there should be a mechanism in the MPD for conditions and enforcing corrective actions against Vail or other third-party operators when the applicant steps out of

its current role. The Land Management Code requires a sufficient parking analysis at the MPD phase to justify a parking reduction, and these issues should be resolved now.

Ms. Ananth next presented the findings of the Planning Staff. The proposed number of vehicles required by the occupants is based upon the proposed use and occupancies. The applicant's parking analysis shows that 2,223 stalls are required, and they are providing 1,721. She stated that the Canyons is a comparable resort to the one proposed, and the applicant's study showed that the Canyons had a 95% capture ratio for the residential and commercial uses and a demand of one stall per occupied unit. They have proposed an 80% capture ratio, which is more conservative than at the Canyons.

With regards to parking needs for non-dwelling uses, Ms. Ananth stated that the analysis shows that in general the commercial parking demand is approximately 95 stalls and the peak use occurs in the evening hours when additional day skier parking would be available. The applicant analyzed the time periods for each use, which showed the peak shared parking demand at 1,594 occurs at 9:00 p.m. Therefore, assuming that there are day skier stalls available at 9:00 p.m., there is sufficient room onsite.

Ms. Ananth stated that the applicant's plan to discourage the use of motorized vehicles would be discussed in detail at the next meeting. Plans for overflow parking reflect that on a typical day, the applicant expects to have some stalls not being used for day parking, which would provide a buffer. Additional buffers include the park-n-ride lots and the high school lot, both with transit to the resort.

She addressed the evaluation of the potential adverse impacts on the surrounding neighborhood and stated that the residential neighborhoods are already restricted with parking signage. The resort regularly monitors the residential areas and places warnings prior to towing cars parked in restricted areas. Additionally, the City has the right to enforce neighborhood parking restrictions.

It was noted by Commissioner Suesser that the Commissioners responses to these findings should be reserved until the next meeting and the Commission should move on to the noticed topics for this meeting.

Mr. Schmidt stated that he appreciated the comments made and noted that it has been challenging for them to try and meet all of the requirements of the Land Management Code. He assured the Commission that they have made every effort to respond to the requirements of the Code. He does not want this project to get stuck in an "analysis paralysis," which would jeopardize it moving forward.

Commissioner Hall expressed that the Commission wants to see this project proceed and welcomed suggestions to keep this matter moving forward. It was noted by Commissioner Suesser that she would send her list of issues to Ms. Ananth for forwarding to the applicant. The Commissioners were invited to send any additional comments or questions to Ms. Ananth. It was also suggested that the next meeting be held as a work session devoted to continuing the discussion. Commissioner Kenworthy requested someone from the Transportation Department attend the work session.

The discussion next turned to the architectural components of the project. Mr. Schmidt expressed that the proposal is for 150,000 square feet less than what was allowed in the development agreement, and approximately 90 density units less than what was allowed in the 1998 Plan. He emphasized that they only proposed what they felt would make this project work. Based on prior comments, they have made multiple changes to the architecture. In addition, they have asked for some setback and height exceptions because they cannot fit the density that has been granted in the development agreement without height, while at the same time providing open space and usable public space.

Since the last meeting, they have removed the setback exception requests on all parcels except for Parcel B. They reduced the number of setback requests on Parcel B so that they can maintain ground floor setbacks and still achieve a horizontal variation. They have provided additional information regarding the building height exception request. He expressed that they combined the work of different disciplines into a cohesive plan that also includes traffic, sidewalks, and circulation.

He also noted that they added architectural enhancements to Building D. They removed an entire floor and moved it to Parcel C. He reiterated that this is a complicated project with a lot of important components, and if the 1998 Plan could have been done, it would have been done. He stated that this project would provide a significant benefit, creating a world-class base area for a world-class resort.

Emir Tursic from HKS Architects presented the setback and building height exception requests. He introduced Greg Whittemore from HKS Architects who stated that they have reconciled the different aspects of the drawings and plans, which includes a representation of the landscape buffers and vegetated areas that provide the open space around each of the parcels. He presented to the Commission an overall plan showing the integration of each of the elements, as well as some illustrative sections of each area.

His presentation began on Empire, which shows a 50-foot right of way, two traffic lanes, park strip, trail, and other landscape elements within the setback. It was clarified that the 20-foot setback is to the entryway. There is a standard parking stall length from the edge of the trail to the face of the garage.

Looking at Shadow Ridge, it again shows the traffic lanes, as well as a park strip, trail, and landscape buffer between the edge of the trail and the building façade. On the north side of the road, the building is recessed below the street level, with a retaining wall at the edge that allows some room for a landscape buffer.

The west side details the first bay of bus parking, and he highlighted some of the elements that make a nice entry into the base area. Mr. Whittemore indicated that the proposed building is on the right. The pool is located on the shorter section of the building and will contain the rooftop pool. He stated that from curb to curb in this location, there is a distance of 110 to 112 feet, which is expansive. They have provided the turning radii and turn templates, which were being reviewed. He was confident that there is more than enough room to make the turn. The applicant indicated that the width of the proposed pedestrian right-of-way area varies in width. In general, along the western face of Parcel B, it is about 15 feet. There are some areas of narrowing due to architecture.

Commissioner Suesser noted that the staff report states that PEG has adjusted Building B to provide more room at the Transit Station. It was requested that the applicant clarify how far Building B has been pushed back. The applicant clarified that the building line has been pushed back five to eight feet from the property line. There was previously a planned 10-foot sidewalk that was changed to a 15-foot sidewalk. It varies because the building is not parallel with the property line. The applicant was confident that the road width is adequate. They have turning templates that illustrate it as such. Commissioner Suesser was assured that there does not need to be more room for the transit station or for shuttles.

A question was raised regarding how the applicant determined the turning radii. The applicant explained that there is a template in AutoCAD that replicates the movement of vehicles and can be looked at at the next meeting. The applicant explained that on the south side there is a 25-foot landscape buffer and setback from the edge of the trail. There is also a five-foot park strip. He explained that this makes for a lot of room for landform or other vegetative features to soften and reinforce the character of the base area.

Mr. Whittemore presented a cross-section of Parcel C in a typical area to the north of the existing condominiums. There are two dedicated bus lanes as well as a park strip, trail, landscape buffer, and landscape retaining wall on the west side in the area of the drop-off. He pointed out that they have represented the different vehicular travel types and the dedicated travel areas such as bus lanes and general traffic. On Parcels E and D there is a section on the north side and a general landscape section. The overall width of the right-of-way and vehicular circulation was represented on the slide. The Commission expressed concern that Silver King Drive has a width of only three traffic lanes. There was some question as to whether they are going beyond the property line to widen Silver King Drive.

It was clarified that there is an existing eight-foot sidewalk that ends at the intersection of Empire. They will connect to it and extend it along Silver King along the right-of-way. Currently, the sidewalk is outside of the right-of-way and they would propose a sidewalk easement over it to accommodate public use. Silver King has an existing 65-foot right-of-way and at the existing 48 feet is not fully utilized. There would be four travel lanes and a sidewalk within the existing right-of-way. But not within the existing width of the three lanes of asphalt.

The Commission asked if there will be bike lanes. It was noted that the bike lane will be the eight-foot trail as it currently exists. An explanation was given of how traffic from the various lanes would be controlled as turn-only lanes. There will also be medians. The area on the west side of the resort would include a connecting walkway toward the condos as well as the south base area. In general, the landscape buffer areas are responding to certain site conditions with opportunities to reinforce natural endings or to enhance the base area.

There were no further questions from the Commissioners concerning the landscaping. The presentation moved on to the setback exceptions portions. It was noted that the majority of the information was presented at the previous presentation. They made adjustments to each parcel based on feedback from the Planning Commission. The setbacks are limited to 20 feet. The Planning Commission has the authority to increase them to the base zone setbacks, which would be 25 feet. This is to provide architectural interest and variation. The applicant explained that there are exceptions that have been discussed with staff regarding stairs and retaining walls not taller than four feet. They are allowed to be in the setbacks per Land Management Code ("LMC") Section 15-2-16-3D. They intend to utilize this section.

In Parcel B the only place they are seeking setback exceptions are the entrances to the townhomes on Empire from 20 feet to 25 feet. On Shadow Ridge, they are seeking a 20-foot exception on upper levels 2,3, and 4. On the ground, they are maintaining the 25-foot setback. They are planning vertical breaks of more than 25 feet for variations in the façade. The applicant explained that the biggest change is along Lowell. The grand stairs and the pedestrian connection are within the four feet in height allowed by the LMC. Based on the recommendations from AECOM and the City's concerns, the building line was pushed back more than 25 feet from the property line. Most of the area was used to create a bigger sidewalk. On Manor, they have remained at 25 feet and are not seeking a setback exception. The applicant stated that they have calculated the average setback at almost 30 feet.

Mr. Whittemore presented the townhome entrances on Empire to reinforce the visual justification for creating architectural interest and variation but more importantly to reduce the perceived length and height of the building. If there was a single relief at 25 feet it would be a monolithic façade. For a more residential scale and context, from an architectural and urban design perspective, it is much more appropriate. The applicant clarified that the entryways are approximately 12 feet wide. At Shadow Ridge ground level, they are maintaining the 25-foot setback with the upper levels at 20 feet. As the building gets taller, it steps back again. They are providing vertical breaks as well according to the LMC.

Mr. Whittemore clarified that at Lowell, the diagram does not fully show what is happening as the property line tapers. The upper levels are set back in certain areas up to 33 feet to minimize the impact on the adjacent street. He stressed that the building prescriptively according to LMC will not provide any architectural variation. On Manor, they are not seeking an exception but are pulling it back to 33 feet. This will reduce the shadow on the street and reduce the perceived scale of the building. The applicant stated that on Parcel C there are only two corners of the hotel that meet the 25-foot setback. Everything else is beyond the required setback at 63 feet to up to 100 feet. There will be some retaining walls under four feet to create an ADA-accessible path into the plaza.

To address feedback from the last meeting, they pulled the building in Parcel D back to remain within the 25-foot setback. They have also responded to concerns about parking and unloading dock doors being visible. Parcel D also provides an open community space of 68 to 171 feet from the property line, which includes a pavilion. Parcel E was discussed at the last meeting. The applicant adjusted the building to be within 25 feet. Retaining walls will be less than feet. The previous discussion of whether there was an internal or external setback line was addressed and adjusted to 25 feet. The applicant reported that the only area they are seeking a setback exception is Parcel B.

The Commission had no comments or questions. The presentation moved onto the building height exception criteria.

Mr. Whittemore explained that the building height exception criteria are outlined in the Land Management Code. There were six different criteria presented at the last meeting. They received comments from the Commission that some criteria were not adequately addressed previously. He stated that the Landscape Architect addressed some of those concerns specifically.

The first criterion focused on the transfer of development credits. The 1998 Agreement was committed to preserving 11 acres of what is now a ski run. In exchange, that density will be built on Parcels A, B, C, D, and E. The open space is larger in area than Parcels B,

C, D, and E that are open. It would be impossible to build the approved density from the 1998 plan within the 35-foot building height and maintain 65% of open space. The applicant explained that there seems to be some misperception that the project is pushing the building height to increase the area and density. In contrast, by comparing the 1998 Development Agreement and improved allowable area to the current plan, they have reduced the residential density by 24% and 37% on Parcel A. Parking was not included in the 1998 Agreement and is not included in the current numbers.

A Commission Member asked if there was more above-grade parking in the current plan than the 1998 plan. The applicant clarified that the 1998 plans are somewhat deceptive in the way that they were drawn by hand. Some elevations that looked below grade were actually above grade. A new calculation was prepared by PEG with staff and the current project is still below the allowable original square footage approved by the 1998 plan.

Commissioner Kenworthy recalled that there was significant soil moved from Parcels B, D, C, and E to the ski run above the 11 acres. He asked if the applicant recalled that. He elaborated that the open space area was not previously flat but was graded for beginner skiers. It was determined that the issue would be discussed at the next meeting during the presentation on construction mitigation plans, which will include a plan for a portion of the dirt to go up on the dirt and some to be hauled out. Timing issues were discussed.

The applicant wished to address an exception which they are asking for on Parcel C. Originally, there was a building envisioned as a residential building that was 10% of accessory use. A four-star hotel was proposed instead. It would be the anchor of the development as it is in many of the other resorts PEG has designed. They are proposing 48,000 square feet of support space for the hotel, which exceeds the 1998 Agreement.

With regard to transferring density from Buildings D to C to improve D, they are not really transferring. Rather they are increasing a floor on Building C that is within the allowable residential area at 143,000 square feet. This was done in response to comments from the City several meetings prior. The Commission felt that Building D was too tall and more height on Building C was preferred. The height of buildings along Empire and Shadow Ridge has been modified. Residential density in Parcel B was reduced by 26% and now has more open space than called for in the Master Plan. He explained that in the report there is a comparison between the previous and current heights.

On Parcel C, the added floor has no impact on the adjacent buildings or streets. They are following the original volumetric. The building heights are taller as a result of the added floor. On Parcel D they reduced an entire floor and residential density by 39% compared to the 1998 plan. There is more public space than the 1998 plan. A building height comparison was also included. Parcel E has a significantly smaller footprint compared to

the 1998 Plan. They have still followed the original volumetric. Based on comments received from the City, they addressed the massing and stepped down the building on Silver King. That density was transferred closer to the mountain.

Mr. Whittemore explained that at the previous meeting they presented a solar study to demonstrate that the project does not create solar issues or access. He hoped that their current presentations addressed the previous meeting's concerns regarding landscape buffers. The applicant summarized that they have demonstrated parcel by parcel that they have addressed setbacks and the reasons why the setbacks were chosen.

Mr. Whittemore explained that the developer is required to provide a minimum of 60% accessible open space. They have created a variety of open spaces such as a pedestrian connection on the 14th Street corridor in Parcel B. There is a large, open plaza to activate and modernize the resort on Parcels C and E. In response to comments received from the City, they have rerun the calculations without Parcel A having any open space. Even with Parcel A left out, they are still at 65% open space.

Mr. Whittemore reported that they have been looking at roof transitions and included renderings in the current report that include step-downs and reliefs on larger roofs. In response to comments from the previous meeting, the parking structure entrance from Empire on Parcel D was also reoriented so that it is not directly visible, which helps step down the massing of the building.

A Commission Member asked why the setback requirements were not displayed with the renderings to make it easier to visualize. The applicant explained that the rendering software does not include an option to provide dimensions. He explained that their initial site section presentation was intended to demonstrate how much space is in each location. Mr. Whittemore walked the Commission through how to use the lines on the presentation to determine where the setback is. The overlays and dimensions relative to property lines are also included in the site plan. The applicant indicated that they could add additional dimensions if desired by the Commission.

A Commission Member explained that they cannot determine what some of the dimensions are such as the portion of the property that is required to be part of the trail easement. It is something they need for the conditions of approval. The applicant stated that they have that delineated in the report.

A Commission Member commented that he felt that in the majority of areas along Empire and Lowell the applicant has addressed the need for setback decisions. With regard to building height, he believes that there is an understanding in place per the previous plan and the already granted open space. In Parcel C where additional height has been

granted, he believes it has been placed adequately away from any residential area. He felt that the reduction in height throughout the entire project resulted in solving issues previously identified by the Commission. He did not have any issues with building height. The Commission Member commented that the project has resulted in more open space and appropriate roof transitions. He also commented that the additional height does not result in more density than was approved in 1998.

Director opened the Q&A period.

- There is concern about parking for hotel use and how it will accommodate large events that are attended by people not staying at the hotel. Has this been taken into consideration and how will the parking plan accommodate larger events?

Mr. Whittemore stated that they are including meeting space. The slowest parts of the year in Park City are the shoulder seasons and summer. They are including meeting space to attract guests and conferences during those periods. They will not be operating conferences during peak ski time or hours. They believe they have adequate parking during those times.

- According to the parking spreadsheet, PEG is suggesting a reduction of 502 spaces while at the same time additional living space, commercial space, private clubs, retail, deliveries, etc. are being added. How is this being accommodated in the parking plan?

Mr. Whittemore explained that the parking provided in the plan supports the square footage being proposed. He stressed that the base parking is not being changed. As a result of the synergy of uses in the other parking areas, a reduction calculation was done to support that use under a shared parking scenario. It was noted that the applicant is also counting on satellite lots, paid parking and that those will now be year-round and designed to mitigate parking issues. The Commission would like to see the travel time estimates from the lots as well as a comparison for automobile time.

- Parcel C commercial parking requirements are based on 51,000 square feet. Is that the total commercial uses in Building C? There does not seem to be anything for restaurant and bar, multi-tenant, or other categories that are not on the spreadsheet in Appendix B. Why is parking calculated on 20,000 square feet for meeting space and the 31,500 for the major retail?

Mr. Whittemore stated that they could review that in detail. A comment was made about the concern raised by Commissioner Thimm regarding providing 185 parking stalls when

the requirement is 527. The applicant was asked to describe how they arrived at that number and what justifies the reduction. It was noted that the applicant is planning to provide valet parking, which can create many more stalls. The determination was made that the applicant would be willing to live with a conditional approval that prohibits conferences and meetings from November 15 to April 15 of each year.

The uses within the shared parking and the justification for the reduction were described. Josh Woodbury from PEG Companies, explained that the shared parking analysis used data from ITE that includes the parking demand per hour throughout the day, which is the percentage of the peak demand for each hour of the day. They applied that percentage for each of the land uses. For Parcel C there are 262 spaces required based on one stall per occupied unit. They were also applying an 85% occupancy percentage because it is a rate per occupied unit. The peak is 10:00 p.m. with 223 stalls. Different percentages were applied throughout the day to meet different anticipated demand for the condominium units. Similar percentages were applied to other uses against the commercial space. That also includes an 80% reduction.

In response to a question raised, it was clarified that retail service and commercial is measured at five parking spaces per 1,000 square feet and is the most aggressive and was applied to all of the commercial in Parcel C.

Commissioner Hall referenced a comment made by Planner Ananth regarding when properly done, valet parking can add non-designated stalls. She asked for an estimate of how much valet parking would be proposed and how many spots that would create. Mr. Woodbury stated that they did not specifically look at valet stalls as their analysis was focused on marked stalls. It was estimated that they could gain 10 to 15 percent efficiency with valet and perhaps more. They have also been using mechanical parking systems that allow for cars to be double stacked within one space. That was determined to be an effective way to manage stalls should they need it. They would also be amenable to conditional approval to address valet or mechanical parking.

- How many employees are currently parking at the resort (pre-development) and who will pay for and ensure that the remote lot capacity and resort shuttles are effectively getting employees to work.

Mr. Woodbury indicated that currently there are about 200 Vail employees within the Transportation Demand Management ("TDM") Program. There are about 200 Vail employees that park at the resort. They park on Parcel B, which is the lowest lot on non-peak days. On peak days the employees park half at Munchkin and half at the high school. Existing base employees from the existing commercial include 50 to 60 cars.

Within the TDM they spell out that they will be taking 100 employees off-site with up to 100 allowed at Munchkin.

Director Milliken asked if the applicant could provide a specific supply/demand analysis that illustrates the impact of the on-site parking demand based on different parking rates. Mr. Woodbury stated that there is no way to do that. They have conducted the Shared Parking Analysis and various parking studies. He knew of no other way to do that specifically and indicated that they have done everything according to industry standards.

- Has a traffic study been done for Richardson Flat Road to accommodate the increased usage to access the Park and Ride and when will the Quinn's Junction Park and Ride be built?

Planner Ananth stated that the Quinn's Park and Ride will be constructed this summer and will be ready by next summer at the latest. Around the same time construction will begin on Building B. With regard to Richardson Flat Road, Planner Ananth assumed that a traffic study was conducted since it was being promoted as a Park and Ride. She would, however, need to verify that. It was verified that it was to be used for Park City Mountain Resort Bus Rapid Transit with a shoulder of a lane width. Corridor improvements were scheduled for this summer and expected to be in place by next summer. It was requested that there be a number in terms of transit riders when the 400 spots are closed down rather than a percentage.

With regard to Richardson Flats, Director Milliken indicated that she received conflicting information. She recalled that Planner Ananth mentioned that she was looking for PEG to commit to helping expand Richardson Flats. She also asked why public transit cannot go to Richardson Flats and used as a general public Park and Ride, however, it was only anticipated to be employee and construction worker parking.

PEG Companies stated that there are differences in how the City is able to use Richardson Flats versus Quinn's Junction and it has to do with how the lots are funded. As a result, they are promoting Quinn's Junction as the Park and Ride for the public and that is where they will be providing transit from. Richardson Flats is currently used as Deer Valley construction parking and a number of other uses. Companies provide shuttles to the worksite. The City intends to serve Quinn's Junction with transit that will be managed by the resort or the applicant in terms of transit shuttling. Any approval should be conditioned on PEG committing to helping the City expand the lot to accommodate its employees and construction workers. It was noted that if they were to lose their lease with the high school it would make sense to have a backup option. The backup option would be to use Richardson Flats and if needed, be expanded for the applicant who would be expected to pay for it.

It was noted that Richardson Flats has 750 stalls and is not utilized. It was not expected that it would need to be expanded. There are also environmental covenants and issues that would need to be dealt with. As a result, expansion did not appear to make sense. It also cannot be an exclusive use based on the financing. It was acknowledged that there are constraints associated with the site. Planner Ananth was asked to report back with more clarity. She indicated that initially, it would not need to be expanded. However, at some point in the future, if the applicant is relying on it exclusively, it may need to be.

It was reported that the next PEG-specific meeting will address transportation, circulation, and transit. The outstanding issues can be addressed at that time.

- Questions relating to architecture, height, and setback issues were next addressed. The first pertained to the safety of crossing Empire between 3:30 p.m. and 5:30 p.m. north of Manor Way with a large volume of cars exiting the garage on Manor Way and with no stop turning into northbound Empire. A question was raised regarding how that safety element was being addressed.

It was noted that it will be much safer than it is today and there will be a designated crosswalk. Additional safety measures can be added based on the number of people crossing in that location. Because Empire is not a high-speed road, it was expected to be handled appropriately with traditional crosswalks and signage as outlined in the Manual on Uniform Traffic Control Devices ("MUTCD") and safety standards.

- Is the Driver Lounge still on the island in the middle of the bus turnaround or has it been moved over to the Resort Center property as shown on another diagram?

Robert Schmidt, representing PEG Development reported that they are still depicting the Driver Lounge in the center of the turnaround. Additional facilities shown to the west of the bus stop would be intended to serve the patrons of the bus system.

- Could you please provide justification for why the architectural interest and articulation cannot be maintained within the required setbacks?

Mr. Schmidt stated that the horizontal articulation is necessary to reduce the perceived scale. Ultimately, the way the Code reads it is at the Planning Commission's discretion to determine if it is necessary for architectural interest and variation. They were suggesting that it is. It would be up to the Commission to decide. There was some question as to why the building was not pulled even further back to provide the same articulation and remain with 25 feet. Part of the reason was due to the parking garage and the required parking

clearances. It was noted that the applicants have optimized the parking. If they start pushing further in, they could lose an entire row of parking not only in one location but on all floors. For that reason, it would not be feasible to pull the building back any further in addition to all of the open space they provided.

Mr. Schmidt stated that the Code does not specify that it is necessary to build the buildings but it has to be necessary to provide architectural interest and variation. If not granted, they will meet the requirements of the Code with a 25-foot setback.

- Based on the presentation, it appears there are new, additional buildings in the middle open area of Building B. Is this correct and if so, what are those new buildings, and what are the heights of the new buildings?

Mr. Schmidt indicated that there are no new buildings in the middle of Parcel B. It was thought that reference may be to the private amenities on the rooftop of Building B. It was reported that when they lowered the elevation of the affordable housing on Shadow Ridge, they put in as many units as possible in the building along Lowell Avenue. A road wraps around the public amenities on the amenity deck for the condominiums. The comment was made that the changes took place when they introduced the pedestrian extension of the 14th Street corridor. This was done because the developer felt it was important to create a nicer experience as opposed to walking next to a blank garage door.

- So much has changed since the 1998 plan including explosive growth in Park City and surrounding areas. This project does not seem to benefit those who live in Park City. Can you address how this proposal takes the local component into consideration and provides amenities and benefits for locals?

Mr. Schmidt indicated that they have been very conscientious in providing usable open spaces with amenities, retail, and restaurants that are accessible to everyone in the neighborhood. That was something they consider to be very positive. Significant open space and view corridors contribute heavily to public benefit in addition to the much-improved transit system that will service the area. All of that was considered the public benefit for the whole neighborhood.

Director Milliken stated that there was a request to put the building heights in the sections on both the existing and proposed buildings so that the heights are clearly identified. The challenge the applicants have is that the roads are not level and are sloping. They have shown the buildings at their highest point. Director Milliken suggested that the approximate heights should be included in each section for context.

- The applicant made an argument that the 1998 Development Agreement had expired for parking and was then used to justify the additional building heights. Can you explain this contradiction?

Mr. Schmidt reported that the site plan exhibit has expired and was what carried the approval for the building heights. Therefore, the building height is required to replace the site plan exhibit, which affects the traffic and parking. They have to comply but did a comparison of the 1998 Development Agreement and transferring density to the space. The intent was to grant height to achieve the density transfer. Parking from 1998 was compared to the plan, with a difference of 600 stalls. It showed why their plan is relevant today to not provide the 600 stalls. They also reapplied for the exceptions.

Chair Phillips rejoined the meeting.

Chair Phillips commented that what has not expired is the transfer of the density off of the mountain into the resort base. He thought it was important to understand that there are rights attached to the land. Because portions have expired does not give the City the latitude to prevent development. The transfer and clustering of the density off of the mountain into the resort base has not expired. It is the duty of the Commission to work with the owners and achieve something that will benefit the City.

- The applicant states that there would be some sort of contract to provide shuttle service for employees that would be necessary to get them to and from the Park and Ride lots. Can this be made into a conditional COA and transferable to whoever they sell it to?

Director Milliken reported that the conditions run with the land. Regardless of who owns the site, they will be bound by the new Development Agreement and conditions that run with it.

- What specific steps will PEG and Vail take to ensure that day skiers, employees, and other base area users don't spill out into the surrounding communities looking for a place to park? This already occurs even with the 1,200 free parking spaces available.

Mr. Schmidt commented that Pete Williams' analysis for existing conditions shows that there is a deficit of about 347 stalls in current conditions today. The addition of their project helps that because they bring lodging, which is a huge driver in reducing the demand for parking. By building this project, they actually improve the day skier parking and it provides them with the tools to incent and increase things that reduce the demand for parking. The

applicant believes that the project is of benefit to the neighborhood by improving the parking situation. Enforcement will have to take place with the cooperation of the City. Within the Parking Management Plan, they can address ways to encourage guests to park in the parking structure and not on neighborhood streets.

- The parking garage in Parcel B does not appear to have any ramps within the garage. Are drivers expected to leave the parking garage if there are no spots available on the level on which they are going and then enter onto another level?

Mr. Tursic stated that there are internal ramps on each level that allow parking garage users to circulate within the garage. They provided separate entrances and exits out of the garage to provide flexibility to allow cars to exit more quickly and avoid bottlenecks.

- The density granted does not mean that it is required. It is the maximum. Is there a legal current statute that requires Park City to meet the maximum or any percentage thereof?

Planner Ananth indicated that there is no statute. The density from 1998 is the maximum allowed on the site. The applicant is proposing a certain amount less. Vice-Chair Suesser stated that the applicant has been asked to supply section drawings at sensitive areas for example, where the proposed buildings are much larger than the neighbors.

- Question for City Staff. Thank you for including 14th and 15th Streets in your traffic plans. How does the City plan to enforce traffic restrictions on these two roads?

Planner Ananth expected to continue the City's current policy and put gates up that denotes residential access only and no thru traffic. That is done during events. They want to make the area accessible to residents without encouraging resort traffic.

- Is the Transit Center at 1385 Lowell Avenue and the existing skating rink to remain?

It was reported that the Transit Center will remain in its current location although it will be expanded to provide the turnaround. It will be expanded to the east and not to the west. The stairs onto the skating rink plaza will remain but will be rebuilt to provide ADA access. They will be working with the Resort Center to accomplish that. The skating rink will remain.

There were no additional questions presented.

Chair Phillips resumed the Chair.

Chair Phillips opened the meeting to public comment.

Justin Keys identified himself as the attorney representing Three Kings. He thanked PEG for making the effort to make several modifications. He appreciated that there is now a right in and right out. They also flipped the building orientation so that it steps away from Three Kings and the adjoining uses that are substantially less dense. Mr. Keys remarked that the parking remains an issue with over 400 base-year parking stalls that will be below Building E. That will mean that a lot of the day skier individuals and those who typically park in the existing lots will come up Silver King looking for a place to park. For that reason, he included a question addressing what Vail and PEG will do going forward to reduce the impact of spillover parking on the surrounding communities. Mr. Keys stated that residents of Three Kings hire a private company to tow cars from their garages and property. He was concerned that that will get worse once there is a limited number of paid parking areas.

Mr. Keys agreed with Commissioner Kenworthy that there are no incentives to encourage people to take public transportation. He was concerned that repeat parkers will run the risk of parking on private property rather than paying to park. He explained that there are 15 parking stalls for the affordable and workforce housing that will be constructed. The nearest areas to park in the base area are in the surrounding communities. Mr. Keys appreciated PEG's position that it is a City issue but did not consider that to be consistent with the Land Management Code that has specific requirements that need to account for the impacts on the surrounding neighborhood as it relates to parking specifically. He liked the idea of continuing cooperation. They would not want the burden to be shifted to the surrounding residents.

Ed Parigian, a resident of Old Town, followed up on a question regarding 14th and 15th Streets. He suggested that they consider making them one-way streets going west for residents only. He indicated that no one lives on the portion between Woodside and Empire on 14th Street and there are condominiums on 15th Street. It could easily be made a one-way street for Woodside going west to Empire. A Commission Member agreed with the suggestion that they be one-way but it was suggested that they explore making them one way going east off of Empire to help facilitate those exiting from the resorts. Two potential points were identified as technical in terms of engineering road capacity. There are technical recommendations on additional capacity and turning movements but also political and neighborhood impact push back from residents. It is within the Commission's authority to direct staff or the Consultant to reexamine the issues and explore additional use of the residential streets for commercial unloading.

Lisa Paul urged the Commission to reconsider 14th and 15th Streets and drive them. It is difficult because motorists park on the street and it is very tight to pull in. She asked what

the maximum density allowed would be if they stay within the building heights that are currently allowed.

Mr. Parigian agreed with Ms. Paul and stated that 14th Street is very steep and there is heavy foot traffic on Woodside. There is also affordable housing there. He stated that to consider one-way traveling east is unthinkable. The road is very steep and is nasty in the winter. 15th Street is less steep but drives traffic into Park Avenue.

Deb Renfro presented four slides and assumed that the Commission Members may have some say on the parking issues. Her comments were limited to the building heights and setbacks. She stated that the above-grade parking strip was not included and the Parcel C square footage exceeds the maximum without parking. There are no mitigation plans and incomplete landscaping plans. Large trees are shown in areas that are not realistic. The applicants are no longer asking for increased setbacks on Parcels C, D, and E, which is required for compliance and is not a concession. Additional setbacks above 25 feet are not being divided on Parcel B where it is the highest at 87 feet. She asked if it is acceptable to count a median in the middle of two very busy intersections as open space. She noted that the applicants have highlighted that space in their exhibits.

Ms. Renfro contended that the applicant's exhibits continue to misrepresent and mislead the public in terms of the massing and scale of the properties. Photos were displayed to show the discrepancies. In terms of setbacks, she suggested that site circulation be finalized before making any determination on setbacks. She also observed that there are no berms or bollards between the south-bound general traffic lane on Lowell and dedicated bus lanes. She hoped that the matter was to be discussed further at the June 16 meeting when the Commission addresses site circulation.

Ms. Renfro commented that at the arrival point of 15th Street, Silver King, and Empire, the sidewalk is eight feet on the north side of Silver King along the golf course and five feet on the south side, which is what it is currently. The sidewalk in front of Parcel E on Silver King is only 3'2" wide. She did not consider that to be sufficient. There is also no back pathway depicted in any exhibits on the west side of Parcel E in spite of the developer stating that it is there. Traffic circulation issues were discussed. Once the circulation issues are addressed, she believed they could then look at the setbacks since they may have an impact.

Nicky DeFord thanked those involved and recognized that it is far more complicated and impactful on the City, residents, businesses, and resorts. She addressed the building height and setback issues. She would also focus on legal issues. With regard to building height variances, she explained that there are six factors that all must be met. With regard to building height variance, they primarily discuss the issue of the transfer of development

credits. She recognized that Mr. Tursic is an expert in architecture but disagreed with his legal interpretation of the Development Agreement and the Land Management Code. They are talking about the transfer of development credits that is in the Development Agreement. It is coming off the mountain onto specific parcels that are separated A through E. The Development Agreement expressly states that the square footage will not be allowed to transfer to another parcel. They must comply with the conditions imposed in the Development Agreement for the transfer of credits.

With regard to the above-ground parking, it must be counted. She displayed photos showing the stepping issue that was required in the Development Agreement in exchange for height variances. Landscaping is also a factor in building height variance and she claimed that what is proposed is not in compliance with what is required to demonstrate that there is adequate landscaping and does not reflect the current plans.

With respect to increased setbacks, there is a request to triple the maximum heights by reducing or maintaining the permitted setbacks on adjacent properties. A bus stop is shown in the front setback, which is not allowed in the Land Management Code. Without that there is only a 15-foot setback on Parcel B. With each of the buildings, they will have to have increased setbacks in order to meet the requirements. The applicants are trying to do this by using an average setback calculation that is misleading and completely irrelevant. It is based on upper floors even though the ground floor setback is 20 to 25 feet. It is based on upper floors that may have a 25-foot setback while the ground floor has a 28-foot setback. It does not reflect any of the low-grade construction that has to meet setback requirements. All must be taken into consideration and averaged in. They also must confirm that the below grade is in compliance with the setbacks. Reasons that the average setback calculation does not work were given.

Ms. DeFord next addressed an issue with open space and stated that it is unclear what they are using as part of their open space calculations. She contended that their calculations are off and suggested that they provide details on what they are including as open space and why and verify it. She concluded that all six variance requirements must be met. With regard to the setback reduction, it must be necessary to provide architectural interest and variation. What was heard from the applicants was that the justification is not architectural interest and variation. She also noted that one of the express requirements for the height variances is increased setbacks.

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

In response to a question raised, Planner Ananth stated that the applicant is conforming. She stated that the open space is more than compliant with the 60% requirement. It was confirmed that the open space does not include anything outside of the property lines.

Interest was expressed in seeing the breakdown per parcel and what is included in calculating the percentage.

Commission Member Kenworthy found the transfer of density against the mountain to be a positive change. He referenced the General Plan, which clearly states that they should be flexible with transferring density. The Master Planned Development ("MPD") gives the Commission leeway. He contended that this is a very complicated project. He wanted to explore every option so that they get it right. He liked what was done with the housing, the mix, and the rental features of the majority of the beds. He considered it to be a significant improvement. He was not prepared to state an opinion on heights. He wanted to better understand the underground parking and where it is located will be a factor.

Commissioner Thimm stated that he went on record with his thoughts on height and setbacks. He had a question based on the public comment regarding the bus stop area and setbacks. He questioned whether the entire bus turnaround should ultimately be granted as a right-of-way with a setback marker established.

The applicant felt strongly that they are working with the City and taking the bus turnaround onto their private property, which they consider to be a collaborative approach. In doing so, they have a façade and a sidewalk that will be inviting for guests. It will also provide an efficient use of land. They do not support the dedication of right-of-way there and a recalculation of the setback. Planner Ananth agreed that it is a legitimate question and was something staff would report back on. She questioned whether the Commission still needs to discuss the height, parking, and setback issues as they relate specifically to the findings and meet before June 16 to discuss them in a work session format. It was thought that more discussion was needed on parking. Commissioner Suesser stated that circulation issues should be also addressed before making a decision on the setbacks. It was thought that circulation and transit may affect parking but that an additional meeting was not needed.

The applicant commented that there is a precedent for the bus turnaround to be outside of the public right-of-way because the west side of the transit center is on private property within an easement. As a result, he felt that their request was entirely justified.

Chair Phillips reported that the next meeting was scheduled for June 16.

6. ADJOURN

MOTION: Commissioner Suesser moved to ADJOURN.

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

The Planning Commission Meeting adjourned at 10:25 p.m.

Approved by Planning Commission: _____

PENDING APPROVAL



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
June 16, 2021**

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

EX OFFICIO: Jessica Nelson, Planning Analyst; Alexandra Ananth, Senior City Planner; Gretchen Milliken, Planning Director; John Robertson, City Engineer; Alex Roy, Senior Transportation Planner; Mark Harrington, City Attorney

1. ROLL CALL

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

The following written determination was read:

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

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. PUBLIC COMMUNICATIONS

There were no public communications.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

There were no staff or board communications or disclosures.

4. WORK SESSION

A. Park City Mountain Resort Base Parking Lots – MPD Modification Work Session – Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, known as the Park City Base Area Lot Redevelopment Master Plan Study. The Planning Commission Will Conduct a Work Session, With a Focus on the Applicant’s Transportation and Circulation Plan, in Accordance with the MPD, and Applicable LMC and General Plan Criteria. PL-20-04475

Senior City Planner, Alexandra Ananth, presented the request to replace the PEG request to amend the 1998 Development Agreement (“DA”) and to replace the expired Exhibit D with a new Master Plan Study. Planning Director Gretchen Milliken, City Engineer John Robertson, and Senior Transportation Planner Alex Roy joined her. The City’s Transportation Engineer Consultants from AECOM, Laynee Jones and Kordel Braley, also joined her. The applicant Robert Schmidt was also present, along with Hales Engineering and Kristin Williams.

Planner Ananth reviewed the framework for the City’s review. Engineer Robertson and Planner Roy were introduced to provide the Commission an update on the City’s transportation improvement plans and regional park-n-ride facilities. She stated that AECOM would provide a brief presentation after which time the applicant would provide an update on their Transportation and Site Circulation Plans.

The next meeting was to take place on July 21, 2021, and will address whether the Commission is ready for staff to move forward with Findings of Facts and Conditions for the project, or whether there are other items that need further review.

Planner Ananth advised the Commission that since the last meeting, the applicant has submitted an updated Transportation Analysis Memorandum that addressed many of AECOM’s comments. The revised Transportation Demand Management (TDM) Plan and Parking Management Plan (PMP) were submitted that incorporate the redlines made by the City and AECOM. The revised document was attached as Exhibit D to the Staff Report. Planner Ananth also advised that the applicant submitted a Parking Response Memorandum as well as a letter of support of PEG’s application from Vail Resorts.

She noted that the City’s two priorities for site circulation are a site plan that prioritizes the City’s “transit first” philosophy, as well as the City’s modal hierarchy that gives priority to buses, pedestrians, and cyclists. The other priority is adherence to a transportation mode shift in order to improve circulation and reduce congestion at the base area.

They also looked at the General Plan objectives for the base area neighborhood as well as the Transportation Master Plan criteria. The applicant, the City, and AECOM have agreed that the circulation scenario, identified as scenario 2b presented to the Commission during the January and March meetings, is the best circulation plan for the resort base area. It meets the City’s transportation priorities, reduces travel time on site, and provides a transit center with six to seven bus bays. Additionally, two-way traffic flow is maintained on Empire Avenue.

Planner Ananth reported that the applicant has committed to a mode shift to reduce the number of vehicles accessing the site. This means fewer passenger vehicles and more transit ridership

and pedestrians. The revised TDM and PMP commits to achieving this goal within five (5) years from completion of Building B.

She reported that the City met with the applicant at Richardson Flat, the site of the proposed transit center where buses and shuttles were made available. She reported that as a result of that meeting, a few changes to the site plan were made, but for the most part, they agreed that this plan would work. The plan for the transit center includes seven (7) bus bays. They have removed the bus shelters, split the staircase, and provided more sidewalk area. They shifted the transit building so that the flow works for both buses and pedestrians. She noted that this plan is not in the meeting packet, since it was revised following the recent on-site meeting.

In response to an inquiry, Planner Ananth stated that the graphic depicts the wheel paths for the buses making the turn from each of the different bus bays and demonstrates that the buses can effectively clear parked buses that might be in those bays.

Planner Ananth highlighted the plans depicting the dimensions of the pedestrian walking areas. She noted that the applicant is looking at potentially adding a canopy to provide some covered area while people wait for buses. She also pointed out a proposed warming building with public restrooms. She noted that the narrowest pedestrian area on the site is 12 feet wide. The pedestrian facilities have similar dimensions at Building B.

Chair Phillips commented that he would expect more foot traffic in the narrower area of the sidewalk and inquired whether they could shift some of the dimensions to accommodate the expected additional foot traffic.

The discussion turned to the crossing between the bus locations and the shuttle location. Commissioner Suesser asked about the proposed improvements to the sidewalk on the resort side. Planner Ananth relayed that the City and the applicant have discussed having a continuous sidewalk to the extent possible, and then utilize colored paving to demark the sidewalk area. The sidewalk between the pedestrian crossing and the driveway narrows to a width of ten feet.

In response to an inquiry regarding movement of the shuttles, Planner Ananth stated that the shuttle will likely be required to wait for any shuttles in front to pull out before they could move forward. Commissioner Suesser expressed concern regarding potential congestion in this area.

Planner Ananth also noted that the applicant provided revised traffic circulation plans and clarified that the plan attached to the Staff Report should have only included one page. The first page of the attachment showed that the transportation-related infrastructure and the intersections would be part of Phase 1 of construction. The transit center, the bus lanes, the lights, and the intersections would be completed when Building B is ready for occupancy.

A Commissioner addressed the bus turning area and the impact on the charging stations. Planner Ananth confirmed that there are two charging stations adjacent to Building B and they have discussed potentially moving one of the charging stations across the street. She further stated that the City wants to place the charging stations in locations where they make the most sense, but they want the option to be able to charge buses included in the current plan. She commented that it makes sense to have charging stations in this location for routes that terminate at this transit center. When the City decides how to allocate transit, that will help to determine the charging station needs and/or locations in this area.

Planner Ananth next presented the relevant findings that the Planning Commission should be considering during the applicant's presentation. These come from the MPD provisions in the Code. The required findings were as follows:

- Does the Planning Commission find that adequate internal vehicular, pedestrian and bicycle circulation are provided?
- Does the Planning Commission find that pedestrian and bicycle circulation is separated from vehicular circulation and provides safe travel time within the boundaries of the Master Plan Development and safe travel to adjoining public sidewalks, trails, and right-of-way?
- Does the Planning Commission find that the site plan for the MPD includes transportation amenities, including drop-off areas and bus stops, if applicable?
- Does the Planning Commission find that service and delivery access, and loading/unloading areas, are included in the site plan and are separate from pedestrian areas?
- Does the Planning Commission find that the site plan promotes the use of non-vehicular forms of transportation through design and by providing trail connections as well as dedicated transit lanes?
- Does the Planning Commission find that the site plan addresses and mitigates traffic?

Planner Ananth added that the Planning Commission should consider whether it is ready to direct the Planning Department to prepare draft Findings of Fact and Conditions of Approval for this project, or whether there are other issues the Commission would like to discuss at the next meeting.

Chair Phillips commented that he expects that they will get to a point where the Planning Commission would be expected to provide an indication of how staff should be directed to act, as well as a meeting to discuss the details of the language to be implemented. Commissioner Thimm commented that there is still a significant amount of discussion and comment on the issue of transportation and parking before they are ready to make those types of commitments.

Commissioner Kenworthy stated he would not be able to commit to anything without a County transportation official weighing in since every park-n-ride lot on this plan is in the County. He wants to know how the County, the City, and the resort would work together. Planner Ananth advised that she has had discussions with Caroline Rodriguez who runs the County Transit system, and they are fully aware of this project.

Chair Phillips stressed that he is looking for a path forward on this project. He commented that the Commission should begin to focus on giving staff and the applicant an indication of what topics need to be discussed further so that they have direction and can prepare the language for the formal vote by the Commission.

City Engineer, John Robertson discussed four upcoming capital transportation projects that the City is undertaking to support the overall goal of the City to improve transit. He began by discussing the Quinn's Junction Park and Ride. This site is within the County and the City has an agreement with the Utah Department of Transportation ("UDOT") for control over that property.

He stated that they have participated in several meetings with the County, and they are fully aware of the project. The City is currently working with utility companies to move out three fiber-optic lines and the plans are nearly complete. The project is fully funded and he anticipates that construction would begin in the spring of 2022, with a completion date in late summer 2022.

Engineer Robertson also reported that the County is looking to undertake some improvements to Old Highway 40, which would likely not occur until Phase 2 of the Park and Ride project. A recommendation for additional funding for these improvements has been sent to the County Council.

He expressed that the Quinn's Junction Park and Ride project would help support the City's overall transit improvements and be a good complement to the PEG project.

In response to an inquiry, Engineer Robertson confirmed that the City's transportation department controls all of the bus scheduling in and out of the park-and-ride lot. This project would cost just over \$2.5 million and is completely funded. The City's contribution of TST funds is approximately 20% of the overall project cost.

Engineer Robertson next addressed a project in which the City is replacing two bus shelters on Park Avenue. These shelters are two of the busiest transit stops in the County. The project involves improving the shelters as well as enlarging them for additional capacity. He stated that they have been working through some plan issues with UDOT and they expect to send this project out to bid in the next couple of weeks, with a projected start in spring 2022. He commented that contractors are very busy and they are experiencing difficulties in getting bids. Engineer Robertson reported that there are two UDOT projects currently ongoing. One is a large maintenance project in which UDOT has already contracted with Granite Construction for improvements to curb ramps, re-surfacing, re-striping, and installation of a bus lane.

The second UDOT project involves the installation of a traffic signal at Richardson Flat and State Route 248. They expect the installation to be completed by October 2021. Engineer Robertson stated that they view this project as a great way to improve access to the Richardson Flat Park and Ride.

Commissioner Kenworthy sought clarification that the scope of the first UDOT project only involves resurfacing and re-striping the existing asphalt. Engineer Robertson confirmed this understanding and stated that UDOT is not proposing any modifications to the intersections along the State Route 248 corridor at this time, with the exception of installing a signal at the intersection at Richardson Flat. In response to an inquiry, Engineer Robertson stated that there would be approximately 470 parking stalls at Quinn's Junction. At Richardson Flat, he estimated there would be over 600 new parking stalls.

Commissioner Kenworthy questioned where the entrance to the parking lot at Quinn's Junction will be located, commenting that it is difficult to enter that as one exits the freeway. Engineer Robertson stated that the entrance will be on the frontage road along the line of Old Highway 40. As part of their traffic analysis, they looked at the queue lengths that would develop and concluded that it would not be an issue for a number of years. He added that they have discussed this with the County and they are looking to move that intersection further east. He stated that they anticipate that when they undertake the Phase 2 improvements at Quinn's

Junction, the County would undertake these improvements at the same time to improve the queue length.

Engineer Robertson confirmed that the entrance to the Quinn's Junction Park and Ride lot will be off of Old Highway 40, which is the frontage road.

With respect to the connection between this Park and Ride with the Rail Trail, Engineer Robertson stated that the Rail Trail currently goes up to and crosses State Route 248. With the Phase 2 realignment of the intersection at State Route 248 and Old Highway 40, they view that connection would be a little cleaner and closer.

Engineer Robertson confirmed that the dedicated bus lane would not extend from the high school to the applicant's loop because there is no room to add a separate bus lane in this location. He noted that the Bus Rapid Transit (BRT) route along State Route 224 should reduce the time that the bus would have to use general travel lanes in that area.

Senior Transportation Planner, Alex Roy, explained the development of long-range transportation plans for the City. He presented to the Commission approximately 20 projects involving various sources that coalesce around moving the transportation network and advancing the car-optional lifestyle that is one of the pillars of Park City's 2020 Vision.

He noted that of the 20 projects presented, the major ones include the BRT project, improved park, and ride facilities, and improved bus shelters. As part of their ongoing work, they are looking at a new long-range Transportation Plan. He noted that they currently have 90 projects that the Transportation Committee is evaluating. They will be sharing the project list with the Commission in the near future.

As part of their long-range transportation planning, they look at what best aligns with the community goals, what is feasible, potential funding sources, and cost-to-benefit ratio. In addition to the long-range transit plan, they also have a short-range transit plan. As part of the evaluation of short-range goals, they look at things such as micro-transit in areas that do not justify a fixed route.

The City also looks at the Active Transportation Master Plan that would build on some of the long-range transportation ideas and projects and provide a high-level look at cost, right-of-way impacts, goals, and prioritizing non-vehicular modes of transportation. Planner Roy highlighted that with all of these plans, they are working with critical community stakeholders, including the resorts.

Commissioner Suesser asked about the Empire Avenue and Multi-modal Connections project. She noted that as part of the base resort redevelopment, improvements to the Empire Avenue and Park Avenue intersection were contemplated in 1997 and 1998. Planner Roy stated that in working with PEG Development and AECOM, they looked at a number of alternatives as to how to best utilize that roadway and right-of-way. Engineer Robertson added that it is well known that this is probably the busiest and most challenging intersection in Park City. What makes it more challenging is that this is a location where the BRT will go through. He does not have any details currently on what specifically they are looking at to address this intersection but stated that AECOM has been working with the City to arrive at a solution.

Planner Ananth highlighted two of the projects for the Commission. The Empire Avenue and Multi-Modal Connections project seeks to provide transit priority and enhanced connectivity for bikes and pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the base area development. She added that the applicant would be prioritizing transit through that intersection with the installation of a signal and a crossing on Empire Avenue for pedestrians who are accessing the resort.

The second project highlighted by Planner Ananth was the Empire Avenue/Park Avenue/SRT24 intersection discussed by Engineer Robertson. AECOM is currently looking at design ideas to prioritize transit through that intersection. Engineer Robertson added that they are looking at approximately 6 different intersection alternatives for this location, and each alternate will be subject to a rigorous travel time/travel delay analysis over the next few months.

Planner Ananth noted that the City is evaluating express bus lanes between the intersection of Empire Avenue and 14th to the intersection of Park Avenue and State Route 224. The applicant's bus lanes pick up at the Empire Avenue intersection identified in project #3. Commissioner Suesser requested clarification of the location of the intersection in project #3. Planner Ananth confirmed that the intersection involved in that project is Empire and Silver King. It was clarified that this is part of the PEG Development project and is being capitalized by them.

Planner Roy stated that Richardson Flat and Quinn's Junction are two park-and-rides where the City is most involved in scheduling buses to and from. The County is taking over the regional routes, so they will be more involved in locations such as Kimball Junction and Ecker Hill. As they get through the planning of different route services, they will likely be utilizing Richardson Flat and Quinn's Junction the most for transit. In the future, there will likely be more integration as far as who can operate into those lots. Currently, the City will continue operating the white line, so there will be some interaction with the Kimball Junction Park and Ride as well.

Commissioner Kenworthy expressed his understanding that all of the park-and-ride lots would be non-exclusive. Planner Roy stated that currently, there is some hesitation about integrating City operations into a regional park-and-ride, however, they could evaluate whether the City could run a bus from a regional park-and-ride to the resort. He stated further that there is an opportunity for shuttle service operated by the resorts from the regional transit stops. Commissioner Kenworthy would like to see integration of the various services to serve the community. He wants to make sure that they have permission from the proper jurisdictions to continue to advance on these services, which would help with the success of the City's "transit-first" goal.

Planner Ananth introduced Kordel Braley from AECOM. Mr. Braley reported that in reviewing the applicant's most recent submittal, they had a list of approximately 16 remaining issues. They have met with the City and the applicant and believe each of these issues has either been addressed or could be deferred to the design phase.

He stated that they agreed that scenario 2b would be the best option, given the constraints and the expected operations. As far as the transit center design, they continued to have several concerns, but many of these concerns were resolved during the on-site meeting with the assistance of the bus operators. He presented the latest design for the transit center.

Mr. Braley addressed the question raised earlier about the dimension of the sidewalk on the east side. He explained that the electric charging infrastructure extends 5 – 6 feet into the

sidewalk, so the actual clear zone for pedestrians would be approximately 15 feet wide. They would be reluctant to move the width any further to the east.

Travel demand management is a key to the success of this Transportation Plan. The analysis performed by the applicant and verified by AECOM was that an approximate 20% reduction in traffic is needed to help transit work in the area. Mr. Braley stated that they expect further ongoing revisions would be made for each conditional use permit as this project progresses. For that reason, the TDM is expected to be a living document and they encourage all involved to re-evaluate it frequently.

Mr. Braley commented that there are safety concerns related to vehicle and traffic circulation on 14th and 15th Streets, including steep grades and residential land use. There are constraints at the Empire Avenue intersections and it would also put additional traffic pressure on Park Avenue. AECOM concluded that it makes sense to keep the pedestrian and bike routes in and out of other parts of Park City, but does not recommend using them for planned vehicular routes.

With respect to concern about cut-through traffic to the north, they recommended an investigation into traffic calming measures and/or variable message signs on the State Highway that would remind drivers of the correct way to get to the resort. Mr. Braley stated that they recommend Shared Parking Agreements between the various uses at the base to minimize parking issues in residential neighborhoods.

Commissioner Suesser asked if any attention was given to cut-through traffic in the neighborhoods to the south of the resort, particularly in light of the anticipated shuttle traffic. Mr. Braley stated that there has not been a lot of discussion about the areas to the south, but they could investigate that further.

It was noted by Chair Phillips that the Shared Parking Agreements are being relied upon in making this proposal work and expressed concern about how they can make sure that these shared agreements actually happen. Planner Ananth explained that the shared agreements are between the various parking lots that are being constructed by PEG as well as the uses that are being built. Shared parking would be a condition of approval for these uses. The sharing agreements will only be required for lots and uses developed by PEG and would be a condition of the MPD that would be reiterated during the conditional use permit process.

With regard to County involvement in the lots for resort use, Planner Ananth stated that the City has not approached the County regarding use of their lots for resort use. She noted that the County already services and encourages parking at the Ecker lot, which will continue through the County transit service. The City will service Quinn's Junction and the applicant will likely service Richardson Flat for its employees. Planner Ananth confirmed that Richardson Flat would primarily be used for PEG employees for the foreseeable future. If Quinn's becomes full, they could then move overflow ski parking to Richardson Flat.

Commissioner Suesser revisited the issue of reliance on Shared Parking Agreements to discourage parking in surrounding neighborhoods and expressed that the recommendation of Shared Parking Agreements seems insufficient. She inquired about the potential for resorts setting aside funds for parking enforcement in the residential neighborhoods, or installation of signage. Planner Ananth stated that there already is signage and many of the neighborhood

Homeowners' Associations (HOA's) have their own lots. Enforcement of parking in the private lots falls on the HOA's, while enforcement of City street parking falls on the City.

Mr. Braley stated that AECOM continues to work with both the City and the applicant to refine intersection layouts. He noted that Scenario 2b includes exclusive transit lanes in and around the site, which they believe is a good addition to this project. He concluded by stating that they are happy with the progress and the applicant's willingness to receive the comments by the team.

Chair Phillips addressed the issue of sidewalk width at the charging stations. Mr. Braley stated that their goal is to have a minimum width of 12 feet around the entire transit station, beyond any other structures such as benches or bike racks. Chair Phillips commented that during prior discussions, there were comments that the charging stations might not be installed, which would increase the sidewalk width by five feet on the wrong side of the road. He would like to really focus on whether the charging stations need to be in this location, and if they do not, evaluate whether it makes sense to add the extra five feet to the heavier traffic side. He does not want to plan for charging stations if it is ultimately not necessary.

Chair Phillips raised the issue of handling the snow storage and snow removal and commented that this has not been discussed during this process.

A Commissioner asked if AECOM looked at the pedestrian crossings and flow at the intersection of Shadow Ridge Drive and Lowell Avenue to access the lower base. Mr. Braley stated that this intersection would be signalized, and they are assuming that the crosswalks will have plenty of capacity. He noted that the crossing across Lowell Avenue on the south side of the intersection would be a narrow crossing, yet the only vehicles traveling in and out of there would be buses. He expressed no concerns with pedestrian movement in that crossing. The plan calls for minimum 12-foot wide sidewalks in each of these locations, so there should be plenty of capacity. He agreed that some pedestrians would head to the transit center, and some would head to the north towards Building C and the lower base. He reminded that the entire intersection would be signalized, so all movements would be protected.

Commissioner Thimm recalled a prior request for the precedence of where the traffic signalization proposed for this intersection occurs and has worked successfully. Mr. Braley reported that there are many locations where bus movements are protected with bus phasing. He stated that in the southbound direction at this location, there would be a left arrow signal for bus movement only.

It was pointed out by Engineer Robertson that the BRT Line in Utah County along the entire length of University Avenue has center-running bus lanes with left-turn lanes on the outside of the bus lanes. There is bus signalization for transit and left-turn arrows for vehicular traffic. University Parkway in Orem has the same configuration. Engineer Robertson specifically highlighted University Avenue and 200 North in Provo as representative of signalization similar to what is proposed in this plan. He presented to the Commission a map depicting this intersection. Commissioner Thimm noted that the differentiation of signal type is significant.

The applicant, Robert Schmidt, expressed his appreciation to City Staff and AECOM for working collaboratively on moving this forward with solutions that work. He presented to the Commission a view of the previous turnaround at Richardson Flat, and the aerial drone footage of the work they did at the recent onsite meeting. He noted that the on-site meeting gave them

a good feel for size and spacing, as well as the relationship of the buses at the transit center. He noted that they wanted the onsite meeting to answer questions around whether the buses could circulate around each other without conflict and whether they could get within three feet of the curb in a winter condition and still drop their ADA ramps. The drone footage shown to the Commission demonstrates that those questions were answered positively.

They also evaluated whether the buses could get within 6 to 18 inches of the curb line. Some of the approach lines needed to be slightly adjusted by a couple of feet, however, generally they found that there is adequate room for the buses to make the necessary turning movements, avoid conflicts and provide a safe experience. He showed the Commission the scenario showing that buses were successfully able to get into Bay 6, which is parallel with Building B and one of the charging locations.

Mr. Schmidt stated that during the onsite meeting, they discovered that the saw tooth configuration on the east side of the transit center was neither necessary nor desired. Staff felt that that side was more appropriate for the charging stations. There was enough flexibility and maneuverability to stack it in a parallel configuration for charging. Another issue they looked at was whether a bus could depart from Bay 5 and get past the other buses if they were stacked up waiting for a charger. In the field, they were able to demonstrate that there is sufficient room to do that.

Mr. Schmidt showed the Commission a successful test in the field of a three-foot separation between buses in Bays 6 and 7. They also determined that Bay 7 was too far north, so they made a field modification to accommodate the charging by designing a flatter approach into the bay. They made similar modifications in Bays 2, 3, and 4.

Commissioner Suesser questioned whether the careful maneuvering of the buses, as depicted in the drone footage, would actually slow down the buses getting into and out of the transit center. Mr. Schmidt commented that this design is standard for a transit center. The drivers felt comfortable making these maneuvers and expressed that this proposed transit center was very similar to others. Mr. Schmidt showed a successful test for a bus exiting Bay 6 and making a U-turn without conflict.

He explained that they also utilized shuttles to test maneuverability on site. Drone footage of shuttle maneuverability was shown to the Commission. Mr. Schmidt stated that the old plan contained conflicts for shuttle turns, so they flattened out the approach. They also learned that a shuttle driver would only get to about ten feet behind another shuttle, allowing for the front shuttle to be offloading gear from the back.

Mr. Schmidt presented the revisions based on the information obtained from the onsite visit. He also reported that based on discussions with the resorts, they typically see four to six shuttles at any one time, so they feel that there is adequate space to accommodate the expected shuttle traffic. Overall, they were confident that there is more than sufficient room for the shuttles and the buses to maneuver in the transit center. An area for emergency access was identified on the graphic and described to the Commission.

Mr. Schmidt confirmed that the estimate of four to six shuttles at a given time was based on feedback from the resort. A question was raised regarding whether micro-transit could impact this drop-off if it is implemented in this area. Mr. Schmidt stated that if and when micro-transit is implemented, this design provides plenty of options to accommodate it. There is adequate

space in the bus turnaround to add a micro spot at one of the far ends, or it could be accommodated in the shuttle area or within the parking structure depending on the size of the vans. He commented that micro-transit has not been a design consideration presented to them.

Mr. Schmidt addressed the issue of snow storage and stated that there are some areas at the ends, as well as an unused area at the end of the island. They originally programmed the charging equipment to go into that area, but there is plenty of space to install the electrical equipment next to the building, which leaves space at the end of the island for snow storage. They are confident that they can adequately accommodate snow storage.

Snow storage on the Lowell Avenue side was identified in the graphic. Mr. Schmidt identified large landscape setbacks that could be utilized as well. In response to concerns raised about the impact of snow storage on pedestrian movement, Mr. Schmidt stated they would keep snow storage outside of pedestrian areas. He next addressed the crossing and improvements to the sidewalks, as identified by Commissioner Suesser. All of the sidewalks around the transit center, including the stairs, ADA ramp up to the ice rink, and the existing access into the upper resort area, would be re-built. The new sidewalk will be approximately twice the width it is today.

Chair Phillips asked about the reasoning behind the variance in width of the sidewalk and expressed concern about pinch points on the heavier trafficked side. Mr. Schmidt stated there are adjustments they could likely work into the true design. Commissioner Suesser commented that it would be helpful to have the 20-foot wide sidewalk on the development side because it would hopefully encourage pedestrians coming out of the garage to go up to the pedestrian crossing, rather than crossing Lowell Avenue at the light. Mr. Schmidt explained that their analysis showed that 15-foot wide sidewalks are more than sufficient to accommodate pedestrian traffic, especially with the protected crossing at Shadow Ridge Road and a dedicated crossing on Lowell Avenue.

Mr. Schmidt next addressed overall traffic flow and showed the Commission the Geometric Plan. There might be some minor refinements to be made at the intersection of Empire Avenue and Silver King Road, and at the intersection of Silver King Road and Lowell Avenue. The plan includes dedicated bus lanes to the intersection of Shadow Ridge Drive, in and around the transit center, and then out onto Lowell Avenue. He identified the drop-off area along Lowell Avenue, and as mentioned in the TDM they would also have temporary or short-term parking within the parking structures to accommodate drop-offs should there be any issues with capacity. They have looked at providing the drop-off zones close to the pedestrian exits from the parking structure.

Mr. Schmidt confirmed that the short-term parking areas will primarily be located in Building B in the first phase. They would be spread out into the day skier parking in Building E when that structure is completed. He also mentioned that the Parking Management Plan calls for 15 minutes of free parking across the board. Mr. Schmidt stated that the traffic coming in on Silver King Road and Lowell Avenue would not be utilizing the dedicated bus lane. In Section B, there are three lanes of traffic, two of which are dedicated to buses.

The Commission was presented with simulations showing the traffic flow during morning and evening peak times. The simulation depicts vehicle movements pulling in and out of the drop-off area, pulling in and out of the hotel driveway, and navigating the intersections. Mr. Schmidt commented that the simulations also show pedestrian crossings and vehicle movement. He

highlighted that the bus stops are within the dedicated bus lanes, and, therefore, do not impact traffic flow.

In response to an inquiry from a Commissioner, Mr. Schmidt stated that they would have variable message boards advising incoming traffic of available parking. On Parcel E, there is one access point to parking, while at Parcel B there are three access points. They have modeled the plan on the concept that depending on the location and number of available parking stalls, the traffic will flow in a certain way. It was confirmed that delivery trucks will not utilize the drop-off zone.

Mr. Schmidt noted that the simulation shows more traffic on Empire Avenue during the morning peak, which is reflected in the traffic study. Commissioner Suesser asked if they considered signage for skier drop-off zones. Mr. Schmidt responded that way finding would be part of the overall signage package at the resort. There would also be signage for the National Ability Center ("NAC"), the existing resort center, and upper base/lower base retailers.

Chair Phillips stated that signage will be critical, especially for first-time visitors, and asked how signage will be handled between now and project completion.

Commissioner Thimm asked if any sort of modeling was used to arrive at the number and location of drop-off/pick-up locations. He noted that there is a drop-off area near the beginner's chair lifts, and several stow lanes all along what is now Building C. Mr. Schmidt stated that they have consulted with the resort, and the reason that they added the free 30-minute parking within the parking structures was to alleviate any concerns that there were not enough drop-off locations between Buildings C and E. They will watch that as part of the Parking Management Plan during their twice-yearly reviews with the City. If they need to add additional free parking spots in the structure that could be accommodated.

Commissioner Suesser stated that currently, many drop-offs occur at the lower end of the base and she is concerned that the eight spots in front of the plaza are not a good substitute for the number of drop-offs that occur at the side of the hill. She recalled the 1998 Plan that had skier services at Building C, including drop-offs and parking. While the change of use in Building C was acceptable, the loss of skier services and day skier parking and access is a big loss of great access to the lower base. This plan directs a majority of visitors to the upper part of the base despite the fact that most skiers, especially beginners, go to the lower part of the resort.

Mr. Schmidt commented that the proposed drop-off is twice as good as what was proposed in 1998. They are proposing the day skier parking and day skier drop-off in Building E with virtually the same access to the mountain. He also pointed out that the Transit Center as it exists today does not work, and they are proposing a drastic improvement over the 1998 Plan that addresses the needs of "transit first" and the goals of achieving mode splits. He also noted that the 1998 Plan did not detail pedestrian movement around the site, as opposed to the level of planning they put in thus far has surpassed the original expectation of the 1998 Plan in terms of pedestrian access, bicycle access, vehicle flow, and "transit first."

Chair Phillips asked if the short-term parking within the structures will be sufficient to accommodate increased vehicle heights. Mr. Schmidt stated that as part of the preliminary grading plans, they have some room in Building E to accommodate higher vehicles, whereas, in other locations, they do not have the same ability without increasing the height of the building. They have been working hard to keep building heights where they currently exist. He noted that

most modern parking structures must be able to accommodate a minimum of 8'2" for the ADA stalls only. Most parking structures provide between 7'6" and 8'2" clearance. In order to accommodate a Sprinter van, several feet would need to be added.

Commissioner Kenworthy addressed the Average Vehicle Occupancy ("AVO") calculations. He asked for a calculation of the AVO if someone takes an Uber to and from the resort. He noted that the City's goal is to get cars off of City streets and surmised that using ride-share actually increases it. He calculated the AVO at 1.5 with three people in a ride-share vehicle. With a single rider, the ride share AVO is .5 and increases traffic.

It was noted by Ryan Hales from Hales Engineering, that AVO counts the driver as well, so when a ride-share drops someone off, the driver remains in the vehicle for the AVO calculation. The idea is that when people pull into the parking lot, there are opportunities within the Parking Management Plan to provide parking stalls for vehicles with higher occupancy. Additionally, the paid parking rate will fluctuate as the demand increases. They would make adjustments as necessary to increase ridership and maximize the parking ability to increase the AVO for those who are parking.

Commissioner Kenworthy commented that he would expect more traffic on the street with increased app-based ride share use unless there is some sort of mobility program. Mr. Hales agreed that this is something that they will need to adjust as they go and reminded the Commission that the PMP was designed to be flexible and adjusted as needed. After the first season, they will receive good data to help them make necessary adjustments for the next season. Mr. Hales stated that the overall plan is a good starting point. They would want to move from an AVO of 2.3 to 2.7 on an average day and to an AVO of 3.1 on a peak day to meet the City's goals.

In response to a further question from Commissioner Kenworthy regarding access for snowboarders on a peak weekend day, it was noted by Mr. Schmidt that the day skiers create traffic for the day only. Commissioner Kenworthy focused on increased trip generation with ride share. Mr. Schmidt opined that the surmised increase is based on an assumption that is not valid and the small minority would not impact the overall function of the system. Mr. Hales reiterated that they have a plan that will need adjustments as they go. For every single passenger that arrives by ride-share, there are multiple passengers who arrive on shuttles or buses. The work that will be done in the coordination meetings would focus on finding balance to hone in on the best possible solution.

It was noted by Commissioner Kenworthy that the guiding principle is to have this development improve the guest experience for those arriving and leaving the resort. Commissioner Suesser added that many have commented about the current number of cars dropping off and wanted information on what the plan calls for with regards to the drop-offs in Lot C. She stated that PEG has not provided adequate drop-offs given current conditions.

Commissioner Van Dine added that some of the drop-off locations would be moved to Building E. Commissioner Suesser noted that while the additional locations would be helpful, the current drop-off conditions are not even close to accommodating current conditions.

Mr. Hales acknowledged that it does become a little chaotic in those drop-off areas, and what this plan is trying to do is consolidate them and organize them better to reduce the chaos. By putting drop-off zones in the parking structures, they are dispersing them. Mr. Schmidt

referenced the Addendum to the TDM where drop-offs in short-term parking structures are specifically mentioned. Virtually every parking stall on the project is free for 15 minutes, in addition to the stalls dedicated for drop-off. He echoed the comments by Mr. Hales that the Parking Management Plan is a living document that has been designed to be adjusted as needed. Mr. Schmidt stressed that neither PEG nor the resort wants to get this wrong. The resort has contributed to this plan and is very comfortable with it.

Commissioner Thimm noted that the proposal contains a 39% reduction in Parcel B and a 77-stall reduction in Parcel E. Mr. Schmidt stated that these reductions come out of the number of stalls they are proposing but noted that the parking analysis conducted by Hales Engineering shows 196 excess stalls. He stated that the key is to work the TDM to achieve the mode splits in conjunction with the City's improvements in transit service.

Mr. Schmidt next addressed the pedestrian improvements. He explained that there is pedestrian access on 15th Street as well as on 14th Street. They will provide an extension for pedestrian access from 14th Street to Park Avenue. He noted that this is subject to an available right-of-way, but they are committed to making this change.

In addition, they would be installing a sidewalk along Manor Way that will connect to the existing sidewalks to provide pedestrian connectivity to Park Avenue and ultimately to Old Town. He also stated that they would extend the sidewalk along Lowell Avenue to connect to the intersection. There are some utilities that they will work around to make this connection.

Mr. Schmidt stated that they are connecting pedestrian access to the City's existing multi-use trail at the intersection of Silver King Drive and Empire Avenue. He commented that their proposal addresses the improvements to the sidewalks, and reminded the Commission that there are also open space plazas, opened pedestrian connectivity on Parcel B, and significant amounts of open space on Parcels C, E and across Parcel D. They expect pedestrian connectivity to be world-class.

Commissioner Suesser expressed appreciation for the addition of the sidewalk on Manor Drive, as well as on Empire Avenue to the 13th Street stairs. She asked why the new sidewalk around Building C is only five feet wide, given the anticipated number of pedestrians crossing in that location. Mr. Schmidt responded that they assumed that most of the people who make that crossing would continue down towards the plaza.

Commissioner Van Dine questioned this assumption. Commissioner Suesser also expressed that this assumption was not valid given what occurs now and given the 1998 Plan that contemplated this area to be a ski-way. Mr. Schmidt stated that they would look at that further but stated that the intent was to encourage pedestrians to go down to the plaza.

It was also suggested by Commissioner Suesser that mountain bikers would likely use this narrower access way, which further supports the need for it to be 12 feet, rather than five feet wide. Mr. Schmidt commented that they feel that the mountain bikers would use the roadway rather than this pedestrian sidewalk to access the mountain. Chair Phillips agreed that the applicant should revisit increasing the pathway from 5 feet to 12 feet because it presents a more direct route to the snow. Mr. Schmidt stated that they would accept that as a condition, obviating the need to return to the Commission on this point.

Mr. Schmidt addressed the comment in the staff report regarding pedestrian conflicts with the loading dock at Building C. He stated that several months ago, they adjusted the arrivals at the loading dock by eliminating backing movements by trucks in the loading dock.

The TDM and PMP have involved a lot of collaborative work to assemble. Mr. Schmidt expressed that these plans are extensive and cover many strategies and scenarios. They expect that this document would change, adjust and update as they go through the Conditional Use Permit ("CUP") process and operations. He added that there are very few resorts in the country with 10.5 acres at the base, so there is not much in the way of precedent. They have done their best to come up with the best plan, with the ability to adjust as operations proceed.

Mr. Schmidt stated that both City staff and AECOM are comfortable with the TDM and PMP moving forward at this point. He submitted that this plan is far superior to the 1998 Development Plan in a number of aspects. He highlighted the proposed transit center, dedicated bus lanes, mode splits, increased AVOs, and the ability to manage the TDM over time. Additionally, the PMP addresses parking mitigation efforts in the neighborhoods. He noted that this project is less dense than the 1998 Plan, and they are complying with sustainability guidelines, preserving and improving view corridors, and providing substantial open space. He noted that this project doubles the number of beds over the 1998 Agreement and complies with the current affordable housing resolution. By doing this, they are enhancing the quality of life, creating a sense of community, and reducing traffic.

In addition, they have not changed the 1,200 day-skier lot, instead using shared parking for the new uses. The PMP provides strategies for today and in the future. They have enhanced pedestrian transit, as well as bicycle access and facilities, and substantially improved bus bays. Mr. Schmidt expressed hope that the Commission will recognize the level of work that has gone into this plan, and that it is a good project for the base area. It will be an enhancement to Park City and its status as a world-class destination ski town and resort. They would like to move to the next stage of obtaining a conditional use permit that would allow them to get into more details and design.

Chair Phillips called for a short break before allowing public comments.

Chair Phillips asked Planning Director, Gretchen Milliken, to address questions that came in during the presentation.

Director Milliken relayed a question about the assumed drop-off time of three or four minutes and the impact on the required number of drop-off spaces in front of the hotel. A similar question asked about the number of drop-offs/pick-ups for every child, and whether the parking spots allow enough time to collect a child from the slopes, including walking time.

Josh Gibbons from Hales Engineering, stated that if the assumed time for drop-off/pick-ups were to increase, then the drop-off period would increase which is why they recommended that extra space be provided in the parking garages. They have also recommended that on peak days an employee would be present to direct vehicles to the drop-off/pick-up spots in the garage. They would also direct people via wayfinding signage.

In response to a question specific to the drop-off and pick-up of ski teams, Mr. Schmidt stated that such a scenario is accommodated for in the short-term parking or in the drop-off zones. As they adjust the PMP over time, they would make sure that these drop-offs are handled

appropriately. Director Milliken relayed another question about building heights and whether they have to be increased to accommodate the higher parking structure clearances, or alternately, whether the parking structure could be built underground to maintain building heights. Mr. Schmidt stated that theoretically, the parking structure could go deeper, but there are design complications with that that he could not address at this time.

The next question relayed by Director Milliken addressed vehicle exits from Building D since the model showed left-turning vehicles hitting other vehicles. Mr. Schmidt cautioned that what is seen graphically on the model is not reality. Mr. Hales explained how the software works and stated that the dimensions do not always connect with what they are trying to accomplish. The 3D graphic is a simulation only, so when vehicles conflict it is because the size of the vehicles created by the software does not exactly match. Mr. Gibbons added that they optimized the simulation for 3D visualization and made slight changes in the features that may have resulted in some of that conflict.

Mr. Gibbons added that during peak times when there would be higher volume going north on Empire Avenue, the entrance might naturally restrict itself to a right-in/right-out. They have not suggested a median to physically restrict a left turn. During off-peak times, left turns would be easily accomplished.

Director Milliken read a question regarding whether the bus circulation plan allowed buses to turn west onto Silver King Drive when leaving the resort, such as the blue bus line route that was eliminated during COVID-19 transit cuts. Mr. Hales responded that they have not precluded any movements through that location, but they could look at that further if requested. It was noted that the way the plan is drawn, they have channelized the buses to go right onto eastbound Silver King Drive and out of the site.

Engineer Robertson stated that he would confirm with the Transit Department whether they would maintain the blue line.

Director Milliken relayed a question about the surface of the yellow dotted line in front of the resort on the ski-slope side. Mr. Schmidt confirmed that would not be an improved concrete sidewalk in that location, but rather a gravel, summer-type surface.

A further question was raised regarding how bikers would get to the trails since there are no multi-use trails designated to go to the mountain. Mr. Schmidt referred to the pedestrian and bicycling access plan that shows that mountain bikes can access the mountain by riding up the extension of Shadow Ridge Drive to the NAC Building. Access to trails would be as they exist today. Bikes could also be walked across the plazas. He stated that access would be improved as a result of the amenities they are adding at the base.

Director Milliken relayed a question seeking clarification as to why digging deeper underground for parking is complicated. Mr. Schmidt stated that this issue gets into a technical design question and added that the issue of parking garage height centered primarily on micro-transit that would involve a collaborative process with the City.

A question was raised about potential users of the day lockers. Mr. Schmidt stated that they expect transit riders to use the day lockers. They are providing them as a convenience, and a way to incentivize and encourage people to use the buses. They also anticipate that there would be seasonal lockers as well that people can use to store skis and boots.

The last question in the Q&A pertained to the entrance to parking in Parcel B off of Shadow Ridge Drive. Mr. Schmidt confirmed that there would be a single acceptance lane into Parcel B for access from both directions.

Director Milliken reported that all of the questions had been addressed and noted that several comments included in the Q&A would be attached to the next report.

Chair Phillips opened the public hearing.

Debra Hickey stated that she has followed this matter and does not see much change in the proposal. She believes it is a very tight fit to accommodate large numbers of people. The estimate of 35 buses expected to travel up and down Lowell Avenue during peak times results in 70 simultaneous trips. Ms. Hickey questioned the environmental effects of that bus traffic on the Silver King and Shadow Ridge condominiums. She had not heard anything from the City that all of these buses would be electric, but notwithstanding, it seems like an enormous amount of bus traffic dedicated to those lanes.

Ms. Hickey noted that presently there are only two lanes on that road, and she questioned whether PEG would be taking land from the hotel parcel or somehow making additional space to accommodate the third lane. She noted that Mr. Hales repeatedly stated that this plan would develop and change as time goes by, but she expressed that with the tightness of this plan, she does not see much room for changes.

There is no dedicated bus lane from the high school into the resort area, so she does not see that as an improvement in travel time. Asking people to ride buses in traffic is not a good idea. She offered that more HOAs and hotels will all develop their own shuttle, which will increase shuttle drop-offs. She does not see any additional room for increased shuttles in the area. The four or five spots at the upper transit area are not enough for the number of people who want to visit the mountain. She would like to know if they would be expanding the size of Lowell Avenue for three lanes and whether there would be a transportation study on how that will affect the neighborhood.

Nicole Deforge spoke on behalf of the coalition of neighborhoods, businesses, and homeowners. She echoed the questions and concerns raised by the Commissioners. She stated that their first concern is the general lack of mitigation for the impact on the neighborhood. Land Management Code ("LMC") Section 15-6-6 requires the developer to mitigate the impact of the development on the surrounding neighborhoods. AECOM notes in their report that congestion on Empire Avenue, particularly during the P.M. peak, impedes access for adjacent residents despite the City's General Plan objective to decrease destination resort impacts on surrounding residential communities. Ms. Deforge stated that no reasonable mitigation efforts have been proposed.

The mode-split depends on many assumptions that cannot be documented by evidence at this point. If the mode-split is not achieved, there could be as many as 13 intersections in the neighborhood with failing levels of service. Even under the best of scenarios, the east B access at Empire Avenue would still receive a failing grade. She stated that Empire Avenue is of particular concern after watching the animation presented during this meeting. The changes that were purportedly made to accommodate the homeowners access to their neighborhoods

has resulted in a situation where all of the access to the Parcel B parking will come through Empire Avenue.

Ms. Deforge highlighted the comments of Commissioner Van Dine that people would not access the parking through Lowell Avenue when they can access it through Empire Avenue. Lowell Avenue would become primarily a bus transit roadway with some drop off locations. She urged the Commission to review the animation again to see the amount of traffic on Empire Avenue. Ms. Deforge stressed that this small residential street would become the major access for everything other than bus transit. Ms. Deforge offered that a way to mitigate these impacts would be to prohibit left turns from Shadow Ridge Drive into the parking garage, and perhaps the same off of Empire Avenue. She stressed that Empire Avenue is the one residential street in the area that already has a failing grade. This plan would make it worse.

In furtherance of Commissioner Kenworthy's comments regarding Uber traffic, Ms. Deforge expressed concerns over the responses provided. With regards to the comments that an Uber driver would be looking for a return fare during the peak hours, she questioned who would be leaving or arriving at the ski resort at those times.

She also expressed concerns over the response by Hales Engineering regarding the AVO for ride-shares. She stated that if the AVO takes into account the driver, the numbers would be skewed because the ride-share driver should not be counted. This would artificially increase the AVO and impact the other assumptions and result in bad modal splits, and worse circulation and traffic congestion. Ms. Deforge discounted the claim that the plan could be adjusted, stating that once the project is built, there would be no flexibility to increase parking, change the transit center, or increase drop-off zones. She added that the presence of the hotel would be an Uber magnet, and that increased traffic is not accounted for in this plan.

Ms. Deforge touched on the City's claim that they have the right to limit ticket sales if this plan does not work. They cannot have such a limitation in this development agreement unless Vail is a party to the agreement. Restrictions on PEG and its successors could be run with the land, but they could not enforce any ticket sale restriction on Vail unless they are a party to the agreement. PEG has conceded this point and asked for that condition to be removed. Everyone agreed that this plan is based on many assumptions that cannot be documented, so they need a more concrete way to implement and enforce the plan.

Ms. Deforge addressed the concerns of City staff and AECOM over the location of the loading dock in Building C. Staff suggested that the only viable alternative would be to put this dock in Building E, but they do not explain whether that has actually been considered as an alternative. Ms. Deforge also mentioned the possible alternative of locating the loading dock on the Shadow Ridge extension on the south end of Building C. If the loading dock is going to stay where it is, they would like to see a condition of approval limiting the hours of delivery so that there are no deliveries during peak hours. With regard to the size of the drop-off in front of the hotel, Ms. Deforge questioned the claim that it could be expanded if it is found to be insufficient. Every space shifted into the parking lot reduces available day-skier parking. She noted that PEG-provided shuttles are not mentioned in the TDM, PMP, or the current Staff Report. There is also no mention of a 24/7 shuttle to the airport, which would be required by the General Plan. The Planning Commission has repeatedly observed that the proposed shuttle drop-off area adjacent to the transit center is inadequate given the existing drop-off area is already at capacity. Reduced parking, more expensive parking, and offsite parking would lead to more shuttles. This needs to be revisited since once it is in place it cannot be expanded.

Ms. Deforge highlighted the staff comment that the Construction Phasing Mitigation Plan needs more detail, including neighborhood mitigation strategies for both general traffic and construction traffic. At a minimum, these additional details must include who is responsible for enforcement, the penalties for non-compliance, and traffic circulation for the first year of construction. She commented that the applicant wants to further delay providing a more detailed TDM and PMP, despite it being required during the MPD process. Ms. Deforge expressed concern over the annual management plan and how it would be implemented as well as methods for enforcement.

With regard to the Mountain Upgrade Plan, Ms. Deforge stated that it is required at the MPD stage, yet PEG has provided nothing for review stating that it is a process unrelated to the application before the Planning Commission. Ms. Deforge stated that this plan does contain improvements over the 1998 Plan, but there are also elements that are not; what needs to be shown is that the current plan functions and works now and will work into the future.

Tana Toly wished to highlight the reliance on public transit. She referenced page 38 where it states that Hales Engineering collected data to identify how people would arrive at a ski resort. Hales noted that 57% of people used a vehicle, 18% utilized shuttles, 15% used Uber, 9% used a black car, and .6% used transit. She questioned how they would convince 99.4% of resort users to now take public transit. She expressed concern with the statements that there are no plans to modify the intersections on State Route 248, and the plan for a light at Richardson Flat. She is baffled that the City is not addressing the choke points in town before they approve this project.

Ms. Toly highlighted the statements that there are no exclusive bus lanes after the high school leading to the resort and no exclusive bus routes from Kimball to the resort. She also noted the statements about the lack of discussions with the County about having a bus exclusive for skiers from the County park and rides. If Richardson Flat is to be used exclusively for PEG employees, she questioned where there would be parking for skiers and small business workers who do not work for Vail. There are thousands of people who come in every day that do not work for Vail Resorts. No consideration has been given to streets south of the resort and this plan completely ignores the entrances to the south of the resort via 8th and 10th Streets.

Jennifer Adler focused her comments on the Thaynes Canyon neighborhood and stated that she has not seen anything in the plans that were an improvement on impacts to that neighborhood. She is not convinced that signage would be effective in preventing people from accessing 400 stalls at the end of Three Kings Drive. As a resident of the area, she would like more reassurance. Ms. Adler stated that for years parking at the base of Park City Mountain has been free. With paid parking, there would be nothing to stop people from parking through Thaynes and walk to the mountain and Silver Star lift. She expressed that it would be unfair to the residents to require them to enforce parking in the neighborhood. There needs to be a better plan around parking enforcement.

Ried Schott is involved with retail and commercial tenants at the resort. He expressed concern about the plan to provide parking for Vail employees only. In the 1998 Agreement, there was an allowance for parking for approximately 100 employees. There needs to be some accommodation for parking at the resort for management personnel and some employees. He has discussed this with PEG, who stated that it is up to Vail as part of their management of the

parking. The fact that there is no designated employee parking at the resort is a problem that should be addressed.

He also raised the issue of small management companies that have a need for short-term parking at the resort to accommodate housekeeping and repair personnel. He expressed that there has not been a concerted effort to address that need, especially in Parcel B. Mr. Schott stated that PEG should be recognized for the work they have done in creating a transportation center that seems to work. On the other side of the transportation center, there is a drop-off area that he would like to be looked at more carefully. He questioned whether there should be a separate drop-off for Lyft and Uber.

He stated that the multi-use trails and pedestrian walkways need to be looked at more closely since it seems to separate the current new development from the existing resort center. He opined that a better connection between these two areas is needed. There is no multi-use trail that comes up to the current resort plaza and no pedestrian walkways in that area. He stated that based on prior discussions, he felt this would be addressed. Whether the NAC might actually facilitate the use of walkways or discourage them needs to be reviewed.

During a break in the public comments, Commissioner Kenworthy asked about the hurdles that the applicant and Vail would have in securing satellite lots in the County's jurisdiction. City Attorney Mark Harrington stated that they are currently working through those issues through consideration of an inter-local agreement as the County memorializes the formality of their new district. The inter-local agreement would presumably address the joint ability to route or use some of those lots. This falls within the Staff's approach of adjusting this plan as necessary. As this matter moves forward, they would address the contingencies of what reliance would be necessary on those third-party contracts, whether it be a school district contract.

Mr. Harrington reminded the Commission that they have had the same condition with the school district for the past 20 years. The final conditions of approval could address that contingency of reliance on an Interlocal Agreement. Mr. Harrington stated further that the inter-local agreement would, at a minimum, frame the process for the requests involving the City, Vail, and/or the applicant. They could then adjust from there. The commonality of maximizing the use of these lots for traffic mitigation is the common goal. He noted that City Staff has a fair amount of confidence that all parties would be on the same page.

Commissioner Kenworthy asked whether there is already a draft agreement for Richardson Flat. Mr. Harrington stated that the City has a standard agreement for park-and-rides but does not believe that has been circulated as of yet. He stated that he could easily finalize the agreement, as he would not expect significant variation from other agreements in place.

With regard to the potential expansion of the Richardson Flat, Mr. Harrington stated that is still variable, as is the Hideout situation on the periphery, which goes to a referendum next week. There are additional possible improvements depending on which way the City's litigation or the Hideout annexation plan goes. UDOT is heavily involved in operating those access roads and potential interchanges if additional development in that area does occur. If it does not, then the City would have ample opportunity to address options for expansion of Richardson Flat. He stated that staff is relying more on the Quinn's Junction lot as well since for other access reasons, it is a more preferred location.

Lisa Paul addressed the parking garage access at Building D. She commented that Powder Point has balconies and a Jacuzzi at that location, and she expressed the need for a pollution study on cars utilizing that access point. She stated that this project is not supposed to impact the neighbors as much as it is. Lot D is the only lot that could push over towards the golf course. She also inquired whether the parking garage access could be shifted to Lowell Avenue. If changes in this access are not possible, she requested a sign that restricts turning movements out of that garage.

Ms. Paul also stated that even with free parking, there are parking issues in the neighborhoods. When the City utilized the police during the Sundance Festival, it was just enough of a deterrent against people parking in the neighborhoods. She suggested that PEG set aside monies for a uniformed presence in the morning to dissuade people from parking in the neighborhoods. She stated it is not fair to dump enforcement on the private property owners when they are not creating the problem at the base.

Ms. Paul stated that it would be prudent to wait until the analysis discussed by Planner Roy is completed, since there are so many different aspects to the transportation plan that requires that everyone work together. She suggested taking the time to let these things occur to make sure that they rely on assumptions that are accurate. She also asked if all of the buses would be electric since this plan brings more congestion to Empire Avenue. She also inquired whether additional buses would be purchased by the City to be used for resort transit. Ms. Paul asked whether the construction of the transit center, dedicated bus lanes and signals, and Building B would take place at the same time.

She agreed that the outside lots need to be finalized because they cannot change them after they are constructed. Ms. Paul expressed that she does not understand why they would construct a development before the traffic methods are already in place. This development has already waited 20 years, and she questions why they cannot wait a couple more years to get this right. Ms. Paul stated that while she appreciates the work that PEG has done, she is disappointed with what she sees on this plan. She mentioned the exceptions for building heights and noted that while she understands the economics involved in this project, someone should analyze the density if building heights were kept at 35 feet. She also referenced the building moratorium in Oakley due to the drought and questioned whether that has been considered as part of this project. Ms. Paul disagreed that this development, as it presently stands, would enhance the neighborhood.

Justin Keys represented the Three Kings Neighborhood Association. He expressed appreciation to PEG for their efforts to mitigate traffic issues but stated that he is concerned with the assumptions that have been made. He noted that the risk associated with the TMD and PMP is that if they do not work out, the area could be in a worse situation than they are now with regard to parking, without the ability to correct it. He commented that many of the risks could be mitigated now before the development is in place. Leaving items for future review and discussion would be risky because if changes need to be made in the future, the buildings cannot be re-built. He understands PEG's position that the City has to make transit improvements apart from this development, however, this argument ignores the fact that it is PEG's responsibility to include the City's transit plan as part of their proposal.

Mr. Keys commented that PEG is not proposing to build 1,000 parking stalls required under the development agreement and the LMC because they think their TMD and PMP will work. He questioned what happens if the plans do not work. If the City cannot purchase the necessary

buses, or the inter-local agreement falls through, what will happen is that people will drive to the resort area and park in private neighborhoods. He was concerned with staff's comments that parking enforcement is the responsibility of the neighborhoods. The adjoining neighborhoods and landowners are the ones who are bearing the risk of this going wrong. He suggested that five years down the line, Vail would not own the problem and undertake to solve it. While he appreciated what PEG was proposing, and while he is on board with the traffic plan that the City is putting together, he did not agree that under the current Code that they can just rely on the assumptions and not mitigate the potential downsides to the surrounding neighborhoods. There needs to be some way to ensure that this does not happen down the road because they cannot add parking after the buildings are constructed.

Jeremy Rubell stated that for "transit first" to be a priority, it must be convenient. For example, if someone wants to take the bus from the Thaynes neighborhood at a peak time, they will have to go to the Three Kings area. He questioned whether the transit plan would really drive people to use the services. People walking in areas with no sidewalks or multi-use paths create a safety issue. Mr. Rubell stated that they need to look at things from a bigger perspective and look at the impact on the surrounding neighborhoods that might not be as obvious as those around the main arteries. He also stated that he is hopeful that they do not plan anything that would preclude expansion of transit options or multi-use paths just to meet the immediate needs.

Deb Rentfrow echoed the concerns raised by the prior speakers. She commented that assumptions are being made without verifiable data. AECOM stated in earlier meetings that for scenario 2b to work, they need to reach an AVO of 3.0 or more. She stated that the applicant is admitting that their target AVO is 2.7 and hopefully at 3.1 on peak days. The applicant, however, does not have any verifiable data to show that could be achieved. Ms. Rentfrow referenced page 62 of the plan that discusses arrival/departure times. The applicant states that 59% of cars arriving at the valet-only hotel parking during a Saturday morning and only 41% leaving. This seems to contradict standard check-in/check-out times for hotels.

She also referenced the data on page 40 that shows a decrease in parking needs on Parcel C between 4:00 a.m. and 9:00 a.m., which seems to suggest people leaving the hotel during early morning hours. She offered that most people would likely check out and then ski for the rest of the day. The basis for the applicant's AVO calculation would not be an adequate statistical sampling to draw any conclusions or make any decisions on mitigation or implementing changes to the plan. Ms. Rentfrow echoed the concerns expressed by others regarding enforcing changes after the project is constructed.

The shuttle drop-off at the south end and opposite the transit center used to hold 8 vehicles. The plan reduces it to 6 vehicles and is labeled a general-purpose drop-off zone accessible to Building B residents and visitors. AECOM previously recommended a separate drop-off zone for ride-shares. Ms. Rentfrow mentioned that the applicant's comments regarding sidewalk width in the transit center would be based on the assumption that setback requests were granted. If the setback request were not granted, then the sidewalk widths would not necessarily be 20 feet. She expressed concerns with the simulation and highlighted that it shows five people crossing at the signal, which was a concern previously expressed by AECOM.

Ms. Rentfrow referenced Planner Ananth's comment that other pages regarding the Construction Mitigation Plan were not to be included in the packet. This is concerning because the Phase 1 Construction Mitigation Plan shows the transit hub and intersection being

developed, however, it does not show traffic circulation. Phase 2 does include traffic circulation and it clearly shows the buses using Empire Avenue and Shadow Ridge Drive to get to the transit station, rather than using any dedicated bus lanes on Silver King Drive or Lowell Avenue. This continues until the final year of the build-out, which is 2026-2027. It concerns her that they would not have dedicated bus lanes in Phase 1.

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

Commissioner Suesser asked how many of the 1,721 parking spaces proposed by the applicant are above-ground. Mr. Schmidt stated that they have not done an above-grade stall count.

Planner Ananth invited the Commission to identify any issues that they would like addressed at the July meeting.

Chair Phillips stated that the applicant has done quite a bit of work on this plan, and there are many professionals who have worked on this that agree that this plan would work. He acknowledged that there is no guarantee that every element will work, but there is a commitment to work together in the future. He does not view this as just dealing with issues at a later date; rather, he sees a team of professionals who state that they can address these issues at the CUP level. He stated that, in general, he is in agreement with everyone who is advising the Commission at this point. Chair Phillips suggested that the Commission give the applicant and City staff the direction they need to move forward.

Commissioner Thimm raised issues that he would like to discuss at the next meeting. He stated that he believes that architectural heights have been addressed satisfactorily. He does not disagree with the 20% modified modal split but stated that the TDM initiatives need to be conditioned and periodically checked. The conditions need to be carefully written. The bus layout seems to be working. He appreciated the full-scale mockup and the flexibility of the applicant in using that as a laboratory. Commissioner Thimm questioned whether this location for bus chargers is necessary as opposed to some other location.

Commissioner Thimm stated that circulation has evolved to the point where it works in concept, and further development would be expected as further approvals are sought. He expressed concern over what Building C does to public access to the base of the mountain. The connection to the intersection of Shadow Ridge Drive and Lowell Avenue is a key node. He stated that with a better understanding of the proposed connection, it is described as a pedestrian plaza path, and he opined that the path needs to be more robust and provide access at the east edge of the mountain base to Silver King Drive.

Commissioner Thimm commented that the plan for the drop-offs improved with the added locations as presented at this meeting. That said, the drop-off stalls need to be factored into the parking model. He sees this as a new use that has been added and should be addressed. The drop-off stalls and circulation areas should have increased vertical clearance areas in the garage. He stated that a minimum garage height would not work since he expects that it needs to accommodate vehicles with Thule storage containers and ski racks.

He stated that additional discussion might be needed in a public hearing regarding construction mitigation and circulation, as well as a presentation on the phasing of the project and how traffic circulation and parking would be handled on an incremental basis to avoid loss of the uses they presently have.

Commissioner Suesser expressed her agreement with many of Commissioner Thimm's comments, particularly with regards to adding the skier drop-offs to the parking model. It is an additional use that should not take up any of the 1,200 spots. With regard to parking and what is required under the LMC and the 1998 Agreement, she could see eliminating the 600 extra spaces added into the 1998 Agreement, but she does not see any justification for the reduction in parking from the minimum required under the LMC. She would like to see 2,223 stalls rather than the 1,721 stalls proposed by the applicant. Commissioner Suesser stated that a big concern is the under-parking of the hotel. She did not see a justification for that and expressed concern that the parking needs of the hotel would spill over to Building E and impinge on the day-skier parking.

She noted that the applicant must demonstrate how they have conformed to the General Plan objectives, the Findings of Fact and Conditions of Approval from the 1997 approvals, the 1998 MPD, the critical priorities of the City Council, and the LMC. This must be done as part of this MPD review process.

With regard to the City's General Plan objectives, she stated that the applicant has only partially met objectives 1 and 7. The other objectives are lacking. She also stated that the applicant's plan does not adequately address the critical priorities of the City Council as presented. If the applicant makes changes to the pedestrian access ways, particularly around Building C, keeps the trail widths as represented, and adds more bike access to the mountain and decent access into the garage, they might meet that priority.

Commissioner Suesser stated the applicant still must address 1997 conditional approval items 3, 8, 9, 13, and 14. She agreed that conditional approval items 13 and 14 are needed so that if adequate parking is not provided to handle peak day parking requirements, the City has the right to restrict ticket sales under a parking mitigation plan. She stressed that they need that hammer to ensure that the parking works.

She agreed with the Planning Department that the Construction Phasing Mitigation Plan should be updated with all details listed in the June 15 Staff Report. She also agreed with the recommendation that the applicant and Vail Resorts provide a Traffic and Parking Operations Plan that includes all of the details listed in the June 15 Staff Report. If the project is approved, Commissioner Suesser agreed that the Traffic and Parking Management Plan and the Construction Phasing Plan need to be reviewed and modified as necessary with each phase of development during the CUP process for each parcel.

She stated that the applicant has not addressed the 1988 Mountain Upgrade Plan and the requirement that the resort have adequate parking and mitigation for any expansion of lift capacity. The applicant has also not addressed the fact that they are not including the 450 parking stalls that the resort regularly uses from the high school.

Commissioner Suesser stated that the applicant needs to meet LMC Section 15-6-5(G) regarding site planning because the pedestrians and bicycles are not adequately separated from vehicle circulation. She noted that pedestrians cross in front of two express bus lanes at two places on Lowell Avenue, which is not adequate separation under the Code. She remarked that the applicant still has not met Land Management Code Section 15-6-6 because there are no design plans for mountain bike access to the resort. She agreed with staff's recommendation that the applicant and Vail need to advance the multi-modal transportation

options and consider off-site parking options, including making payments in lieu of contributions at Quinn's Junction and potentially outside the City limits to try and keep traffic outside of Park City. This should potentially be a condition of approval.

It was noted that the applicant has not met Findings of Fact items 6, 9, or 13 from the 1997 approvals.

Commissioner Hall agreed with Commissioner Thimm that they should discuss the height for the parking garages as well as whether they should allow drop-off stalls to be counted as part of the parking stalls. Based on the application as presented at this meeting, she does not see a justification for a reduction in parking stalls. She stated she would approve a reduction if there were a better plan in place to move day skiers and commercial users to the base. She would also like to see the updated Construction Plan with each parcel, so they could evaluate how it could be improved as each phase occurs.

Commissioner Hall also questioned the 450 stalls from the high school, especially since historically they only needed that overflow for the holidays and weekends. She would also like to know the split between above-grade and below-grade parking. She inquired as to whether it would be feasible to change the lane configurations depending on the time of day. Commissioner Hall also desired to see more details regarding amenities for the bus stop. She would also be in favor of trying to fit in eight buses rather than six. More details regarding deliveries, trash, and general services are needed for the loading docks.

She asked if there would be a buffer between the sidewalks and the roads and between the multi-use trail and the roads and would prefer to have a barrier between the road and the pedestrian walkways and the multi-use trails. She would also like to see the walkways be wider than five feet. Commissioner Hall raised the prospect of bike valets in the parking garages or some sort of covered bike stall parking. She would like to understand the enforceability of Vail being party to the parking plan since they are not part of this application. She understands that they cannot enforce something with a third party. With regard to off-site parking and shuttles, she would like to see more information on that aspect, and it would be helpful to have someone from the County provide input. If they are relying heavily on the offsite parking spaces, this needs to be a bigger focus of this application.

Commissioner Van Dine expressed her agreement with many of the comments raised by other Commissioners. She added that she has concerns with the shuttle drop-off areas, especially with the increase in the number of shuttles that will likely occur. She also raised concerns over snow storage in those areas. Overall, she agreed that the traffic circulation plan is better but stressed the importance of signage and wayfinding. She appreciated the public comments around finding ways to keep people out of the neighborhoods. The exit at the Parcel D garage needs to be looked at given people trying to make left turns. Forcing a right turn just puts more traffic onto Empire Avenue, which is not ideal for traffic circulation.

Commissioner Kenworthy agreed with the comments of the other Commissioners that the County needs to be part of these discussions. The County holds many keys to the mitigation that they are looking for in terms of the City's "transit first" goals. He has not heard anything about a satellite parking lot in Park City. He also stated he has not heard enough about the mobility plan. He queried whether staging areas at the resort are needed for shuttles and ride-share vehicles, or whether staging areas should be put elsewhere in the City. How shuttles translate into the AVO needs to be explained. He stressed that he is not looking for 100%

certainty on the mitigation efforts, but they have to do better as a team. He was disappointed in the plan and did not see it as a team effort. He commended PEG who has listened and made a lot of compromises and advances, but he expressed that there is a lot more that could be done to do this right. He wanted more certainty as to how this plan would work and who is willing to step up to get the transportation and parking plan as good as it can be.

Commissioner Kenworthy stated that incentives for employees are necessary and have not been addressed. They knew density in the resort center would be increasing 20 years ago and they have had these transit goals for five to 10 years. He is not confident that the "transit first" plan would now come together simply because there is an application before them. He wanted to see more and he wants to see it work. They want the community thrilled about this project and rushing it through with the concerns expressed by each Commissioner is not the answer.

Commissioner Kenworthy stated that he wants more information from the County, more information on micro-transit, and more information on employee incentives. He wants to know what is being done with the choke points that have been identified in reports for 10 years. If the guiding principles regarding green space that govern the City remain, he questioned what happens if they fail with this project. He stressed that he needs certainty that they have done everything they can to get this project right. Transportation and parking should be the first issue addressed, not the last.

Commissioner Kenworthy stressed that he was not pleased with where they are with transportation and parking.

Commissioner Johnson stated that the other Commissioners addressed his concerns.

Mr. Schmidt stated that PEG has been working on this project for over three years and have made many changes to the transportation plan and the architecture all in an attempt to get to a point where they can move forward with the project. He disagreed with Commissioner Suesser regarding meeting the objectives of the General Plan. They have met the goal of increasing opportunities for public transit. They have proposed a complete re-build of the transportation network around the resort center, added sidewalks, pathways, pedestrian crossings, and signals to improve safety. He also stressed that they have implemented alternative parking locations with public transportation connections. He encouraged the Commissioners to read the TDM and PMP, which contain significant details regarding how they are accomplishing these goals.

Mr. Schmidt stated that they have developed traffic demand management strategies to decrease vehicle traffic and improved multi-modal connections between the resort center Main Street, Deer Valley, and the Bonanza Park areas. He stated that the proposed improvements to the roadway system decrease resort impacts on surrounding residential neighborhoods. The improvements in and of themselves are a mitigation to the surrounding neighborhoods. The PMP details the strategies that would be taken in conjunction with the City to mitigate parking impacts in the surrounding neighborhoods. They have discouraged resort through traffic on Three Kings Drive by adding islands.

Mr. Schmidt also described how the plan meets the provisions of the LMC with regard to pedestrian and bicycle circulation. Staff is in agreement with the Geometrics Plan and Circulation Plan. Using generally accepted engineering principles, there are separations from the pathways and protected pedestrian crossings. They have addressed snow storage on their

landscape plans. Trash and recycling containers have been addressed on each parcel. They have more than adequately met the condition of drop-off zones.

Mr. Schmidt continued by stating that the requirements for access and loading docks have been met. He stated that they have made every effort to address the concerns of the Commission and he does not know where this process ends. He expressed that they have gone beyond the MPD process and into the CUP process in terms of the standards and what they are being asked to provide.

Mr. Schmidt stated that they need to know if they have an approvable Master Plan because if they do not, they should just take a vote and move on. He commented that based on the discussions tonight, he is not sure where they stand. He reiterated that they have met the standards of the MPD requirement. They are proposing a world-class improvement to a world-class resort. It is problematic that he is getting resistance based on 'what ifs.' PEG is excited about this project and they know it is a complicated one. They want to get this project right and they are confident in the plans presented.

Chair Phillips reiterated his prior statements that there is agreement amongst the professionals regarding this plan. The City set goals regarding modal hierarchy and modal shift to reduce traffic. By building more stalls, you are building more traffic. He feels strongly that the reduced parking is in the best interest of the City and would fit within its goals. He expressed his belief that the satellite lots would kick start this process and would go hand in hand with this project.

Chair Phillips stated he would rely on the professionals and their conclusions but stated that there are details that need to be refined. The applicant has demonstrated the willingness to work with the City to address these concerns. He pointed out that this is the tenth meeting and everyone needs to know this process will move forward towards an endpoint. He noted that much of the discussion is going beyond the MPD and getting into the CUP process.

He expressed his agreement with many of the other Commissioner's comments, but he is trying to move this along. He asked Planner Ananth if there is anything else that they need to prepare for the next meeting. Planner Ananth clarified that for the July meeting, they would focus on some of the details, including involving the County, addressing the parking garages, and construction phasing and mitigation. She anticipated working on Conditions for Approval with a target in August. Chair Phillips noted that they are looking at amending the Development Agreement that currently exists. In the end, they are looking at whether this is an improvement on what was done previously.

Planner Ananth stated they would address the specific questions and concerns raised during this meeting. It was noted that they would focus on drop-offs, construction mitigation circulation and phasing, inner City mobility, and information from the County as to their vision for access through their corridors. They would target these more at the MPD level, rather than the CUP level.

5. ADJOURN

MOTION: Commissioner Johnson moved to adjourn the meeting.

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



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JUNE 23, 2021**

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

EX OFFICIO: Rebecca Ward, Senior City Planner; Spencer Cawley, City Planner; Browne Sebright, Planner II; Gretchen Milliken, Planning Director; 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:

Public Notice is hereby given that the Planning Commission of Park City, Utah will not 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, June 23, 2021. The Chair has 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 Minutes from June 9, 2021.

Chair Phillips reported that he had one small correction to make to page nine of the June 9 minutes. He noted that The word “high line” should be “Highline” instead.

MOTION: Commissioner Suesser moved to approve the Planning Commission Meeting Minutes from June 9, 2021, as amended. Commissioner Hall 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 reminded the Commissioners that the next Planning Commission Meeting would be a PEG Session. It would be held on July 21, 2021. The next Regular Planning Commission Meeting was to be held on July 28, 2021. Director Milliken reported that the PEG Session would be virtual and the July 28, 2021, Planning Commission Meeting would be held in the Council Chambers.

There were no additional comments or disclosures.

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.

City Planner, Spencer Cawley discussed the Conditional Use Permit request. Staff requested that the Planning Commission open a public hearing and continue the item to the July 28, 2021, Planning Commission Meeting. The applicant had additional information related to the final plans and that information had not been submitted in time for the current Planning Commission Meeting. Mr. Cawley reported that the applicant was Kara Subleski from Smartlink Group on behalf of AT&T Mobility.

Commissioner Johnson wondered if the applicant was aware of the proposed development in the parking lots. He noted that the Lowell Avenue building is approximately 50 feet tall and Parcel B would have 85-foot buildings and Parcel C would have 103-foot buildings. That would affect their reflectors pointing to the north all the way through the compass to the east. He believed that would impact the coverage maps that were included in the application. Commissioner Johnson wondered whether the applicant had considered and accounted for that. Mr. Cawley noted that he could share those concerns with the applicant and discuss the matter further.

Further discussions were had about telecommunications sites. For instance, the locations of T Mobile and Verizon as well as potential future sites. Commissioner Johnson expressed concerns related to coverage to the community as a whole. He wondered if it would be possible to raise those concerns with the applicant. Commissioner Suesser felt that the development could significantly impact the community. It was something that needed to be taken into consideration. Chair Phillips believed the comments shared by Commissioner Johnson would help to better inform the applicant.

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

MOTION: Commissioner Van Dine moved to continue the application for 1335 Lowell Avenue – Conditional Use Permit, to the July 28, 2021, Planning Commission Meeting. Commissioner Suesser seconded the motion.

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

B. 199 Daly Avenue – Steep Slope Conditional Use Permit – The Applicant Proposes an Addition to a Significant Historic Structure on a Steep Slope in the Historic Residential – 1 Zoning District. PL-21-04837.

Chair Phillips believed Steep Slope Conditional Use Permits had been made administrative. He wondered why the item had been brought to the Planning Commission. Senior City Planner, Rebecca Ward explained that the code established an administrative process for smaller lots. However, lots of a certain size continued to trigger the Planning Commission review process. The application was also tied to a Historic District Review. Staff asked that the Planning Commission conduct a public hearing and continue the item until the July 28, 2021, Planning Commission Meeting. This would allow the Historic District Review to be finalized.

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 199 Daly Avenue – Steep Slope Conditional Use Permit to the July 28, 2021, Planning Commission Meeting. Commissioner Van Dine seconded the motion.

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

C. 140 15th Street – Frontage Protection Zone Conditional Use Permit – Proposal to Construct a Single-Family Dwelling Within the Frontage Protection Zone (FPZ). PL-21-04842.

Planner II, Browne Sebright reported that he joined the Park City Planning Department in April 2021. He reviewed the Frontage Protection Zone (FPZ) Conditional Use Permit for 140 15th Street. The applicant was proposing a new single-family residential home on a vacant lot in the Recreation Commercial (RC) Zone. The property was located along 15th Street between Park Avenue and Woodside Avenue. Planner Sebright shared a map with the Planning Commission for reference. He explained that the location of the lot was within 100 feet of Park Avenue and was within the FPZ. As a result, it was subject to the provisions of the Land Management Code Section 15-2.20-2.

The proposed single-family dwelling was associated with the Hulbert Subdivision, which created four lots in total. Three of those lots were currently vacant and one contained a historic structure. Mr. Sebright shared an overview of the approved subdivision plat. The property discussed at the current Planning Commission Meeting was Lot 2. Staff had analyzed the proposed development and determined that it complied with the RC Zoning District requirements. The purpose of the RC Zoning District was:

- To allow for the development of accommodations in close proximity to major recreation facilities;
- To allow for resort-related transient housing;
- To encourage the clustering of development in order to preserve open space, minimize site disturbance, and minimize construction impacts on City services;
- To provide opportunities for variation in architectural design and housing type; and
- To promote the development of buildings that reflect the traditional architectural patterns of Park City and to design projects that relate to the mining and historical architectural heritage of the City.

Mr. Sebright shared a table that outlined the RC Zoning District requirements. Staff determined that the proposed development met all requirements. However, there had been some concerns related to the window well and a side yard setback at the time the Staff Report was published. The architect had since removed the window well and relocated it to a rear setback. He shared an overview of the submitted plans for the proposed development, which included the site plan.

Staff also analyzed the proposed development against the requirements of the FPZ and determined that it complied with all FPZ requirements. The purpose of the FPZ was:

- To preserve scenic view corridors;
- To preserve and enhance the character of Park City's entry corridors;
- To provide a buffer between development and highway uses; and
- To allow for future mobility improvements on the corridors.

Mr. Sebright shared an analysis that outlined the applicable sections of the FRZ to the property. It included the following requirements:

- All construction activity within 100 feet of the right-of-way required a Conditional Use Permit and would be subject to design review criteria;
- Must minimize curb cuts on Park City's primary highways and streets; and
- All fences within the FPZ must be a permitted type.

The proposed development met all of the above requirements. Staff also analyzed the proposed development against the Conditional Use Permit criteria and determined that the project was in compliance. As stated in the Land Management Code, the Planning Commission shall approve a Conditional Use Permit if reasonable conditions are proposed or could be imposed to mitigate the reasonably anticipated detrimental effects of the proposed use, in accordance with applicable standards. The Planning Commission could deny the Conditional Use if the proposed use could not be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards.

As outlined in the staff report, the proposed development complied with the criteria of the Conditional Use Permit. It also complied with all applicable criteria, including size, location, traffic and utility capacity, emergency vehicle access and off-street parking, fencing, screening, landscaping, building mass, bulk and orientation, and useable open space. The proposal also complied with the criteria for signs and lighting, physical design and compatibility, noise and nuisances from mechanical factors, control of delivery services, and consistency with all other zoning overlays in the General Plan.

The Development Review Committee and Planning, Engineering and Legal Departments had all reviewed the application. Staff did not receive any public input at the time the staff report was published and staff recommended that the Planning Commission review the 140 15th Street FPZ Conditional Use Permit, hold a public hearing and consider forwarding a positive recommendation to City Council. Alternatively, the Planning Commission could forward a positive recommendation, conditioned or amended, or the Planning Commission could forward a negative recommendation to City Council and direct Staff to make findings for that decision. The Planning Commission could also continue the discussion on the Conditional Use Permit at a later date.

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

Commissioner Suesser noted that there is a maximum height of 27 feet for the building. She wondered if that was from the existing grade. Mr. Sebright confirmed this. He explained that the lot was fairly flat and no substantial changes to the grade were proposed. Commissioner Suesser thanked Mr. Sebright for the clarification.

MOTION: Commissioner Thimm moved to approve the application for 140 15th Street – Frontage Protection Zone Conditional Use Permit according to the Findings of Fact, Conclusions of Law, and Conditions of Approval, as found in the Staff Report. Commissioner Kenworthy seconded the motion.

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

D. 1755 Bonanza Drive Unit C – Conditional Use Permit – The Applicant Offset Bier Proposes a Brewery and Tap Room in the General Commercial Zoning District. PL-21-04846

Planner Ward reported that the applicants, Conor Brown and Patrick Bourque, as well as Mary Windsor, the property owner, were present at the Planning Commission Meeting. The applicants were proposing the conversion of 2,000 square feet within the Ironhorse Park Commercial Subdivision, Lot D, for a brewery and tasting room located at 1755 Bonanza Drive. It would be accessed by both Bonanza Drive and Iron Horse Drive. Planner Ward shared a map with the Planning Commission. The property was located in the General Commercial Zoning District and the brewery and tasting room met the General Commercial Zoning District requirements, as outlined in the staff report.

Lot D provided sufficient parking for the proposed change in use and also for the existing uses. There were 44 parking spaces on the lot and only 34 parking spaces were currently

required. Planner Ward reported that Light Industrial Manufacturing and Bar Uses were Conditional Uses in the General Commercial Zoning District and required Planning Commission review and approval. Staff recommended some conditions for approval:

- The Conditional Use would expire one year from the date of Planning Commission approval unless the applicant had commenced on the project or a Building Permit for the use had been issued;
- Changes to signage shall comply with the Municipal Code of Park City Chapter 12, Sign Code;
- Outdoor lighting shall comply with Land Management Code Section 15-5-5(J). New outdoor lighting must be fully shielded and 3,000 degrees Kelvin. Existing outdoor lighting must be 3,000 degrees Kelvin by December 31, 2024;
- The applicant shall not brew past 9:00 p.m.; and
- The applicant shall not install new trash or recycling facilities on the site.

Planner Ward noted that the Development Review Committee reviewed the proposal and did not identify any concerns related to traffic, utility capacity, or emergency access. As a result, Staff recommended that the Planning Commission conduct a public hearing and consider approving the Conditional Use Permit for the brewery and tasting room.

Mr. Brown introduced himself to the Planning Commission. He noted that he and Mr. Bourque were available to answer any Commissioner questions. They had worked with the landlord to ensure that their operating hours were compliant with the neighbors and

To ensure there was sufficient parking for the business. Chair Phillips asked about the difference between a tasting room and a bar. Mr. Brown explained that in a tasting room, they were only allowed to serve 5% beer or below. The alcohol content of the products served was considerably lower than at a bar. Additionally, their hours of operation were different. He reported that they would be open on Wednesday, Thursday, and Friday from 4:00 p.m. to 8:00 p.m. and from 11:00 a.m. to 8:00 p.m. on weekends. The intention was for people to have a drink and then leave with some packaged product from the location.

Chair Phillips asked about the surrounding neighbors. Planner Ward explained that the majority of the surrounding uses were industrial or commercial. Commissioner Suesser asked about Condition of Approval #4 in the staff report. It stated that brewing would produce steam that might affect people and property on-site. She wondered where the steam came out. Mr. Brown explained that the steam came out above the building, in the back near the alleyway. He did not believe it would affect anyone. However, there might be a slight odor. It would be similar to a bakery aroma in terms of intensity.

Chair Phillips opened the public hearing.

Ms. Windsor addressed the concerns related to odors. She noted that Wasatch Brewery had also started in the complex. The brewery had been in the same proximity to the Iron Horse Park Apartments. Additionally, there had been coffee brewers and a commercial laundry facility in the area. There had been no issues related to odors or steam.

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

MOTION: Commissioner Suesser moved to approve the application for 1755 Bonanza Drive Unit C – Conditional Use Permit, according to the Findings of Fact, Conclusions of Law, and Conditions of Approval, as found in the Draft Final Action Letter attached to the Staff Report. Commissioner Johnson seconded the motion.

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

6. ADJOURN

MOTION: Commissioner Thimm moved to adjourn.

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

The Planning Commission Meeting adjourned at 6:05 p.m.

Approved by Planning Commission: _____

Planning Commission Staff Report



Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Gretchen Milliken – Planning Director
John Robertson – City Engineer
AECOM – Transportation Consultant to the City
Date: July 21, 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 issues raised at the June 16, 2021, Planning Commission meeting, in accordance with the [MPD](#), and applicable LMC, [General Plan](#) and, [Transportation Master Plan](#) criteria. A public hearing will follow the work session as time allows.

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 August 18, 2021.

At the August 18, 2021 meeting, representatives from County and City Transportation teams will give an overview of transportation projects and initiatives.

Project Description

Applicant: PEG Development c/o Robert Schmidt
Location: PCMR Base Parking Lots including Parcels SA-402E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C
Zoning District: Recreation Commercial (RC)
Adjacent Land Uses: Park City Mountain Ski Resort, Resort Support, Hotel, Single Family and Multi-Unit Residential, Open Space
Reason for Review: MPD amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code

Acronyms

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

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

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

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

Background Information

The Planning Commission held public 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

At the end of the June 16, 2021, Planning Commission meeting, Commissioners had an opportunity to list items that they felt still needed to be addressed with respect to this project. This Staff Report focuses on those issues.

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

Analysis

This Staff Report is focused on four (4) topics including:

1. Parking and Garage Access;
2. Construction Phasing and Mitigation;
3. The LMC compared with the 1998 DA;
4. Other issues raised at the end of the June 16, 2021 Work Session.

1. Parking and Garage Access

The applicant's proposal provides for 1,721 structured parking stalls instead of the 2,223 required by [LMC § 15-3, Off-Street Parking](#), (502 less stalls). The 1998 Development Agreement includes a finding providing for an additional 600 stalls, however, this was based on the 1998 site plan and does not correspond to the proposed site plan or to the City's current traffic mitigation strategies. 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](#)). 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.

The applicant is proposing to maintain the current number of day-skier parking stalls (1,200 stalls total) with 760 stalls in Building B and 440 stalls in Building E. 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 (see [Exhibit C](#) of the June 16, 2021, Staff Report). Employee parking is proposed to be off-site including at park-and-ride facilities served public transportation as well as the Resorts Munchkin parking lot. 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.

The applicant submitted responses to many of the questions raised about parking and garage access in Exhibit A. The applicant has stated that there are 273 stalls above grade, all located on Parcel B, the majority of which are wrapped with residential or commercial uses. These stalls total 80,900 square feet.

The applicant notes that 20 day-skier parking stalls in Building B will be reserved for drop-off and pick-up parking during peak hours, but that the rest of the day these stalls will function as day skier parking and thus do not increase the applicant's requested parking exceptions. These stalls will initially all be in Building B, (Phase I construction), however, some of the drop-off/pick-up stalls may shift to Building E upon construction of that garage if demand warrants. These stalls are in addition to 15-minute free parking for all structured parking stalls, the Transit Station, the shuttle drop-off area, and the skier drop-off area adjacent to the new plaza area between Buildings C and E. Given that it will be a Condition of Approval that the applicant and Vail Resorts Park City meet with the City bi-annually to discuss parking management and at which time operational adjustments will be able to be made, the Planning Department is comfortable with the number of short-term parking stalls at the present time.

Both day-skier parking garages (on Parcel B and Parcel E) can accommodate ADA compliant vans (98 in.), and one floor of the Parcel E garage will be able to accommodate taller Sprinter-like vans up to approximately 10 ft. A typical SUV with a roof cargo box will comfortably fit on all floors in both garages.

The applicant submitted garage plans for Building C (Exhibit B) which conservatively adds 49 hotel stalls with stacked parking, in addition to the 183 standard parking stalls, bringing the total hotel parking capacity to 232 stalls. Hotel parking will be managed by professional valet parking services 24-hours/day. Staff notes that the peak parking demand for hotel guest parking (including commercial uses), is complimentary to peak day skier parking demand, allowing for new uses with shared parking agreements. Due to the complementary peak demand times, shared parking opportunities, and 24 hr./day

valet services, staff and AECOM are comfortable with the proposed parking for the hotel. As noted in the March 24, 2021, Staff Report, AECOM ran a sensitivity test which demonstrated that the hotel has sufficient parking for most of the day and that even when it is technically “overparked,” it would be less than 10% overparked, which can be mitigated by stacked valet parking without impacting the surrounding neighborhood.

Mountain capacity expansion is regulated by amendments to the [1998 Mountain Upgrade Plan](#), and no capacity expansion that would impact Resort parking is currently contemplated or applied for. It is expected that a Condition of Approval for the current MPD application will be that the applicant meet with the City to discuss the replacement of any lost parking at the High School and that this would likely be accommodated by the Resort/applicant expanding the Richardson Flats parking area.

2. Construction Phasing and Mitigation

The applicant submitted revised Construction Phasing and Mitigation Plans (Exhibit C). These plans include always maintaining 1,200 day-skier parking stalls on-site throughout all construction phases. Additionally, plans include:

- Construction phasing plans;
- Hours of construction/operation;
- Off-site parking and shuttles for all trade personnel/employees;
- Bi-monthly public forums for construction management communication;
- Construction staging and delivery information;
- Wayfinding signage and safe pedestrian pathways;
- Groundwater management;
- Excavation information.

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 the transportation-related infrastructure is in place. It is also important to note that this document is also considered a living document and will be reviewed again at each CUP application and building permit (required for each parcel), and monthly construction progress updates/meetings with the City will be conducted throughout construction (including representatives from the Building, Engineering, Fire, and Planning Departments).

3. LMC compared with the 1998 DA.

The applicant submitted a spreadsheet comparing the 1998 DA to the proposed new Master Plan (Addendum to Exhibit A).

Staff offers the following with respect to the [1997 Planning Commission Approval](#) of the MPD if the Planning Commission chooses to approve the substantive Amendment to the MPD:

- COA #1 Refers to 1998 Concept Master Plan, would be replaced with similar COA with proposed new Master Plan reducing project density to a maximum of 260 Unit Equivalents;

- COA #2 Volumetrics, would be replaced with similar COA with proposed new Master Plan volumetrics which must meet [LMC § 15-5-8, Façade Length and Variation](#);
- COA #3 Final site planning details required, would be replaced with similar COA;
- COA #4 Building Height requires City Council Approval, NA Planning Commission may grant exceptions to Building Height with required MPD findings as outlined in [LMC § 15-6-5\(F\), Building Height](#);
- COA #5 Transit Station, would be replaced with similar COA reflecting proposed plan;
- COA #6 Phasing Plan, would be replaced with similar COA;
- COA #7 Construction Management, would be replaced with similar COA;
- COA #8 Creation of a Master Owners Association, would be replaced with similar COA;
- COA #9 Utility upgrades, would be replaced with similar COA;
- COA # 10 Fire protection, would be replaced with similar COA;
- COA #11 Employee housing, would be replaced with similar COA requiring 23 employee beds for Parcel A and meeting City's [Housing Resolution 03-2017](#) for proposed new development, as approved by the Housing Authority on April 29, 2021;
- COA #12 Annexation, NA completed in 2019 with the First Amendment to the Development Agreement;
- COA #13 Traffic Mitigation, would be replaced with similar COA reflecting proposed final transportation plan including TDM and PMP and Addendum;
- COA #14 Parking Mitigation, would be replaced with similar COA;
- COA #15 Open Space, would be replaced with similar COA;
- COA #16 Development Agreement, would be replaced with similar COA;

In addition to continuing most of the 1997 Conditions of Approval forward with similar conditions, the Planning Commission must make Findings of Fact and may impose additional Conditions of Approval consistent with LMC [§ 15-6-5](#) and [§ 15-6-6](#).

Finally, if the Planning Commission chooses to approve this project, it is expected that the Planning Commission will amend the [1998 Development Agreement](#) Section 2.1, Conditions of Approval, including:

- Section 2.1.1, to allow for the proposed new Base Area Master Plan including all uses proposed and to allow for the new reduced Density of a maximum of 260 Unit Equivalents, and the transfer of square footage to Parcel C;
- Section 2.1.2, Volumetrics, replace with similar;
- Section 2.1.3, Final site planning, replace with similar;
- Section 2.1.4, Subdivision, replace with similar;
- Section 2.1.5, Bus Drop off Easement, replace with similar;
- Section 2.1.6-7, Phasing Plan, replace with similar;
- Section 2.1.8, Master Owner's Association, replace with similar;
- Section 2.1.9, Utilities, replace with similar;
- Section 2.1.10, Fire protection, replace with similar;

- Section 2.1.11, Employee housing, replace with similar in accordance with Housing Authority Approval on April 29, 2021;
- Section 2.1.12-13, Traffic and parking mitigation replace with similar reflecting proposed final transportation plan including TDM and PMP and Addendum;
- Section 2.1.14, Development exclusion, update as necessary;
- Section 2.1.15, Impact fees, replace with similar;
- Exhibit A Legal Description of Master Planned Area, update as necessary;
- Exhibit B Legal Description of Park City Alpine Terrain, update as necessary;
- Exhibit C Depiction of Park City Alpine Terrain, with Development Exclusion Areas, update as necessary;
- Exhibit D PCMR Master Plan Study, replace with proposed new Master Plan;
- Exhibit E Planning Condition Approval, replace with new approval;
- Exhibit F City Council Approval, NA;
- Exhibit G Bus Drop Off Easement, replace with new easement;
- Exhibit H Phasing Plan, replace with new Phasing Plan;
- Exhibit I Fire Protection Requirements, NA, update at CUP;
- Exhibit J & K Traffic Mitigation Plan, replace with similar reflecting proposed final transportation plan including TDM and PMP and Addendum;
- Exhibit L, the [Mountain Upgrade Plan](#), as amended in [2015](#) will remain in place;
- Exhibit M, Viewshed Area Map, will remain in place.

4. Other Issues

Pedestrian and Bike Circulation

The applicant submitted revised Pedestrian and Bike Circulation Plans (Exhibit D) that includes:

- A 12-foot multi-use path around much of the site that will be separated from the street with a landscaped buffer;
- Completion of missing sidewalk infrastructure in the immediate surrounding neighborhood;
- Added access to the mountain immediately south of Building C on Shadow Ridge Extension.

The applicant will have at least 52 sheltered bike rack stalls located throughout the site (meeting [LMC § 15-3-9, Bicycle Parking Requirements](#)), and will increase the number of racks to accommodate at least 100 bikes in summer months. Some bike racks will be located adjacent to the mountain and some will be distributed around the site for drop-off/unloading convenience. It is also expected that the County's bike share system will locate at least one E-bike station at the Resort. Further details for bike rack locations will be reviewed during the CUP process.

Reverse Travel Lanes

Reverse Travel Lanes were looked at as a potential option and the City could still consider it further, but AECOM and City Staff believe the proposed transportation Scenario 2b is the best option because it prioritizes transit above general-purpose vehicles. Reverse travel lanes would require geometric changes to the right-of-way,

changes to the traffic signals, traffic management, and staffing, and does not meet the City's transit-first strategy.

Neighborhood Parking Mitigation

The applicant addresses parking in the TDM/PMP (Exhibit E) and has agreed to meet bi-annually with the City to discuss parking management and adjust the plan as needed. In general, it is the City's responsibility to enforce the City's parking regulations and restrictions. If neighborhood parking becomes a problem or creates unintended consequences this can be addressed in meetings with the City and the applicant and the City will consider requiring PEG to pay for additional police enforcement on peak ski days.

Snow Storage

The City Engineer will review Snow Storage Plans in further detail during the CUP process. In general, any level of snow removal above what is currently done by the City's Public Works Department will need to be paid for by the applicant. The applicant submitted plans detailing where snow will need to be removed and the City Engineer will review these plans in further detail with Public Works.

Concern with More Traffic on Empire Avenue

It is correct that the proposed parking and circulation plan will shift some additional traffic to Empire Avenue. Currently, 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.

Signage and Wayfinding

Signage and Wayfinding will be reviewed both comprehensively, and on a parcel-by-parcel basis during the CUP process.

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.

Average Vehicle Occupancy

Commissioners are correct that TNCs reduce the overall AVO for the Resort. However, it is important to remember that the applicant is proposing to provide the same number of day skier parking stalls as exist today, while committing to a 20% modal split goal by helping to promote transit, charging for parking, and eliminating employee parking on site. 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. This is in keeping with the City's "Transit First" philosophy and the concern that additional parking will contribute to additional congestion at the base area. Roadway capacity is effectively limited and at capacity today. Additional general-purpose vehicles will only contribute to failing intersections and additional circulation time around the Resort Center neighborhood.

Anecdotal information from Solitude, Vail, and other places that charge for parking, is that AVO will increase with the implementation of paid parking.

Employee Parking Incentives

As stated in the TDM/PMP the applicant will provide information to and encourage businesses and residents within the existing and new base area to utilize transit as part of their daily lives. 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. Existing opportunities to participate in programs such as PC-SLC Connect, UTA Vanpool, and Ride On will continue to be available to employees. Bike racks will be available for employees who choose to bike to work.

Department Review

Due to overlapping schedule conflicts, the report was not reviewed by all departments but Planning staff wanted to prioritize maintaining the agreed upon schedule for the public and applicant. Additional information may be presented at the meeting.

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 July 7, 2021, and in the Park Record on July 6, 2021.

Public Input

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

Public comments will be taken at the public hearing but should be focused on the applicant's proposed circulation, transportation, and parking plans.

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

Exhibits

Exhibit A – Applicant's Responses to Planning Commission Q&A on 6.16.21

- Exhibit B – Valet Parking Plan Parcel C
- Exhibit C – Construction Phasing and Mitigation
- Exhibit D – Pedestrian and Bike Paths
- Exhibit E – Applicant's TDM/PMP
- Exhibit F – Public Comments
- Exhibit G – Summary of the MPD Process
- Exhibit H – Additional Project Information

Q&A from June 16, 2021 Park City Planning Commission

July 6, 2021

To: Planner Ananth and Members of the Park City Planning Commission

From: PEG Development

We are looking forward to our next Planning Commission hearing on Wednesday, July 21, 2021. As you have requested, PEG's legal counsel, Robert McConnell, will walk through Land Management Code and General Plan compliance, as well as the justifications for the exceptions requested. Because we anticipate that will take a significant amount of time, we are providing this memo addressing the questions we heard from Commissioners at the June 16, 2021 hearing, some of which has been previously provided but is restated here for convenience. We request that you forward this memo of the Planning Commissioners in advance of the July 21, 2021 hearing.

We look forward to our next discussion on July 21 and a decision on the PEG application in August.

1. Question from Commissioner Suesser: What are the number of stalls above grade on Parcel B?

Consistent with the previously approved plans, all above-grade parking (273 stalls / 80,900SF) is wrapped with residential or commercial uses. As the Applicant has shown and explained in earlier hearings, Applicant is going one level deeper than originally proposed on Parcel B and achieving a pedestrian pass-through and open space in the process. While this is a positive change from the initial design, utility constraints and grade change prevent PEG from going any deeper. While the design will be refined in future applications, the heights and massing on Parcel B must remain as proposed to a) maintain required day-skier parking in the winter season throughout construction of the overall project, b) deliver the attainable housing required in the first phase, and c) deliver the new, functioning transit center.

2. Question from Commissioner Thimm and Suesser: Should the designated, short-term drop-off stalls in the structured parking in B and E be added to the requested parking reduction?

The Applicant does not believe this is necessary and perhaps a more detailed explanation of how the drop-off program will be designed and will function is necessary.

The proposed parking reduction is a reduction from both the standard parking requirements for the development as well as the expired MPD requirements. This reduction is supported by the TDM Plan and promotes the City's objective of

reducing traffic to and from the Resort and further encouraging the use of transit and other intermodal means of accessing the Resort.

Currently, there is a drop-off lane where guests pull up parallel and no marked spaces. Current guests also utilize general parking in the existing lots for short-term parking. The drop-off program similarly must be designed in such a way that it does not increase traffic. Thus, in addition to the drop-off locations provided within the development, and based on Planning Commission input asking for more locations, the Applicant is proposing to provide approximately 20 short-term parking spaces/guest drop-off spaces (30 minutes), which will provide more managed access to drop-off locations than exists today. These short-term spaces will initially be located within the Parcel B garage and then split between Parcel B and E. The number and location of such spaces will be included in the Parking Management Plan submitted with the Parcel B CUP. In addition, all parking spaces within the publicly-available stalls within the structured parking areas will provide for 15-minutes of free parking to accommodate pay-on-foot patrons and those who may be dropping someone off.

The number of short-term spaces, their planned location near structure entry and exit, and the allowed timing of free usage, are based on successful resort models, including Vail and Breckenridge where families utilize the spaces to simply drop-off a skier; run an errand; or deliver their skier to ski school.

On the days when local ski programs are occurring (e.g. SOS Outreach and other local youth programs that involve consistent and assigned coaches), further structured scheduling could occur in conjunction with the parking manager whereby the groups/teams and their assigned coaches would meet their students at the designated drop-off sites and head to the mountain.

Adding additional time to short-term parking, such as the hour noted in the hearing, will create more turnover in the parking spaces, which will generate more traffic and not encourage transit ridership. The Applicant will coordinate with the City as part of the annual review of the TDM/PMP to determine the effectiveness of the drop-off program and assess any necessary changes.

3. Several commissioners asked to understand the garage heights in order to accommodate Sprinter vans and/or vehicles with bike racks:

Sprinter vans will be accommodated in Building E. Prior to construction of Building E, Sprinter vans will be accommodated in the existing surface spaces that will remain during the construction phasing.

Oversized vehicles with front bike racks (bikes on top of cars) or rooftop storage units will be accommodated in all parking structures because of 8' 2"-clearance on each level, meeting ADA requirements.

4. Commissioner Suesser asked what's required under LMC versus 1998 DA.

See attached Addendum A.

5. Commissioner Suesser expressed concerns with requested parking reduction and under-parking of hotel (what is justification and how to prevent it from spilling over into day-skier parking?)

Applicant's expert resort traffic and parking consultants evaluated parking in light of the City's Transit First goals. The amount of parking provided is supported by City staff after exhaustive review.

Below is a summary answer previously provided to the Commission and contained in the Applicant's May 14, 2021 memo.

- i. It is critical to note - in addition to the extraordinary impacts of COVID this past winter resulting in less transit usage and other shared transportation - that today's parking reality at the Resort does not implement the tactics and strategies outlined in the TDM and PMP plans and their 20 percent vehicular reduction goal. The Applicant's proposal includes measures to address that goal, including the employee parking plan, the shared parking plan, pedestrian connectivity, paid parking, a greatly enhanced transit center, and carpool incentives.
- ii. The Applicant is making the experience measurably better by adding lodging units and associated parking (an additional 521 spaces.)
- 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.
- iv. For the spaces required to support the new development, the Applicant is using the reduction allowance in the City Code for shared parking, based upon the unique attributes of the resort base area that provide the ideal synergies for shared parking proven in other resort locations.
- v. In addition, the Applicant is proposing to replace the existing day skier parking at a 1:1 ratio and not construct the additional 600 spaces contemplated in the expired MPD. This reduction is in line with the City's desire to limit traffic into the base area and the anticipated improvements and growth of the Resort.
- 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.

- vii. The Applicant agrees to work with the City to broadly communicate to its guests, businesses and residents the availability and expansion of transit options, associated improvements in the base area and location and service to satellite parking areas, in an effort to shift to transit ridership.
- 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.

6. Commissioner Suesser questioned pedestrian access around Building C.

The Applicant will meet the request for 12-foot sidewalks. See access image below.

7. Commissioner Suesser asked about trail widths and bike access (consider bike plan and how will you meet Ordinance in terms of number of stalls required which is likely something like 200 but PEG/Hales should calculate and show how/where you will meet requirement or explicitly seek waiver which wasn't advertised):

See updated bike plan.

8. Commissioner Suesser suggested that Applicant needs to address COA 3,8,9,13,14.

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.

9. Commissioner Suesser suggested that Applicant needs to present construction phasing mitigation plan and perhaps needs to update it with more details from June 15.

Applicant is presenting updates to its construction phasing plan on July 21st, which will include a discussion of parking and construction timing for Building B; the CUP process; and a complementary construction communications plan.

10. Commissioner Suesser: address 1998 mountain upgrade plan as well as 450 stalls Resort uses at HS:

As stated in the previously provided PCMR Parking Response Memorandum dated May 14, 2021: If the concern or question is whether the resort operator

will seek to expand the resort capacity, this is a process unrelated to the application before the Planning Commission currently. Any future resort improvements would be handled through the Mountain Upgrade Plan.

If the concern or question is around the statement that existing capacity is set and does that conflict with annual skier visits rising, annual skier visits referenced in the Applicant's analysis and the Mountain Upgrade Plan represent how many days per season the resort reaches or exceeds its Comfortable Carrying Capacity (CCC) which is a planning metric used by USFS and ski area planning that does not represent actual capacity or visitation on the mountain. The CCC is designed and approved to be exceeded on peak days.

The Resort currently utilizes several satellite parking locations for employees during peak days (weekends mid-December through closing and holidays). The Resort uses approximately 100-200 satellite spaces during these times. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand. 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. These locations may be adjusted in cooperation with the City. Reference the May 7, 2021 Transportation Management Plan and Parking Management Plan.

11. Commissioner Suesser asked how the Applicant is meeting 15-6-5(G) bike and pedestrian separation from vehicle separation; Commissioner Hall asked about bike valet and/or covered bike parking:

An updated bike plan will be presented on July 21st.

12. Commissioner Suesser asked how the Applicant is meeting 15-6-6 with design plan for mountain bike access:

We previously shared accessed routes and on July 21, the Applicant will show new images showing access paths and site connections.

13. Commissioner Suesser suggested the Applicant make payments in lieu for parking at Quinn's and Kimball Junction to advance multi-modal goals and keep traffic outside of PC; FOF 6,9,13 are not being met.

The Applicant currently proposes in the Transportation Management Plan and Parking Management Plan dated May 7, 2021 that during the week, employees

(estimated at 200 stalls needed) 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. These locations may be adjusted in cooperation with the City during the bi-annual review.

Activating these existing parking lots and increasing public transit use is consistent with the City's goals and requirements pertaining to an inter-modal shift. Requiring a separate payments-in-lieu for off-site parking is inconsistent with those requirements as well as the General Plan's discussions pertaining to public-private partnership efforts with respect to the Resort Core.

In addition, FOFs noted by Commissioner Suesser are from the expired plan. New Findings of Fact will be drafted for the proposed plan and reviewed by Planning Commission in August.

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.

15. Commissioner Hall asked for more information on the Applicant's requested exceptions:

PEG's legal counsel, Robert McConnell, will walk through Land Management Code and General Plan compliance and justification for exception requests/why Planning Commission is allowed to grant.

16. Commissioner Hall asked whether reverse lane feasible:

(question for City)

17. Commissioner Hall asked for more details on amenities for bus station and thinks we need 8 bus bays not 6:

After several months of significant analysis among PEG, Hales Engineering, City Transit staff and AECOM, concluding with a full-day in-person simulation of functionality of the transit center, all concurred that the proposed 7 bays (an increase to the current 3-4 bus bays) are the right number to meet both demand

and functionality, as well as two electric charging stations and an expanded bus. This was reflected at the June Planning Commission meeting. The amenities include; bus driver lounge, warming area, bus shelters, bike parking, bike charging and bus arrival time displays.

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.

19. Commissioner Hall: Sidewalk on Lowell Ave.; needs to be wider than 5 ft:

The Applicant's sidewalk design is intended to match the City's existing conditions in that location. However, as part of the CUP process, the Applicant agrees to expand the sidewalk as right-of-way is allowed.

20. Commissioner Hall: How can we enforce parking and TDM on Resort not just applicant?

As outlined before Planning Commission and in the TDM/PMP, the Applicant agrees to meet bi-annually, between the close of one ski season and the start of the next, with the City to discuss parking management and the parking management plan and make adjustments as may be needed, including implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool or identifying off-site parking opportunities.

As a reminder, the Applicant agrees to submit a more detailed parking management plan for each parcel as part of the CUP application for Parcels B and E at the time of application. The plan submitted with each CUP will allow for flexibility to adapt to changes in parking management strategies and any changes would be reviewed and approved administratively by City staff.

The Applicant will contract with a parking manager, anticipated to be the resort operator, to manage parking operations in the Parcel B garage and direct traffic. The parking manager may subcontract some or all of these services, if necessary. Any staff who will be directing parking or traffic within public rights-of-way shall

receive training on spatial awareness, visibility, hand signaling, emergency vehicle protocol, pedestrian safety and transit protocol. The Applicant will require, through its contract with the parking manager, that the parking manager be responsible for adhering to and enforcing the applicable requirements in the TDM, PMP and MDP and that the parking manager will participate in the bi-annual meetings with the City to review the TDM and PMP.

This requirement can be expressed in the Development Agreement.

In addition, refer to Vail Resorts/Park City Mountain Resort letter to Park City Planning Commission dated June 4, 2021 expressing support to carry out successful parking and transit functions.

21. Commissioner Hall: Would like more information on shuttles from off-site parking and how applicant may contribute.

The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand. The Applicant will encourage these employees to park at offsite locations, as opposed to paying for parking on Parcel B. 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, which aligns with the desires and goals of the City. 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. These locations may be adjusted in cooperation with the City. The Applicant will agree to a condition of approval that it will provide a shuttle.

22. Commissioner VanDine: Expressed concern that the drop-off areas are too small.

As noted above, the drop-off program must be designed in such a way that it does not increase traffic. Currently, there is a drop-off lane where guests pull up parallel and no marked spaces. Current guests also utilize general parking in the existing lots for short-term parking. In addition to the proposed new drop-off locations provided within the development, the Applicant is proposing to provide approximately 20 signed and designated short-term parking spaces initially within the Parcel B garage and then split between Parcel B and E for additional guest drop-off areas/short-term parking (30 minutes), which will provide more managed access to drop-off locations than exists today. The number and location of such spaces will be included in the Parking Management Plan submitted with the Parcel B CUP. In addition, all parking spaces within the publicly-available stalls will be 15-minutes free to accommodate pay-on-foot patrons and those who may be dropping someone off.

The number of short-term spaces, their location conveniently near structure entry and exit, and the timing, are based on successful resort models, including at Vail and Breckenridge where families utilize the spaces to simply drop-off a skier; run an errand; or deliver their skier to ski school.

On the days when local ski programs are occurring (e.g. SOS Outreach and other local youth programs that involve consistent and assigned coaches), further structured scheduling could occur in conjunction with the parking manager whereby the groups/teams and their assigned coaches would meet their students at the designated drop-off sites and head to the mountain.

23. Commissioner Van Dine: Wants to see the snow storage plan.

Will be shown in more detail on July 21st.

24. Commissioner Van Dine: Concern with forcing more people up Empire.

Please refer back to the Hales Engineering plan # and LOS over the entire site plan.

25. Commissioner Van Dine: Signage and wayfinding important.

The Applicant agrees. See Addendum; in addition, the signage program will be further evaluated and finalized at CUP.

26. Commissioner Van Dine: Wanting to understand neighborhood parking mitigation better.

The Applicant agrees to work with the City to broadly communicate to its guests, businesses and residents the availability and expansion of transit options, associated improvements in the base area and location and service to satellite parking areas, in an effort to shift to transit ridership. 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.

27. Commissioner Van Dine: Exiting parcel D garage should be looked at.

Per Hales Engineering; As long as there is good sight distance for cars exiting Parcel D on that east access, we are not concerned with the access. For many

times during the day, drivers should be able to make a left- and right-turn out of the access pretty easily. During peak hours, drivers may have to wait longer to find a gap in the traffic stream. Right-turns will be easier to make, but left-turns will be more difficult. 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.

28. Commissioner Thimm asked to explain AVO better:

The Applicant is asking for a reduction on the new uses; not on the 1,200 day-skier parking count. There is no justification for the additional 600 spaces and such spaces were imposed in connection with the prior site plan and in a very different planning context that did not seek the inter-modal shift that the City is now emphasizing.

The Applicant has provided studies supporting the parking proposed is what is needed, including achieving Transit First goals or the 20 percent mode split.

Basted on today's needs and lodging trends - and transit trends – the redeveloped base area only needs 1,200 day-skier or year-round public parking stalls. The Applicant has to increase AVO and bus ridership but 1,200 is the right number. City staff and AECOM agree.

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. AECOM performed a sensitivity analysis that demonstrates that although Building C is over-parked for a few hours in the afternoon (which can be accommodated with valet parking), there is excess parking within the entire site overall, including during peak hours. AECOM estimates the site is close to 90% parked, which is functionally considered at capacity.

Staff believes a 90% parking occupancy rate is efficient and optimal for the site given its unique location and characteristics, if the hotel employs valet attendants and shared parking agreements are in place between all uses including day skier parking. Because Building B will be constructed and occupied first, AECOM recommends that the City require an updated parking analysis based on actual parking demand for the uses in Building B.

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.

Based on statements from Solitude and the Town of Vail, and other places that charge for parking, the Applicant is confident that AVO will increase. 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.

29. Commissioner Thimm: Need incentives for employee parking in order to retain employees.

The Applicant agrees. Refer to the TMP/PMP for a summary of current incentives, as well as stated in the TMP/PMP, 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. Implementation of incentives for the existing and new base area will be at the discretion of the business owner or resident, as the Applicant is unable to require participation, but will continue to work with their resort partners and provide further details at CUP.

				98 DA Plan Master Plan		PEG Master Plan		Modification per City/Community		*NOTES
Parking				1200 Stalls + 600 for resort use		*1720 Stalls		Modification in parking count to meet City's Transit First goals.		
Day skier				1200		1200				
Additional CCC				600		0				See SE Group
New demand						520				
Existing Stalls to remain				300		300				
Sustainability				Criteria not Included in Approved DA		Applicant submitted Sustainability Guidelines, dated December 1, 2020 (as amended), detailing Applicant's plans for the project and the manner in which the project contributes to the City's Sustainability Goals.				See Conditions
Density (Sqare Feet)								Transfer of density to parcel C from B and D. Exceeding accessory support on C as well a commercial support		
B				323,400		240,600				
C				192,900		213,020				
D				102,300		79,848				
E				187,100		121,000				
total sum of SF.				805,700		654,468				
Affordable Housing						Housing Authority Approval was given on April 29th, 2021. Fullfilling outstanding 23 bed requirment from 98 plus meeting 2017 housing code.		PEG has to build all housing in the 1st phase and have C of O for all affordable housing before starting the next phase of construction.		Resulting in nearly doubling the 98 bed count
				80 approved beds (Language of the DA)						
Traffic Flow						The following describes Scenario 2b: 1. Four (4) traffic signals internal to the PCMR base area at Empire Avenue / Silver King Drive, Lowell Avenue / Silver King Drive, Shadow Ridge Road/ Empire Avenue, and Shadow Ridge Drive / Lowell Avenue 2. A HAWK pedestrian crossing on Lowell Avenue between parcels C and D. 3. Silver King Drive / Empire Avenue lane configuration: 4. EB: Left-turn lane and shared left-through-right lane 5. WB: Shared left-through-right lane 6. NB: Thru lane and shared through-right lane (no left turn) 7. SB: Right-turn lane (general purpose) and shared through-right lane (right for transit, and through for general purpose) 8. Split-side phasing on the EB and WB approaches due to the lane configuration 9. Transit lanes can be exclusive starting and ending at the Silver King / Empire intersection. In other words, transit flow must be mixed with general purpose traffic north of Silver King		Transit center and all traffic support systems to be constructed during phase one. After numerous modifications there is support from staff and AECOM.		
				Exhibit J & K in 98 Approved DA						
Bus Station				Exhibit G in 98 Approved DA		Expanded 7 bays transit station. Bus driver building /canopy arrival/ bike/ AECOM and staff support.				
Height				Measured from one datum point		Measured by today's code		Reduce heights from south Empire Ave per city and community request.		See previous volumetrics and other height study material
B				7027' Sea Level		7029' Sea Level				
				7013' Sea Level		6999' Sea Level				
				7017' Sea Level		6979' Sea Level				
C										
				6966' Sea Level		6990' Sea Level				
				6996' Sea Level		7013' Sea Level				
				6996' Sea Level		6996' Sea Level				
E										
				6980' Sea Level		6980' Sea Level				
				6980' Sea Level		6976' Sea Level				
D										
				6955' Sea Level		6959' Sea Level				
				6955' Sea Level		6954' Sea Level				
Setbacks				Multiple Exceptions set backs approved / flush this out		Asking for 5' set back on Empire Ave and Shadow Ridge / only asking for b. All meet NPD 25' setback				
Open space				Meet code 60%		Meeting at 64.2%				
Pedestrian Circulation				No requirements and not included in approved in 98 DA		Min. 12' wide side walks plus 2' landscape buffer btween road and sidewalk. Enitre side walks/ bikes (plan). 50 year round and 120 split between B&E		Per City request		
TDM				TDM was not included in the 98 DA		Provided and updated in May 7th 2021. July 8th 2021 , annual to bi-annual. To be updated anc reviewed with Park City 2 times a year.				



PARKING SCHEDULE	
TYPE	NUMBER OF SPACES
P1	
STANDARD	38
P1	38
P2	
ADA	6
STANDARD	139
P2	145
GRAND TOTAL	183

* 15 STALLS TO BE CONDO STALLS FOR LEVEL 6



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CONSTRUCTION PHASING & MITIGATION

1. GENERAL SITE MANAGEMENT

2. HOURS OF OPERATION

3. SITE LOGISTICS

4. OKLAND TRADE MANAGEMENT

5. COMMUNICATIONS WITH EXTERNAL PARTIES

6. CONSTRUCTION STAGING

7. SITE SAFETY

8. ADDITIONAL INFORMATION

9. SITE SAFETY AND SECURITY
10. CRANE & BOOM PLACEMENT

11. SOIL EXPORT

12. SHORING

13. ROAD IMPROVEMENTS

14. SITE & UTILITY IMPROVEMENTS

15. SITE ADMINISTRATION

16. SCHEDULE

17. PHASING PLANS

GENERAL SITE MANAGEMENT

The Park City Base Area Lot Redevelopment is being designed as a multi-year project consisting of four below grade parking facilities with commercial/residential structures above. Associated roadway and subsurface utility improvements will also be phased throughout the duration of the project. In the pages that follow you will find information about safety and security measures to be taken at each individual site, where vehicles will load and unload, how soil export and below grade shoring activities will take place, where and when roadway and utility improvements are anticipated to occur, how the Construction Manager proposes to operate administratively, and the timeline and phasing of the construction project overall.

HOURS OF OPERATION

ADMINISTRATION	7:00a – 1:00a
BUILDING CONSTRUCTION	(per Park City Municipal Code - Title 11)
	7:00a – 9:00p Monday - Saturday
	9:00a – 6:00p Sunday

No exterior work of any kind will be proposed or undertaken outside of the hours identified above. Construction will be suspended or restricted at the request of the Building Official to accommodate special events.

SITE LOGISTICS

CONSTRUCTION ADMINISTRATION

An administrative area will be established for the use of all construction personnel actively working on site.

Construction office – a 48’ x 60’ modular office structure will house the construction manager, the construction manager’s trade partners, the design team, and the owners representative.

Staff facility – a 48’ x 60’ modular office structure will provide a designated area for construction personnel to take breaks and attend training so as not to disturb ski resort patrons or congest resort facilities. The facility will also include quarters for site safety and security personnel including a sequestered first aid area.

Restrooms – independent restroom trailers will be provided for men and women.

Storage – an area will be set aside to park a limited number of storage containers.

Parking – a parking area will be established for the use of personnel assigned to work in the construction office complex. Parking in the administrative area will be limited; all parking for trade personnel will be off-site.

OKLAND TRADE MANAGEMENT

PARKING AND TRANSPORTATION

Off-site parking will be provided for all trade employees. Bus service to transport employees from distal parking to the job site will be available for one hour before the start of shift and for one hour at the conclusion of the work day. Emergency transportation will be provided to employees by site safety/security personnel as needed throughout the day.

RESTROOMS

Separate men’s, women’s, and unisex accessible restrooms will be provided at individual work locations throughout the job site. Restrooms will also be available in the construction office facility, staff facility, and in restroom trailers in the administrative area parking lot. Restrooms will be maintained periodically to assure that employees have sanitary facilities at their disposal.

BREAK ROOM

A break room will be provided for employees. Employees will be discouraged from utilizing resort food service outlets or in any way impacting the experience of the resort guests.

COMMUNICATIONS WITH EXTERNAL PARTIES

Because the active construction zone is in close proximity to adjacent landowners and resort patrons, and is of interest to members of the community, a communication tool will be established by the Construction Manager to disseminate information and receive public feedback in real time regarding the construction. With the goal being to provide an open path of information flow regarding the project, an individual will be assigned to manage all external communication and assure open interaction between the project and the public.

WEBCAM

Caamera locations will be established on each parcel to provide interested parties with a real time look at construction activities as they progress.

CONSTRUCTION COMMUNICATIONS

A Facebook page will be established for the duration of the project to keep interested parties informed about work taking place on the job site. The page will include the following:

- A link to webcams.
- A weekly schedule of activities including a rolling three week look ahead.
- Notice of road and walkway construction impacts.
- Notice of delivery activities and any associated hoisting activity adjacent to roadways.
- A blog that will provide a weekly update of work accomplished, work in progress, and work anticipated.
- A spot devoted to receiving feedback from the public.
- Project photos.
- Other items of interest to those community members or area guests that are impacted by the project.

BI-MONTHLY PUBLIC FORUM

The construction manager will conduct a bi-monthly public forum that is open to all interested parties. The meeting will be focused on receiving feedback from the public, discussion of mitigation measures should concerns arise, and to share directly with interested parties the course of construction for the upcoming month.

MONTHLY PROGRESS UPDATE TO THE CITY

The construction manager will provide a written monthly progress update to the Park City Planning Department outlining current project status. A document disclosing all public feedback received during the month will be compiled to keep city officials well-informed as to public sentiment regarding the project. Along with current progress a one month schedule look ahead focused on work to be performed during the succeeding month will be attached.

CONSTRUCTION STAGING

LOCATIONS

Off-site – all project participants supplying materials to the construction will be required to store their materials off site for just in time delivery. Limited local storage will be established at a site yet to be determined. Delivery zones will be established and monitored throughout the duration of the construction. Fork lift and crane service will be provided with trained rigging and flagging personnel available to assist in loading and unloading operations.

On-site – although every effort will be made to limit staging of construction materials and equipment on site, some storage will be required. Storage in the construction zone will be limited to areas with the security fence perimeter. It is inevitable that some storage will be in areas visible to resort patrons. To the extent possible every attempt will be made to keep materials and equipment shielded from view. When practical, storage will be shifted to completed portions of the building. Stored material and equipment will be kept in an orderly fashion.

DELIVERY OF MATERIALS

Receiving areas for materials and equipment will be established for each parcel. Appropriate traffic control devices will be provided at vehicle approaches and adjacent to any delivery operations. Traffic control personnel will be provided during loading and unloading operations.

CONSTRUCTION WASTE

Waste materials will be confined to on-site general waste and recycle containers. Containers will be of the 30 yard open roll-off type container and will be kept in good condition. Containers will be emptied periodically when containers become full.

CONCRETE SLURRY

Concrete wash out activities for concrete delivery and placement vehicles will be confined to the construction zone within the security fence perimeter. Eco-pan concrete recycling containers will be provided, no concrete slurry will be disposed of on site.

SITE SAFETY

SITE

PERIMETER FENCING – for the purpose of security and safety, each location where construction activity is taking place will be enclosed with removable construction fencing. The fencing will be specifically designed for use during construction activities and will be maintained daily throughout the course of construction in any given area.

Long-term fencing – specific to the course of construction, permanent security/safety fencing will be installed at the perimeter of parcels b, c, d, and e. A long-term fence will also be established around the plaza/skier drop-off/base arrival areas during their construction. Long-term fencing will be installed with pins drilled into the ground, have permanent gates installed, with all gates lockable. Fence will be maintained in a locked condition during off hour periods.

Short-term fencing – where improvements, reconfigurations, or new site utility infrastructure is being constructed a security/safety fence perimeter will be established for the duration of the construction. This fence will be held in place with bases placed on top of the ground and weighted with sandbags. Openings in the short-term fence will be informal to allow for access options. Fence will be maintained in a locked condition during off hour periods.

TRAFFIC

Patterns during construction – road access and circulation in areas adjacent to construction zones are not anticipated to change during the course of building construction. Periodic interruptions for utility reconfiguration or connections are anticipated at some points throughout the construction. Applications and approvals required by the city or pertinent utility providers will be requested a minimum of 30 days prior to the anticipated commencement the of work. Adjacent landowners will be informed of changes to traffic patterns 30 days prior to the commencement of the work.

General maintenance – where roadways are impacted by construction activities once backfilled all road surfaces will be restored to a paved condition with line markings restored. At all times, but particularly during shoring and mass excavation activities, streets and sidewalks associated with the construction areas will be swept daily or more frequently if needed. A wheel wash will be established at all egress points where construction vehicle movements are taking place.

Snow removal – in areas not impacted by construction, roadways and walkways accessible to the public will be maintained as they would be normally. In areas where construction is present, project personnel and equipment will be utilized to keep roadways and the public way open for pedestrians and resort patrons. Snow will not be stored on site.

PEDESTRIAN CIRCULATION

Safe pathways – to the extent possible the means of pedestrian circulation will remain as it exists currently. During periods where sidewalks and roadways are being reconfigured and the typical circulation patterns is disrupted, temporary alternate pathways will be provided. Alternate pathways will be defined by temporary safety fencing or movable concrete barricades. In areas where pedestrian circulation is proximal to ongoing construction activities a lighted covered walkway will be provided.

Way finding – temporary directional signage specifically targeted at pedestrians will be provided as the situation requires.

CONSTRUCTION SIGNAGE

scrim will cover the long-term site security fence to provide a visual barrier between the construction and the public. “danger” signs will be placed at 50’ intervals along the entire length of the fence. Material delivery areas will have signs noting their use. All entry gates will have signs noting the name of the construction manager, requirements for proper PPE, site access requirements, and contact information.

PHYSICAL BARRIERS

physical barriers will be provided as required at all times during the construction. Physical barriers will take the form of temporary fencing, movable concrete highway barricades, or wood framed covered walkways.

TEMPORARY SITE LIGHTING

As required, portable light stands will be provided to assure a safe environment for the public, resort patrons, and construction personnel. To the extent possible solar powered portable light stands will be used in lieu of fossil fueled light stands.

FIRE PROTECTION

A fully functional system of fire hydrants will be maintained throughout the construction site. Where it becomes necessary to reconfigure water lines, a construction mitigation plan will be developed showing temporary measures including hydrant location, materials, sequence of construction, schedule, etc. The construction mitigation plan will be submitted to the municipality for approval.

ADDITIONAL INFORMATION

STORM WATER MITIGATION AND MANAGEMENT

Consistent with requirements, a SWPPP program will be developed and operationalized by the excavation contractor. The construction manager will ultimately hold responsible for swppp compliance.

GROUNDWATER MANAGEMENT

Investigation of subsurface conditions revealed no indication of the presence of groundwater. While not anticipated, should groundwater be present the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a groundwater mitigation plan for review and acceptance by the municipality.

DRILLING AND BLASTING

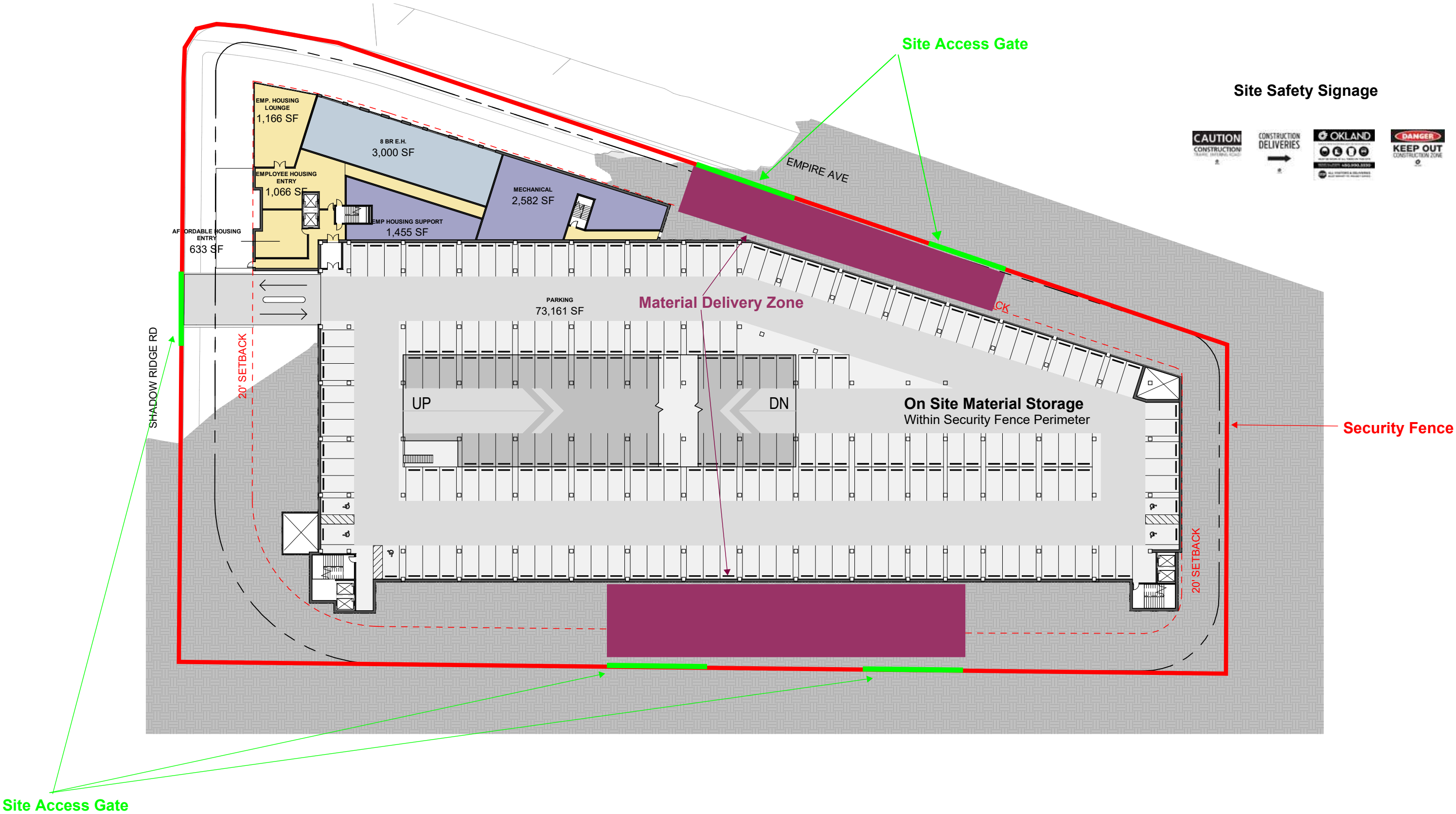
Investigation of subsurface conditions revealed nothing that would indicate a requirement to blast. While not anticipated, should blasting become necessary the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a blasting plan showing the extents of blasting, establish pay limits, and identify adjacent landowners that may be impacted by blasting activities. The construction manager will establish a seismic monitoring program and site safety protocol prior to the commencement of blasting activities. If blasting is required, a mitigation plan would be developed and presented to the municipality and adjacent landowners for review and acceptance.

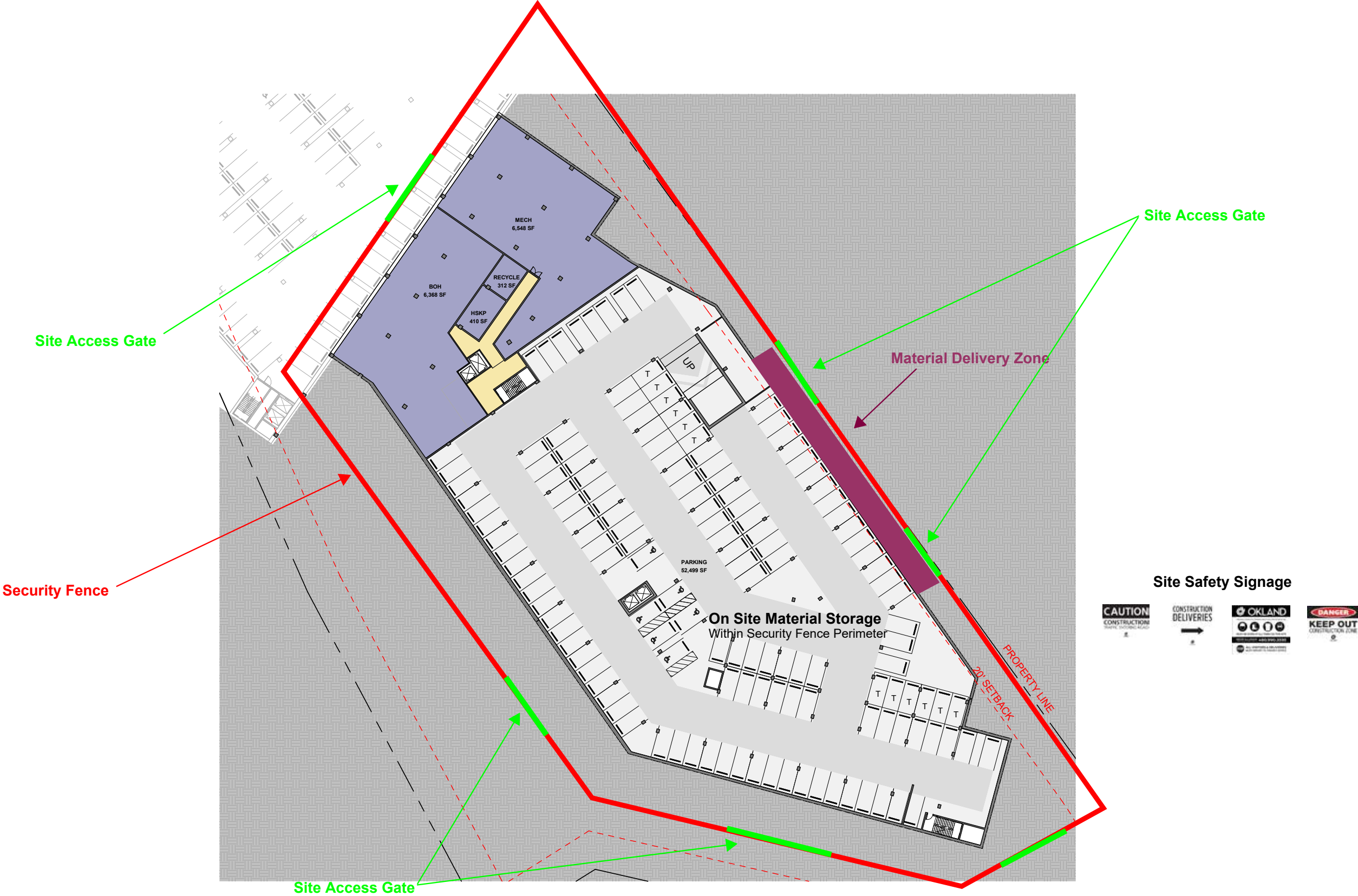
GENERAL APPROACH TO SHORING

Shoring will be required to enable safe entry to subsurface areas of all building sites. The construction manager will utilize a pile and lagging system to shore excavations. The pile and lagging system requires the installation of a series of wide flange steel piles that are inserted vertically into the ground. Steel piles are placed in drilled holes and then grouted into place with concrete. Once piles are in place wood planks, lagging, is installed between the piles to support the side walls of the excavation. Tie backs may also be required to assure that the pile and lagging system remains vertical.

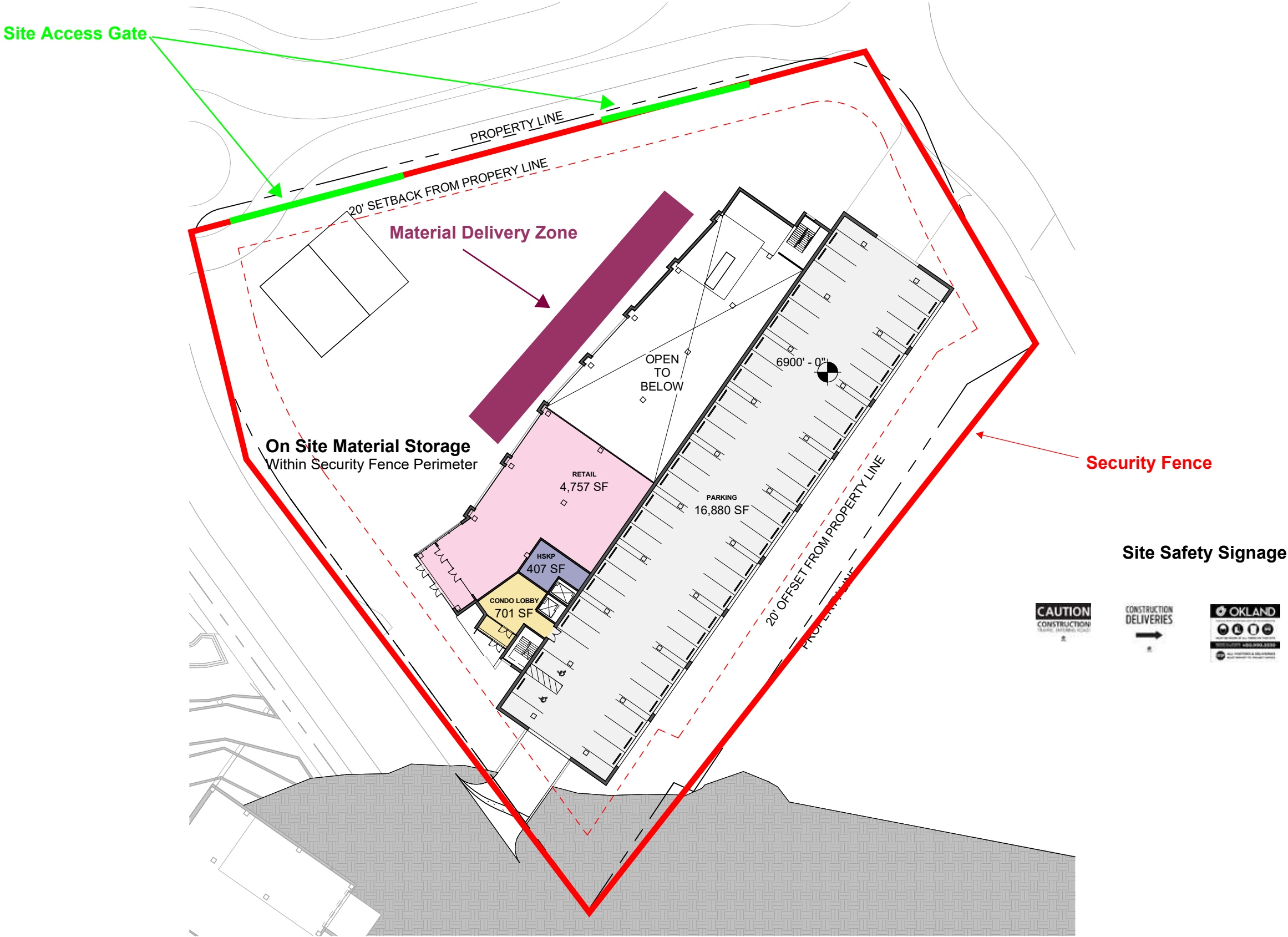
GENERAL APPROACH TO MASS EXCAVATION AND EXPORT

Mass excavation activities begin as the lagging is installed. Material exported from the site may be placed on mountain in fill locations identified as suitable by the resort owner. Alternatively, exported materials may be transported through the city to a fill location in brown’s canyon. Where exported materials are required to transit through the city a schedule and material movement plan will be developed for approval by the municipality.











PEDESTRIAN WALK WAY



PERIMETER FENCE



DEBRIS NET CATCHER

Site Safety Signage

50' intervals security fence perimeter



At all entry points

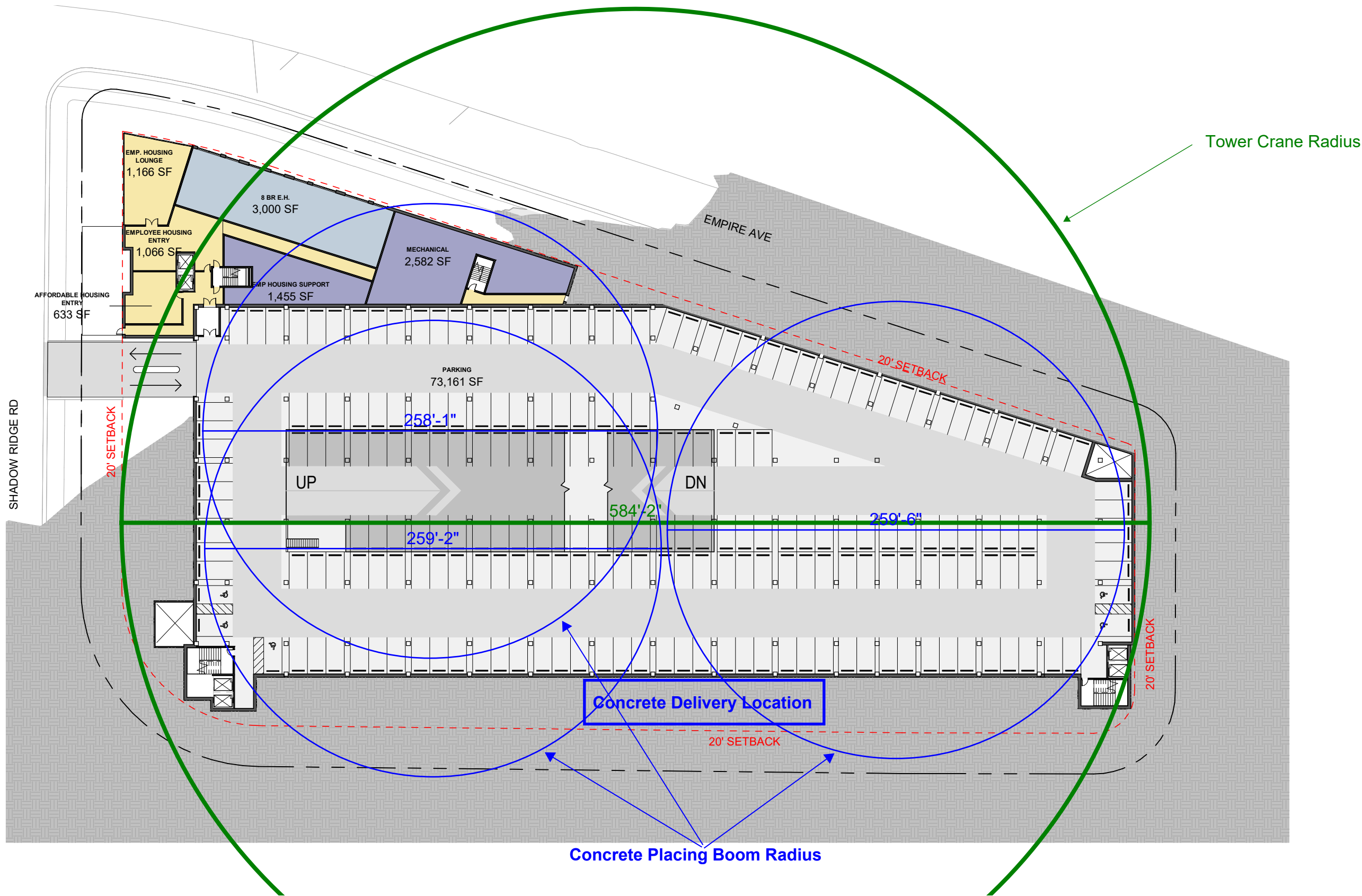


At all material delivery points

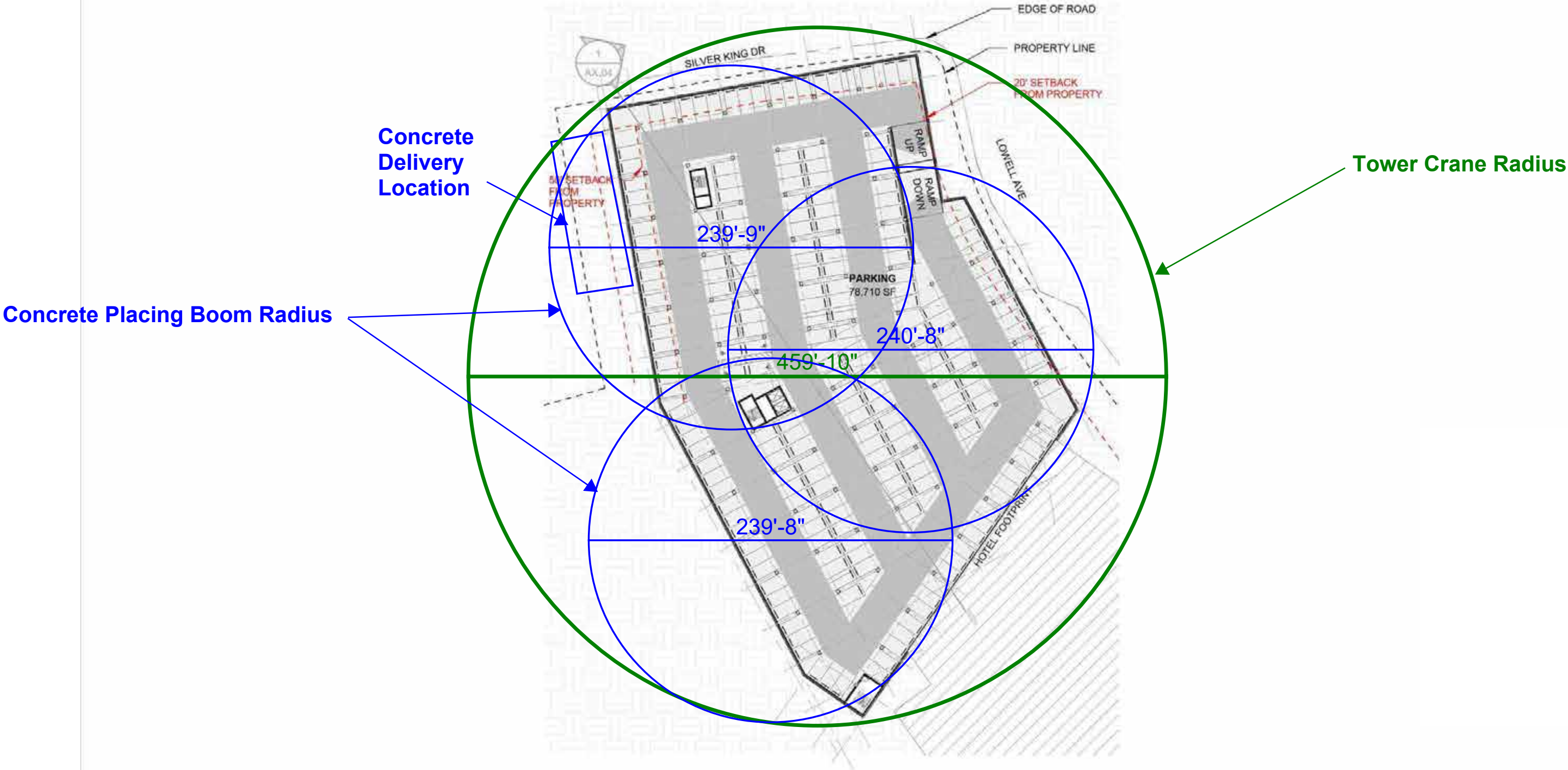


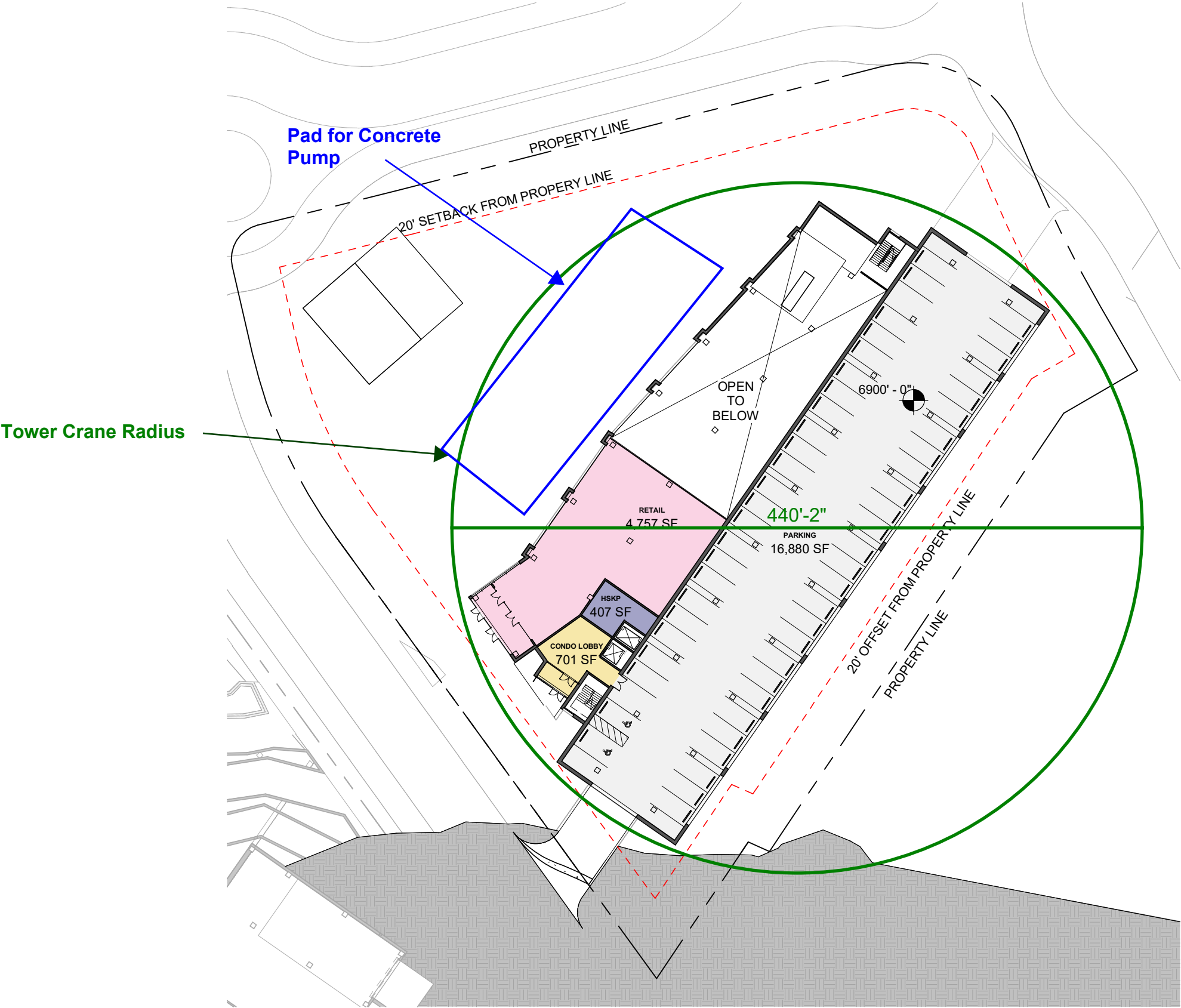
At all road entries













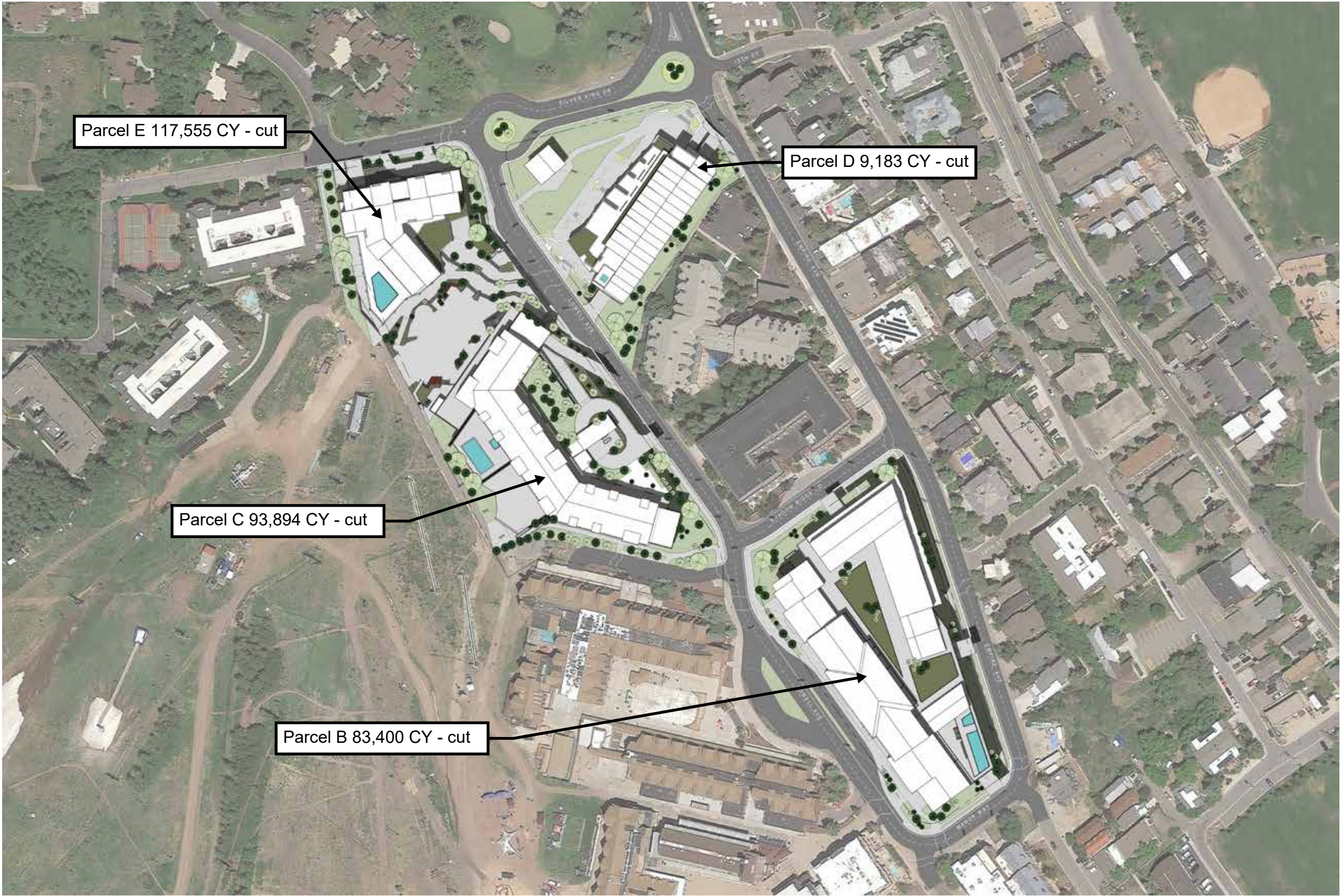
PLACING BOOM

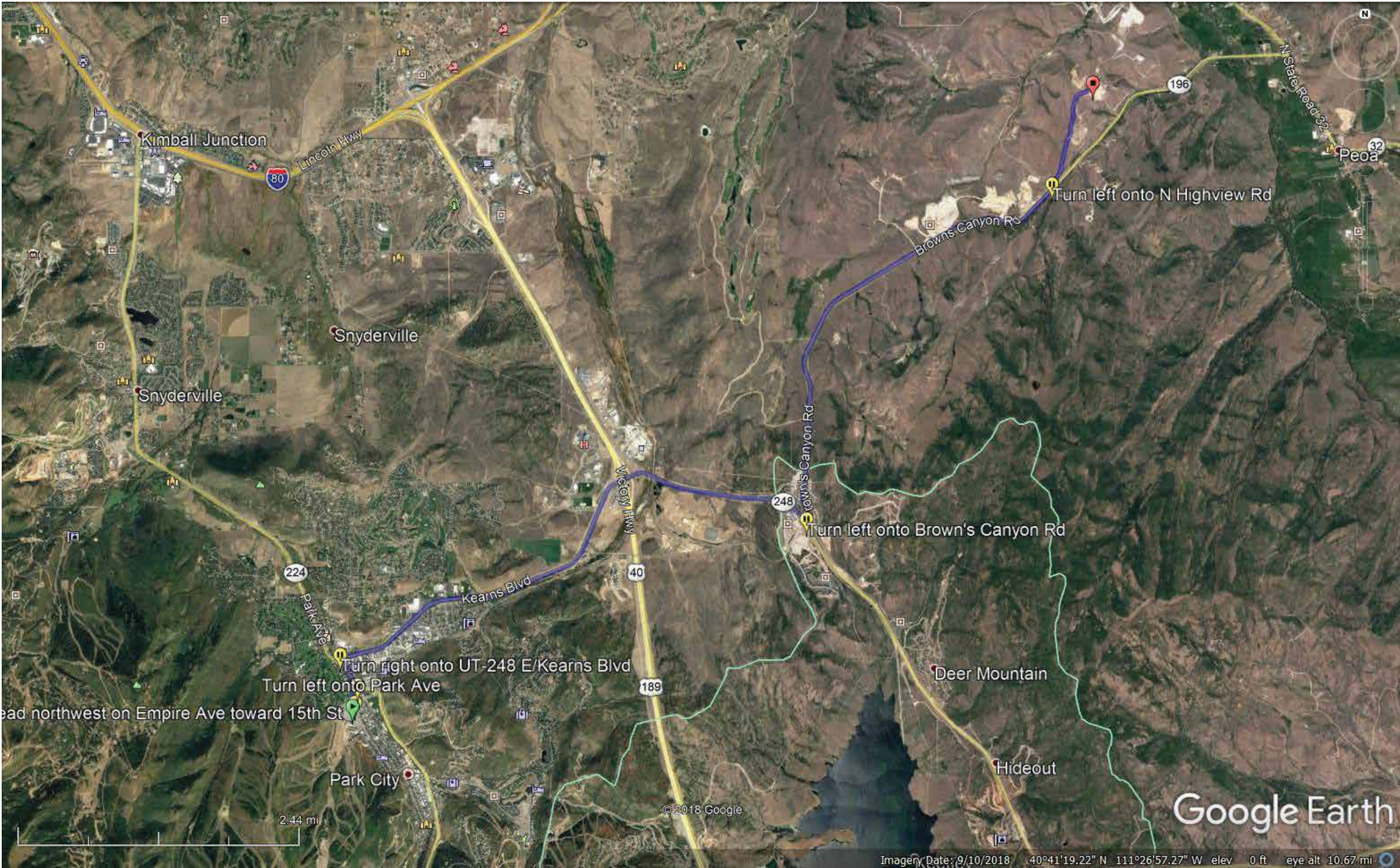


TOWER CRANE



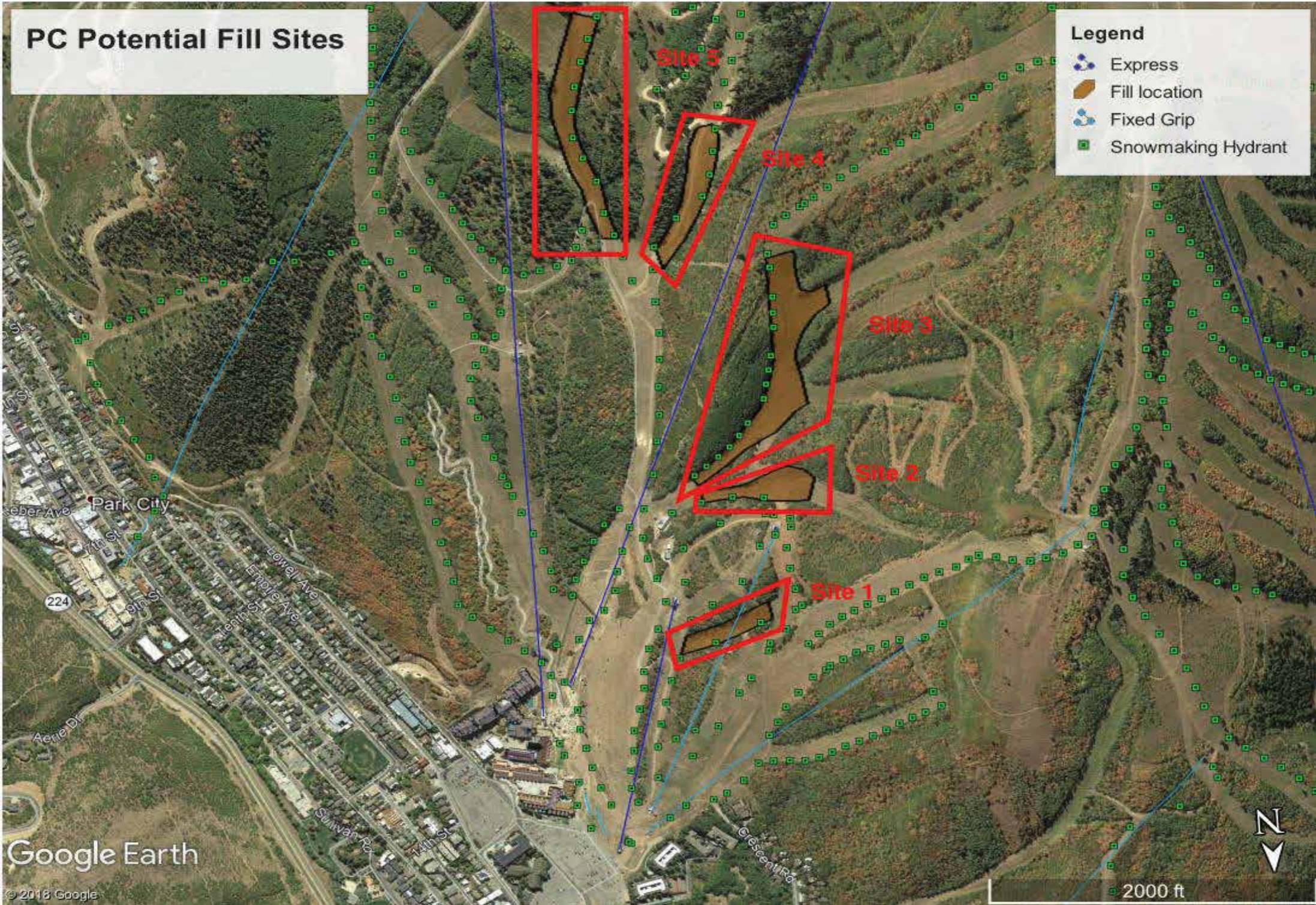
MAN & MATERIAL LIFT





Off Site Waste Area

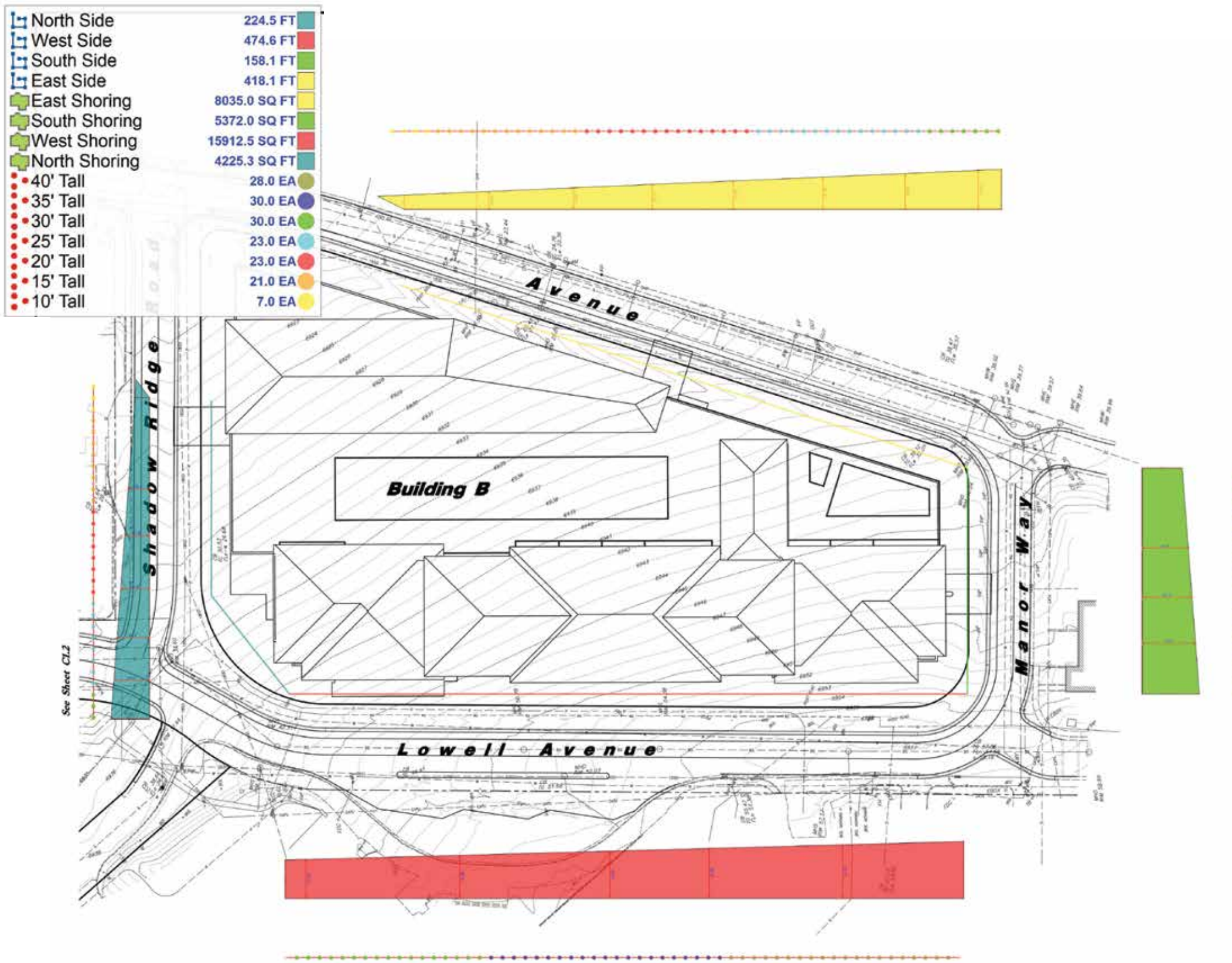
Brown’s Canyon Road – 10.7 miles, 19 Minutes

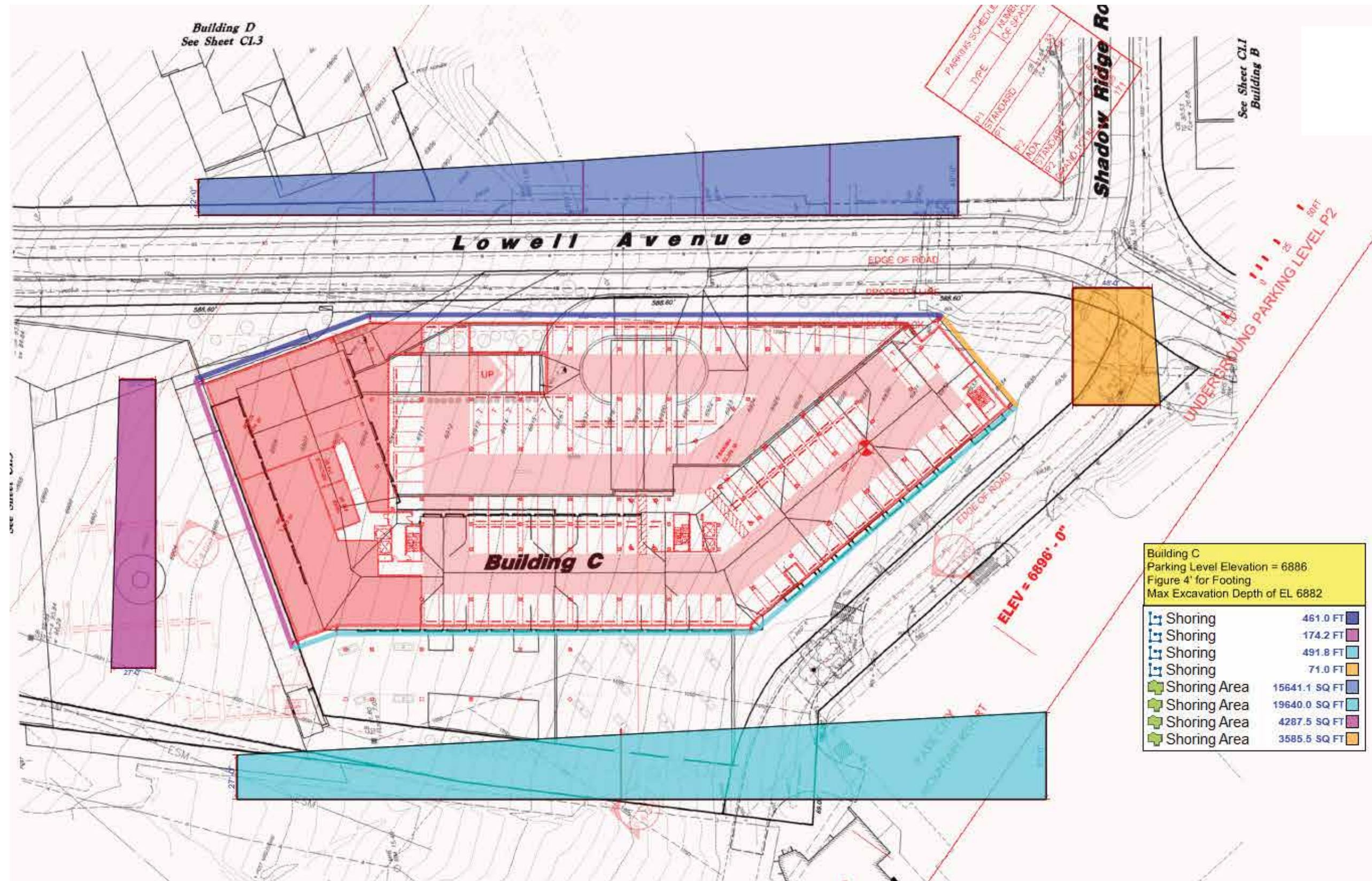


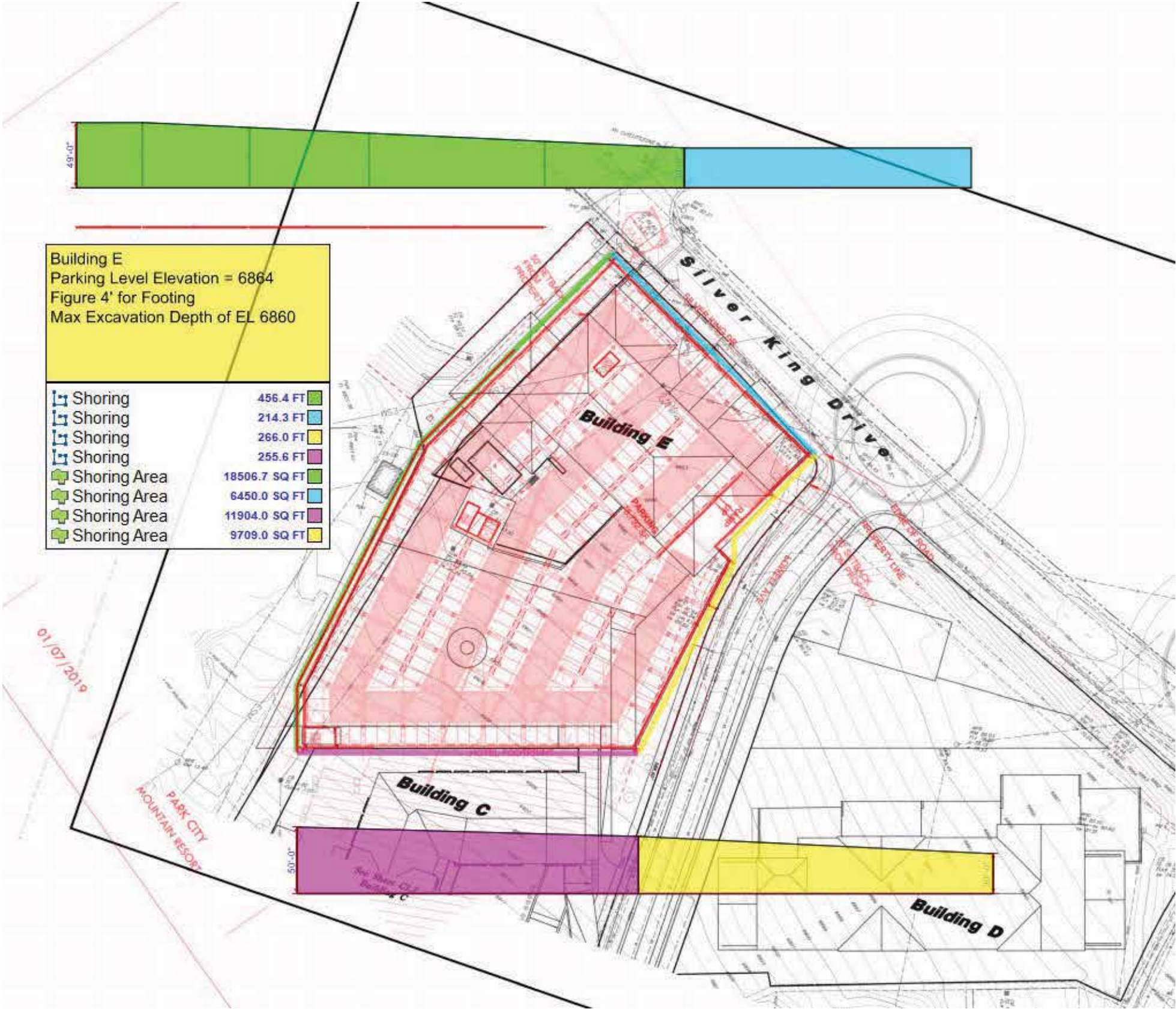
On Site Waste Area

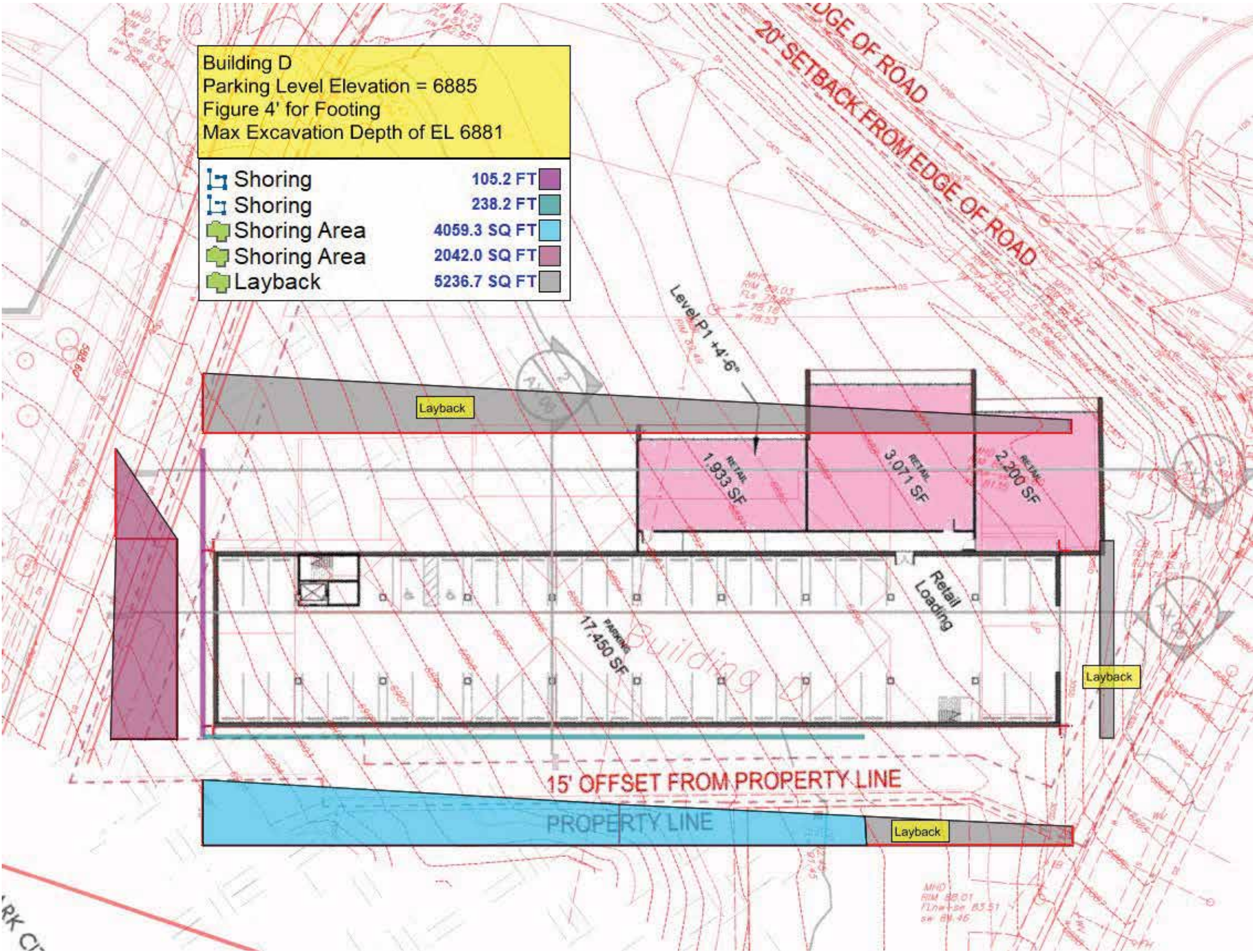
Soil Export Projections

Location	CY	Tons (2,400/CY)	ADT (35T)			Highway (32T)		
			Trips	Cycle Time (min)	Hours	Trips	Cycle Time	Hours
Parcel B	107,200	123,857	3,328	32	1,784	3,698	42	2,673
Parcel C	93,894	112,673	3,219	32	1,502	3,521	42	2,465
Parcel D	9,183	11,019	315	32	147	344	42	241
Parcel E	117,555	141,066	4,030	32	1,881	4,408	42	3,086
Total All Parcels	327,832	388,615	10,892		10,892	11,971		8,465









Drill Solder Piles



Remove Excess Material



Set Soldier Pile



Grout



Install Lagging



Cut Pile to Length



Lagging and Tie Back

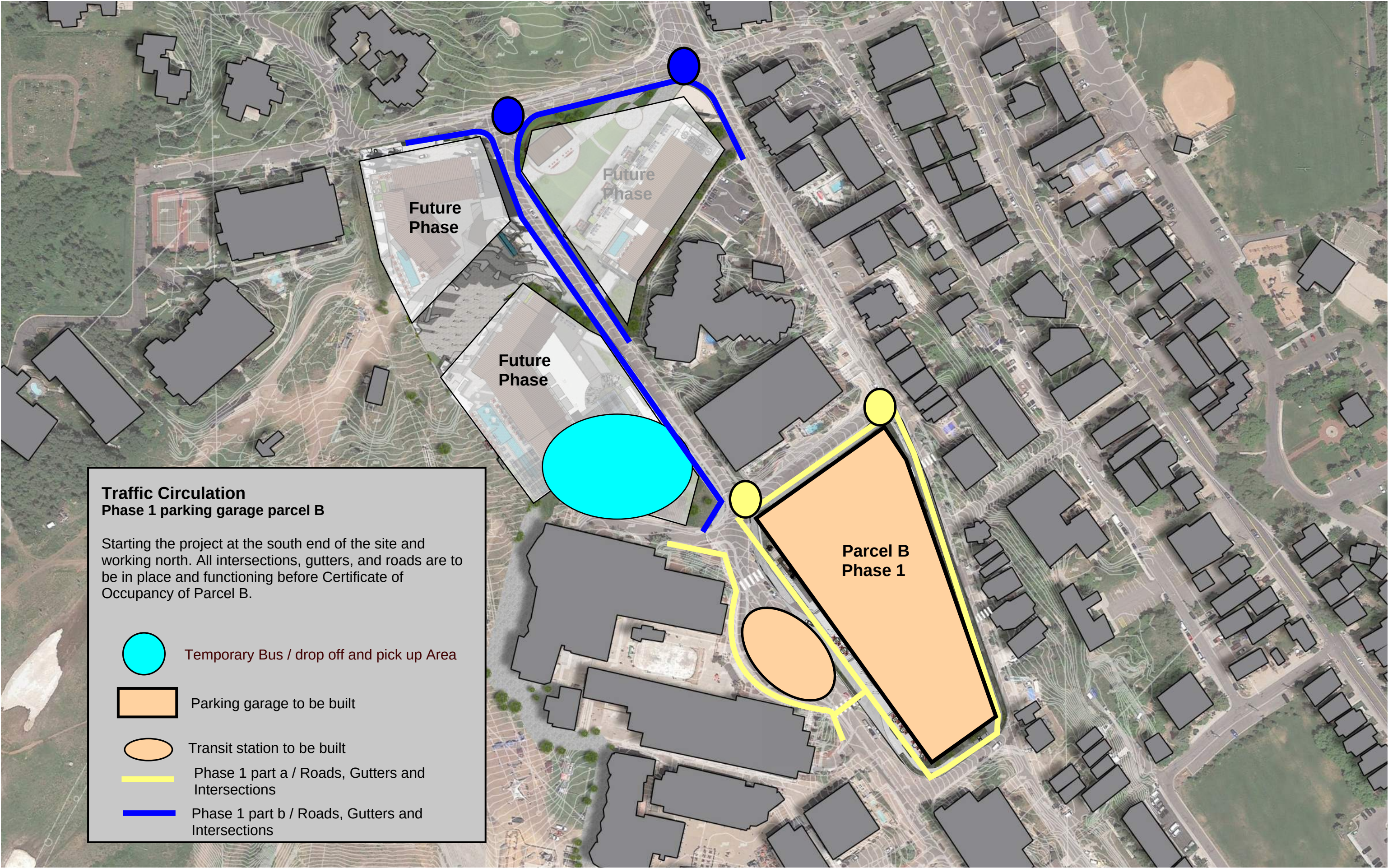


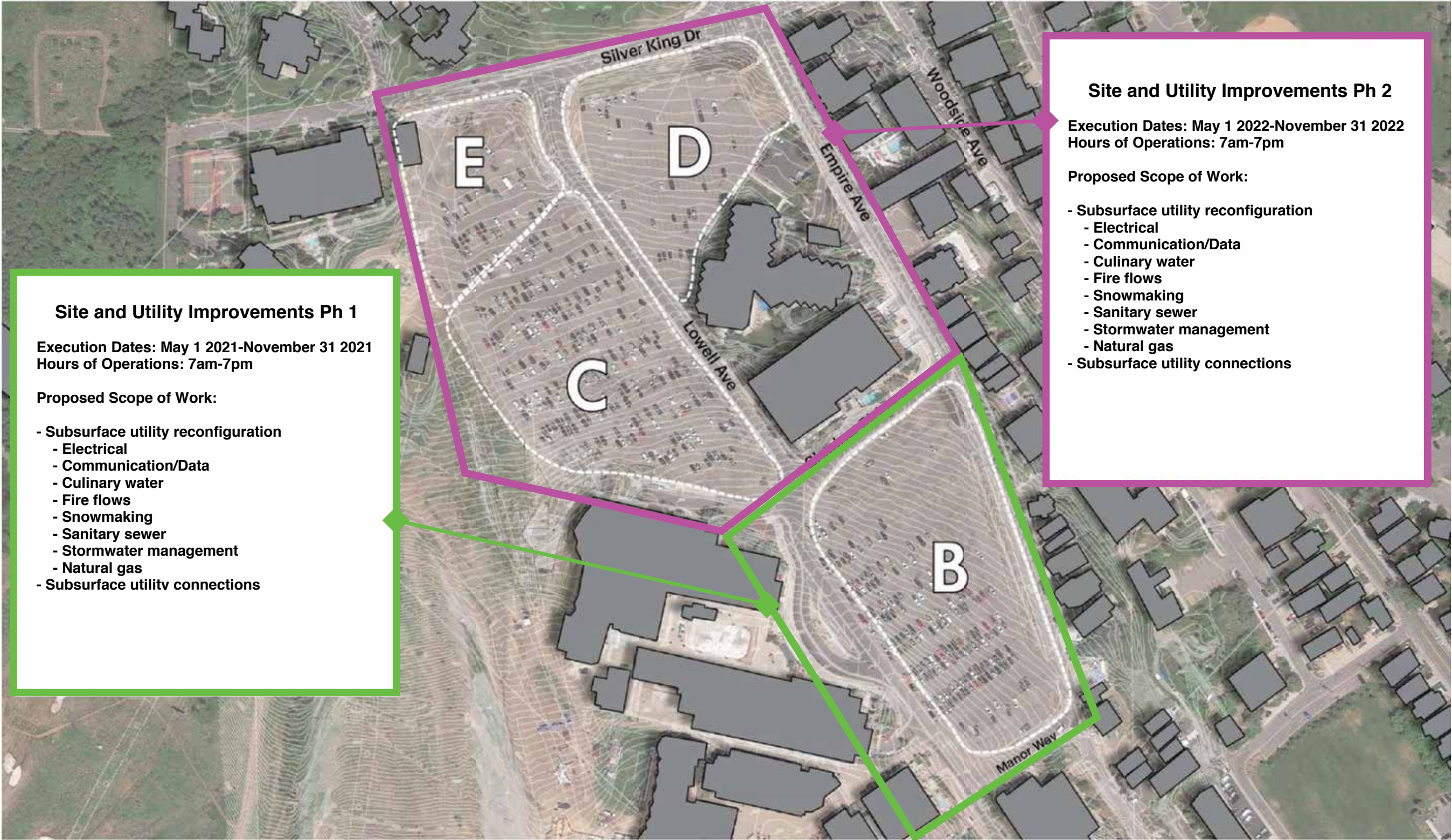
Shoring Process

Drilled Pile with Lagging and Tie Back

End Condition



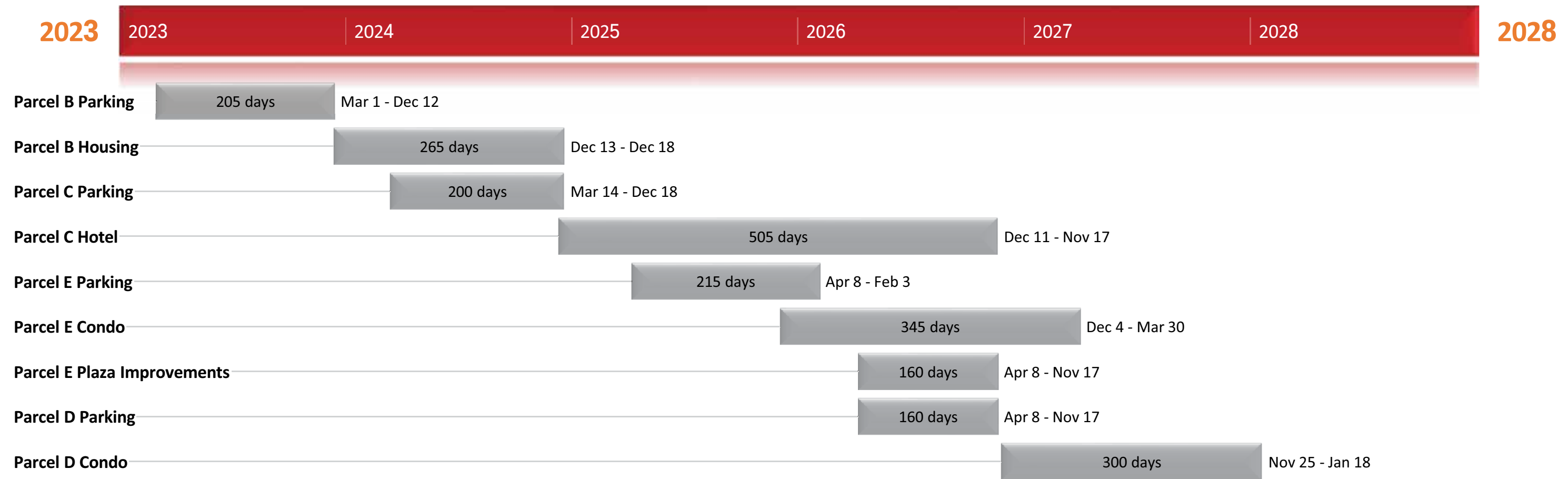


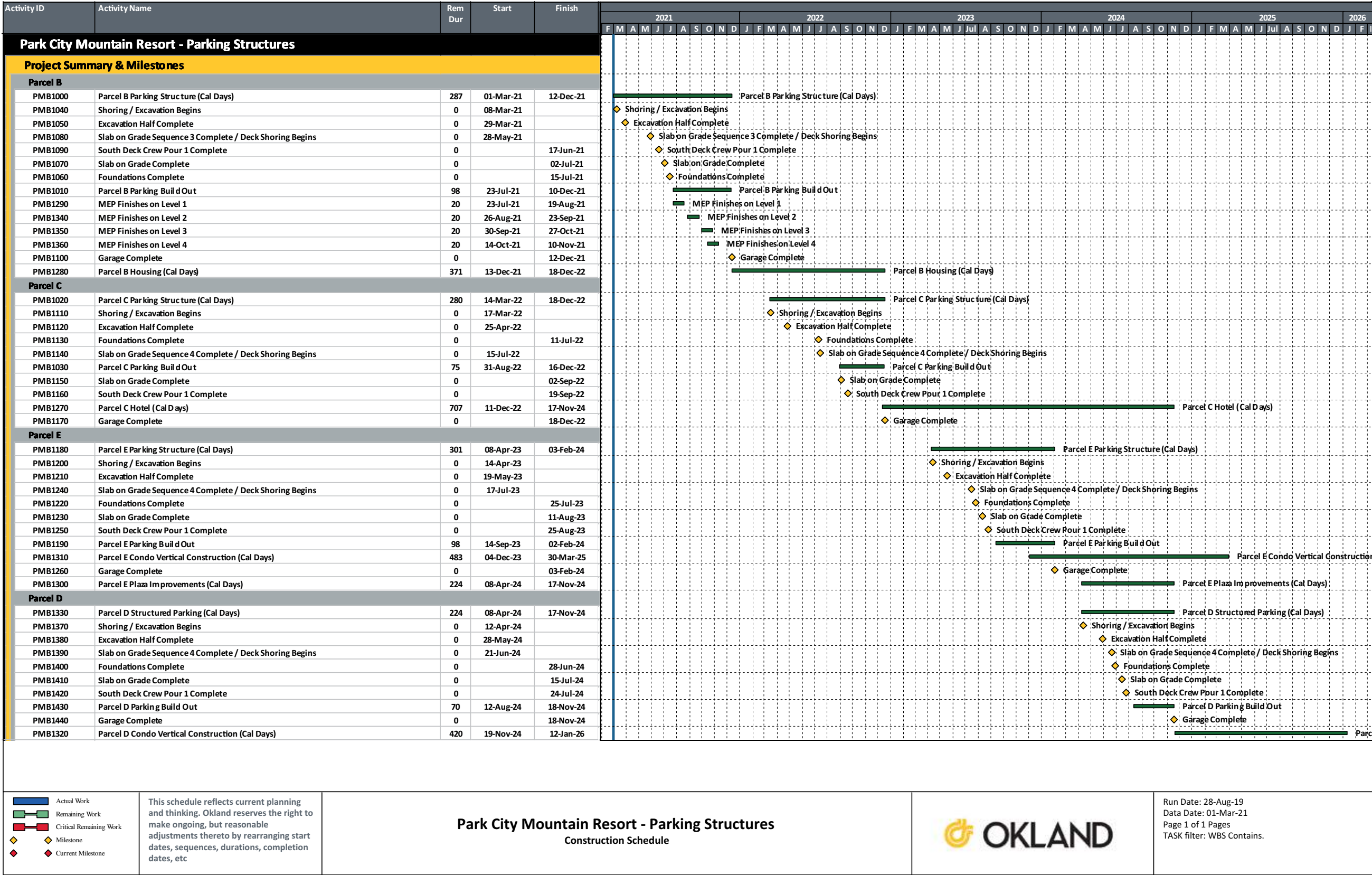


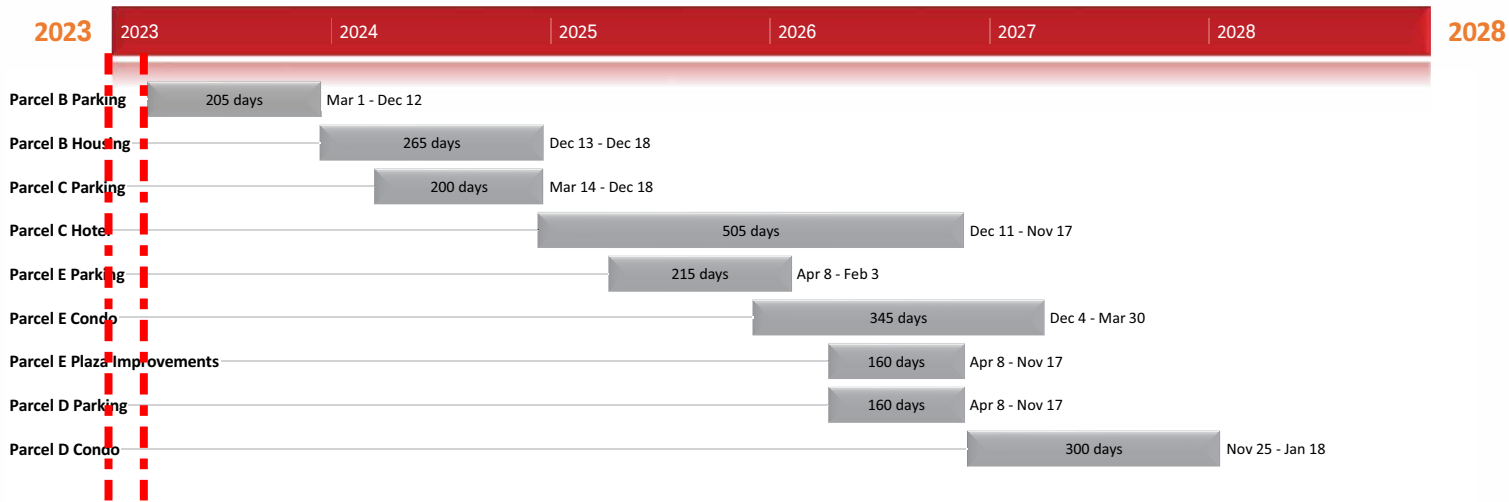


Administrative Area: 150' x 100' (15,000sf)

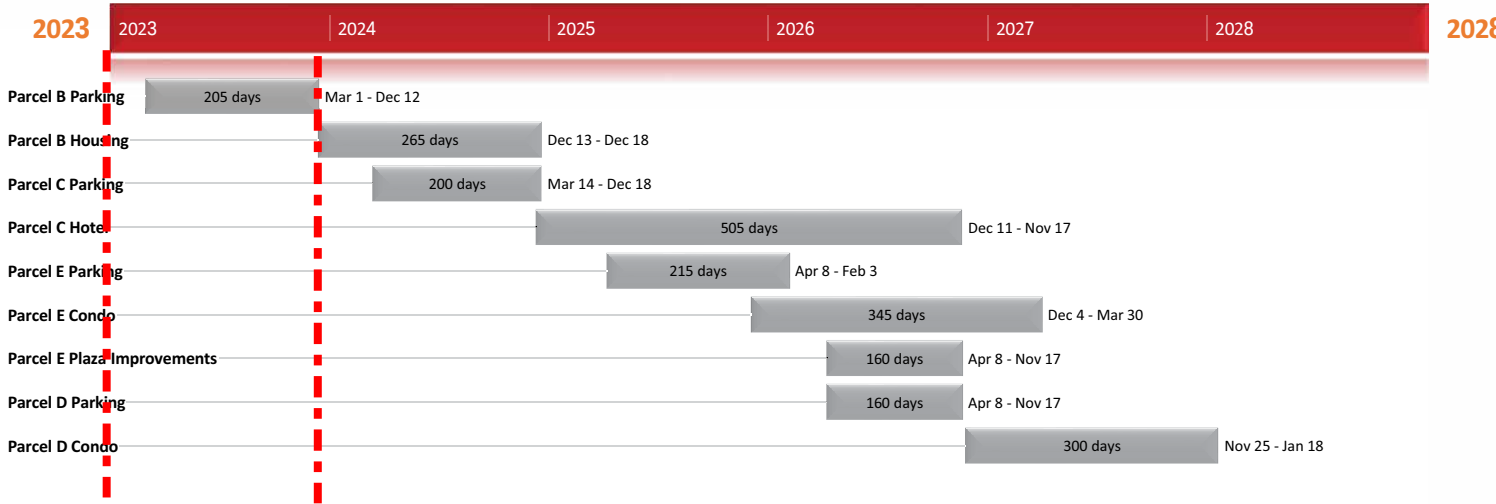
- Contractor Offices
- Administrative Parking
- Restrooms
- Safety Administration
- Training/Break Area
- First Aid
- Miscellaneous Storage





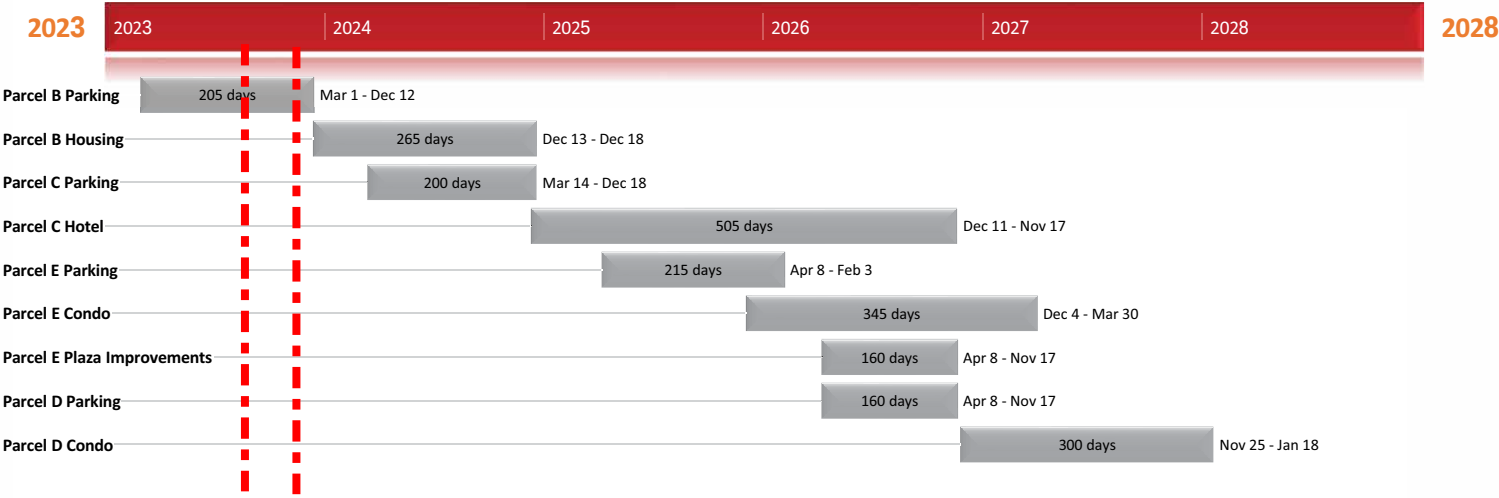


PARCEL B SHORING



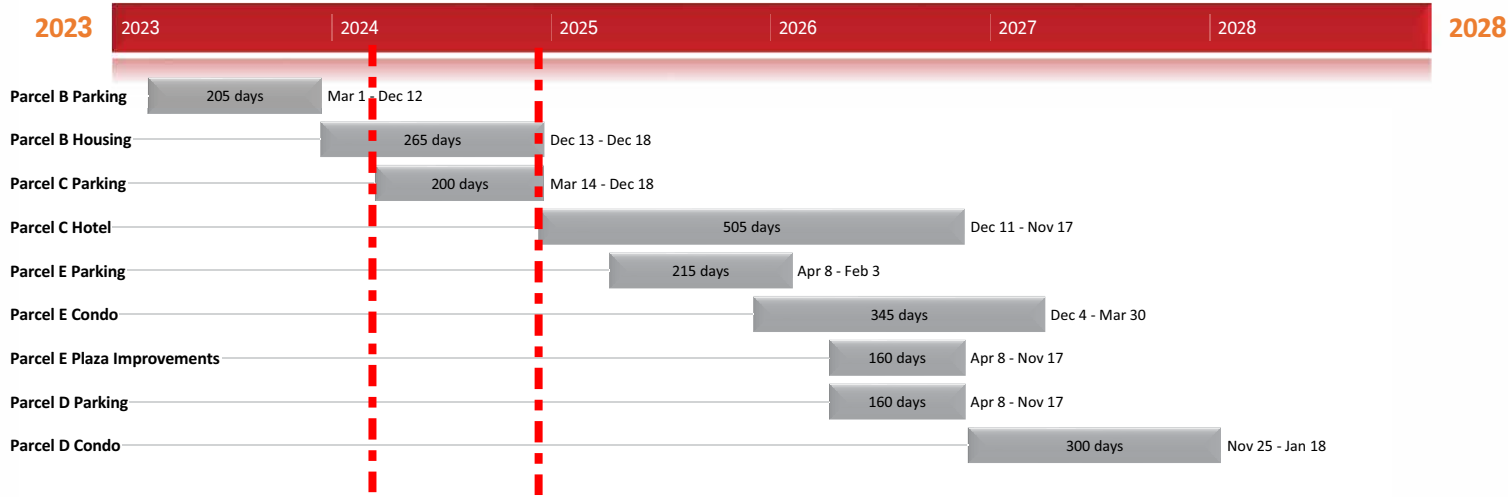
PHASE 1 ROAD IMPROVEMENTS

PARCEL B GARAGE EXCAVATION AND CONSTRUCTION



PARCEL C SHORING

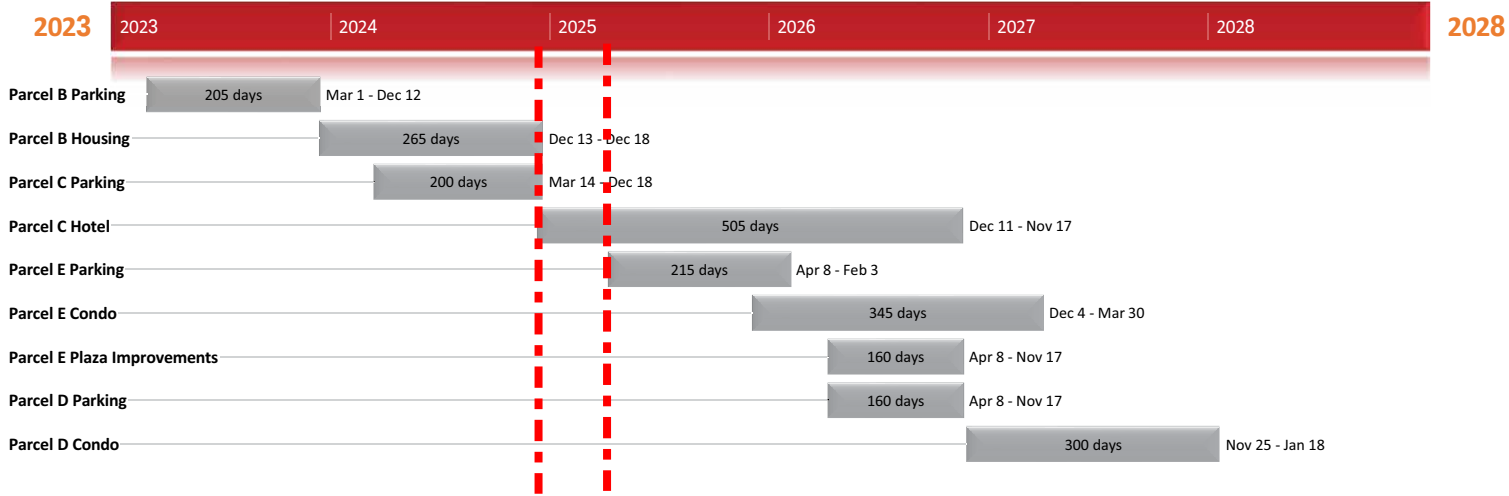
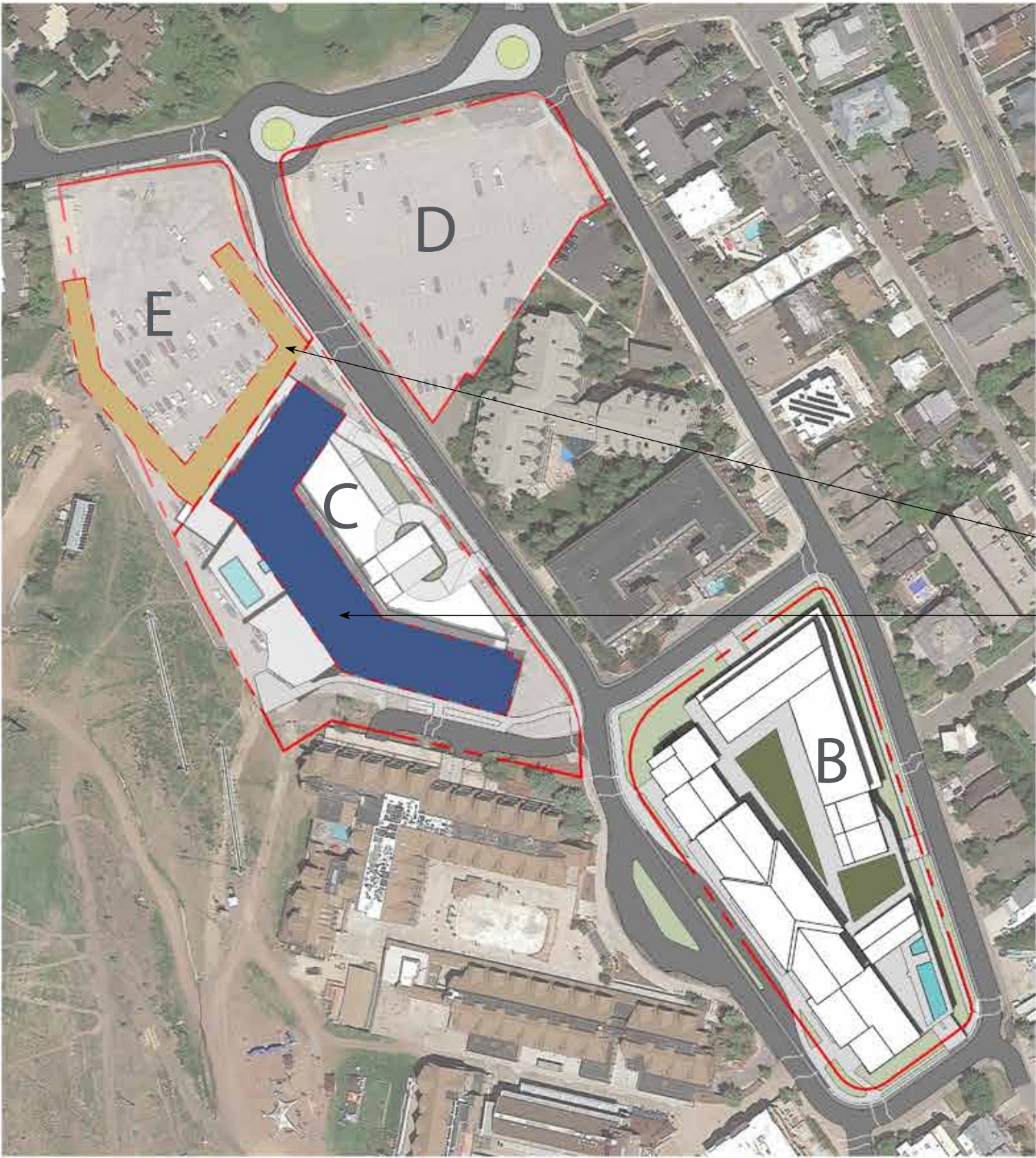
PARCEL B OVER GARAGE CONSTRUCTION



PHASE 2 ROAD IMPROVEMENTS

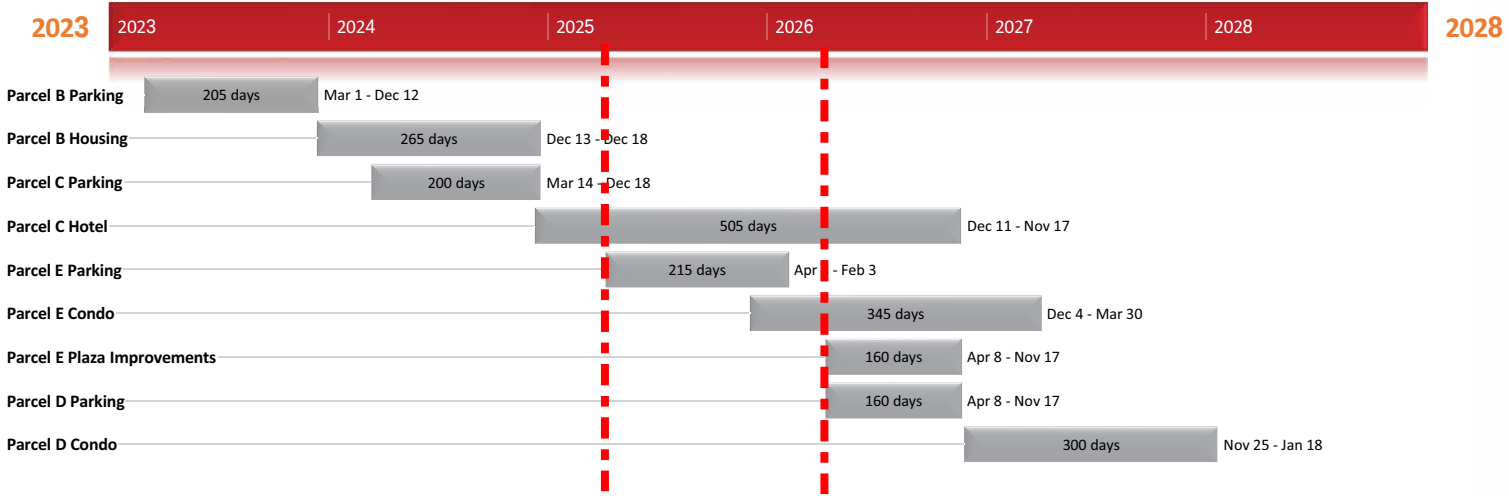
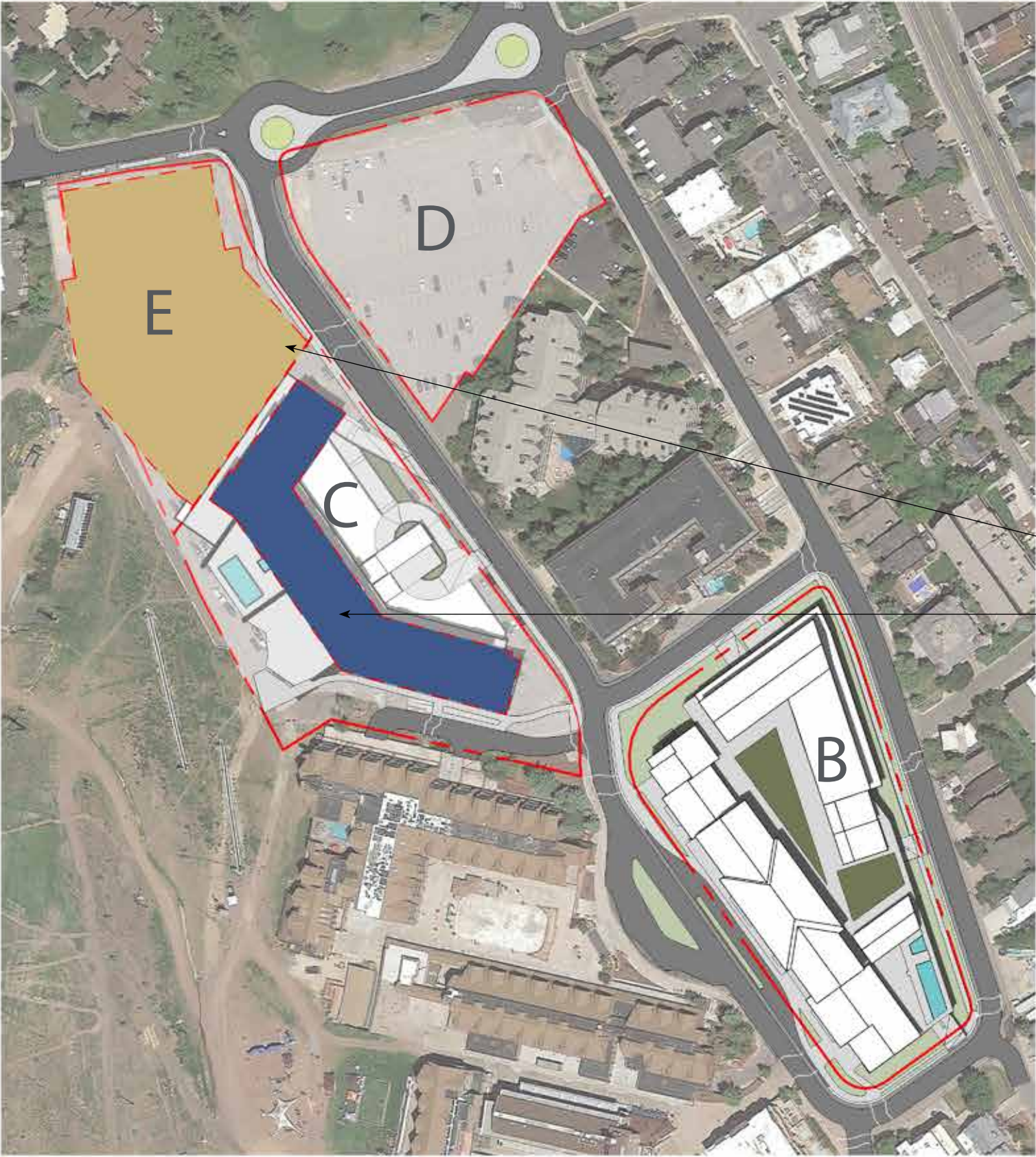
PARCEL C GARAGE EXCAVATION AND SHORING

PARCEL B COMPLETION



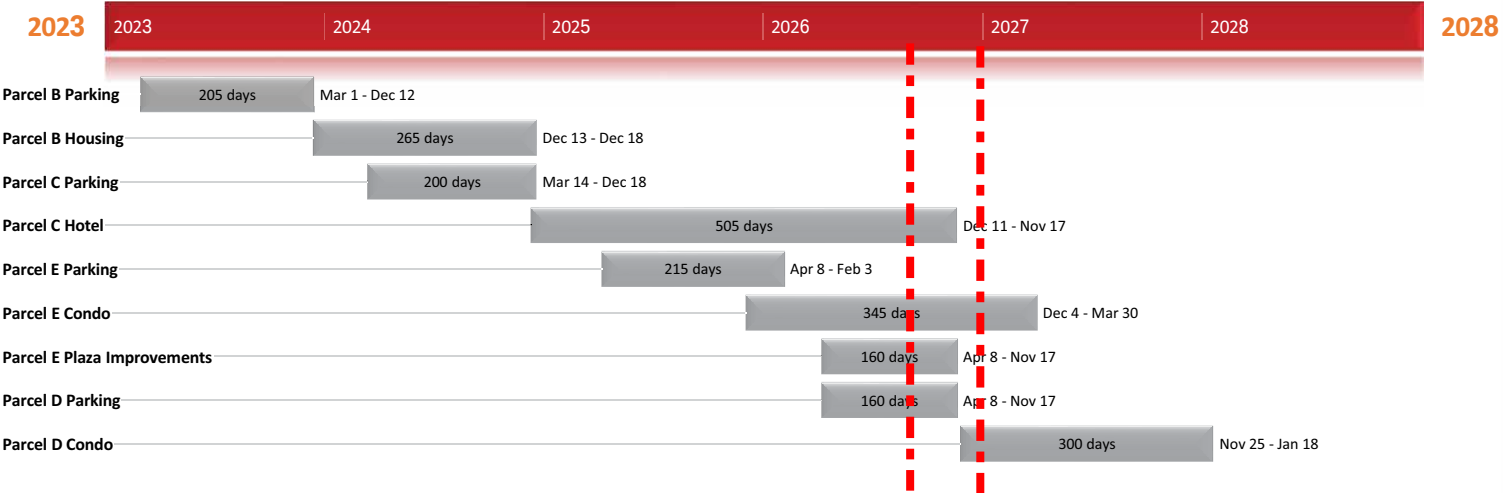
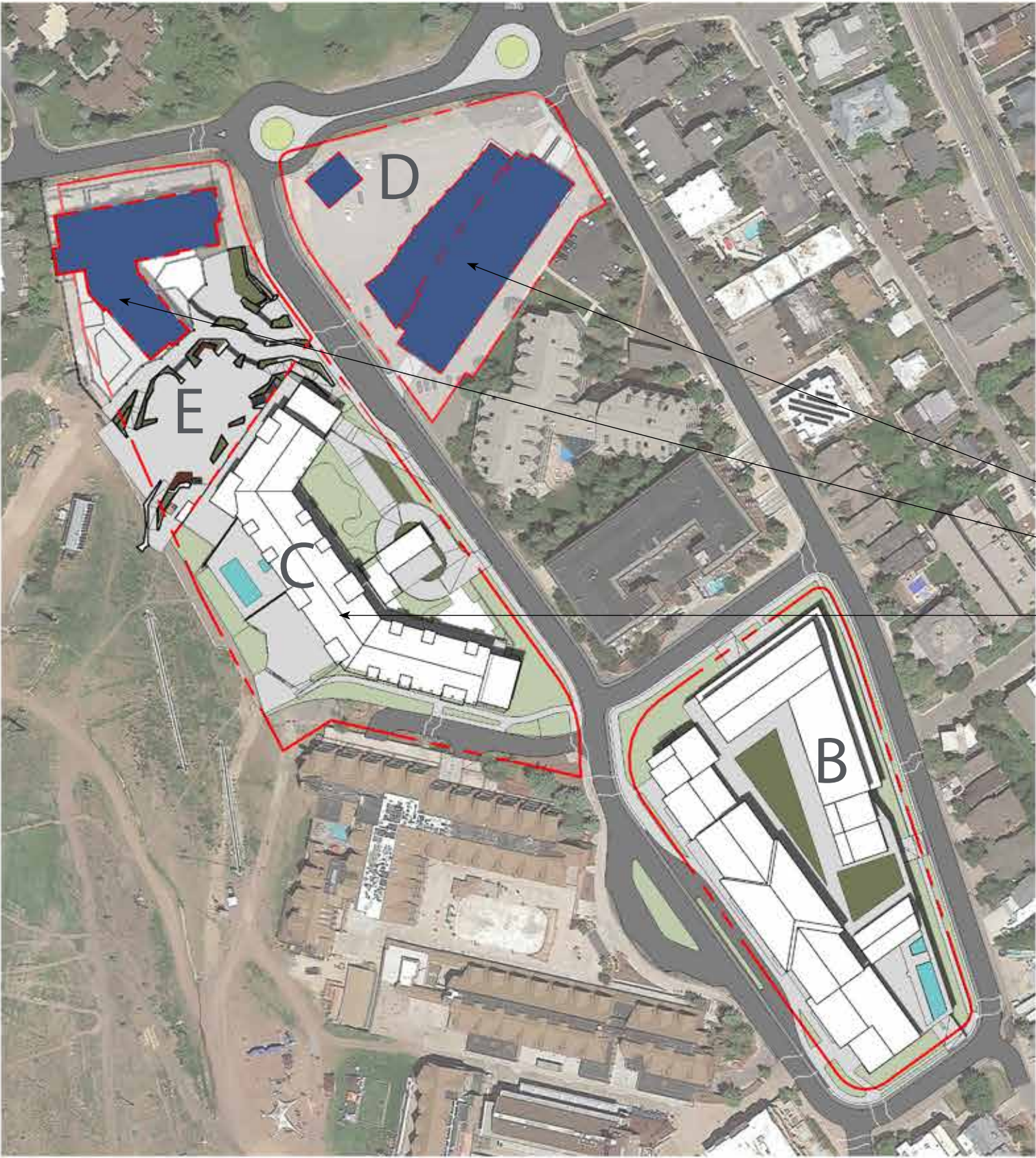
PARCEL E SHORING

PARCEL C OVER GARAGE CONSTRUCTION



PARCEL E GARAGE EXCAVATION AND CONSTRUCTION

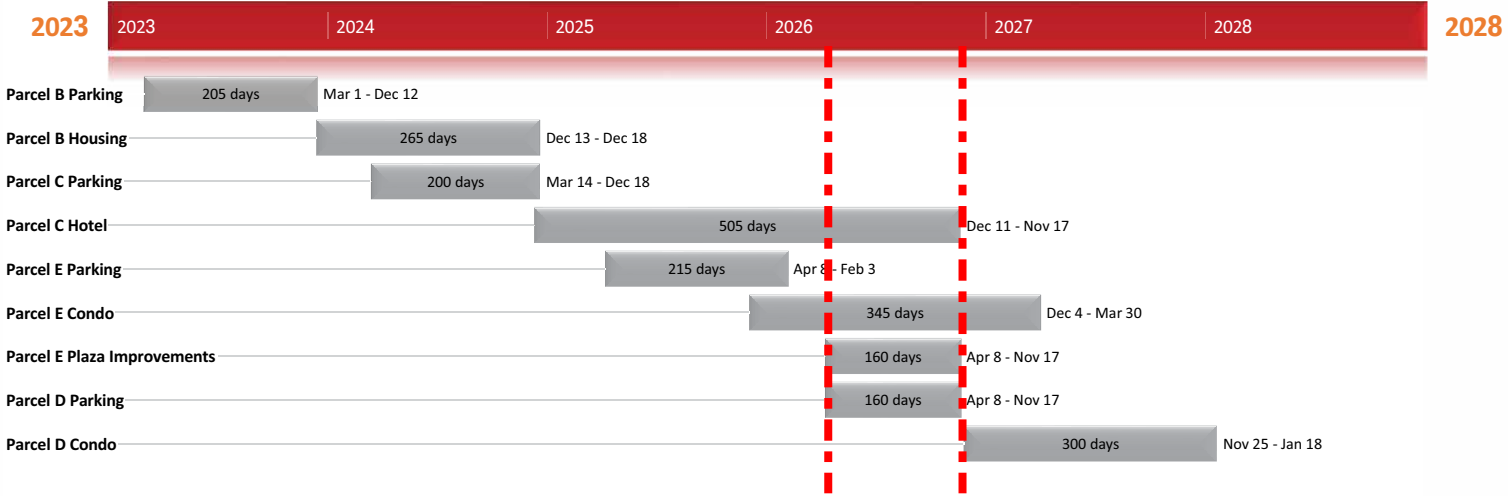
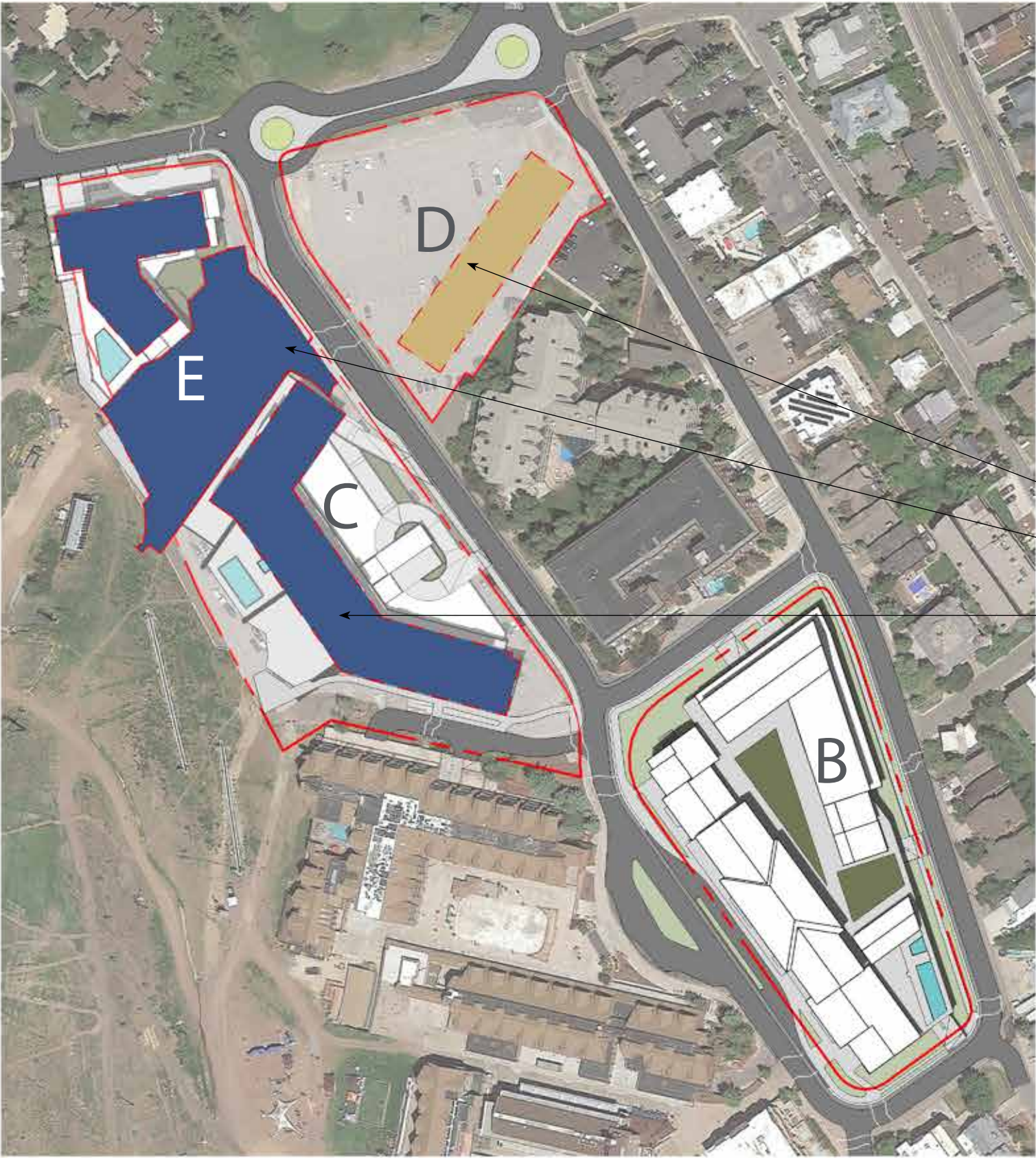
PARCEL C OVER GARAGE CONSTRUCTION



PARCEL D OVER GARAGE CONSTRUCTION

PARCEL E OVER GARAGE AND PLAZA CONSTRUCTION

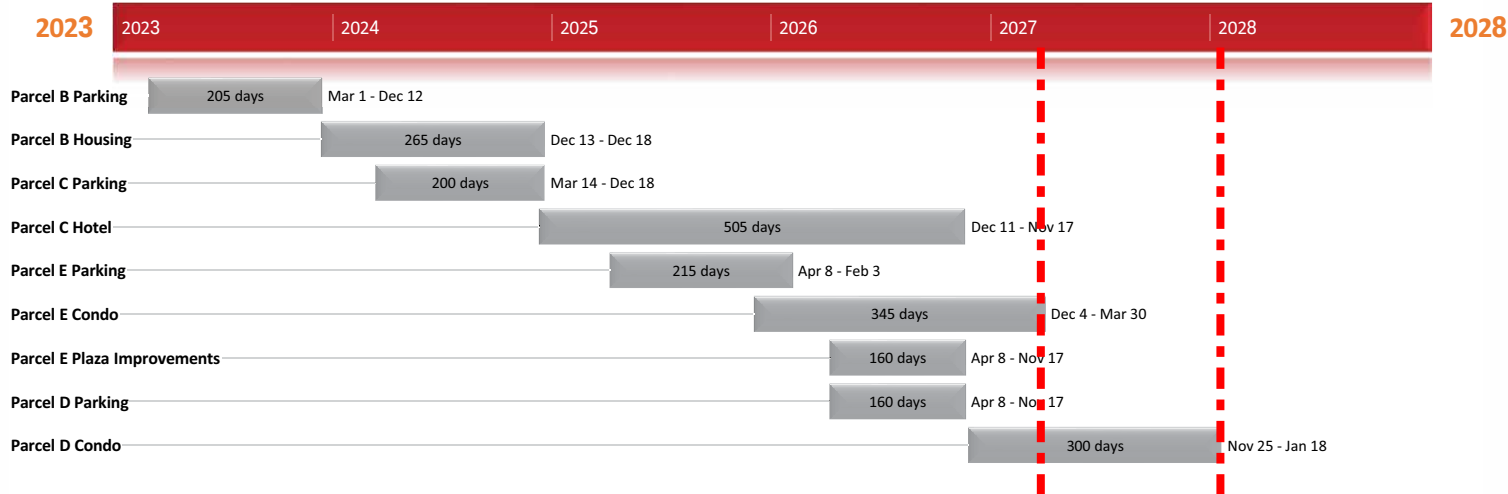
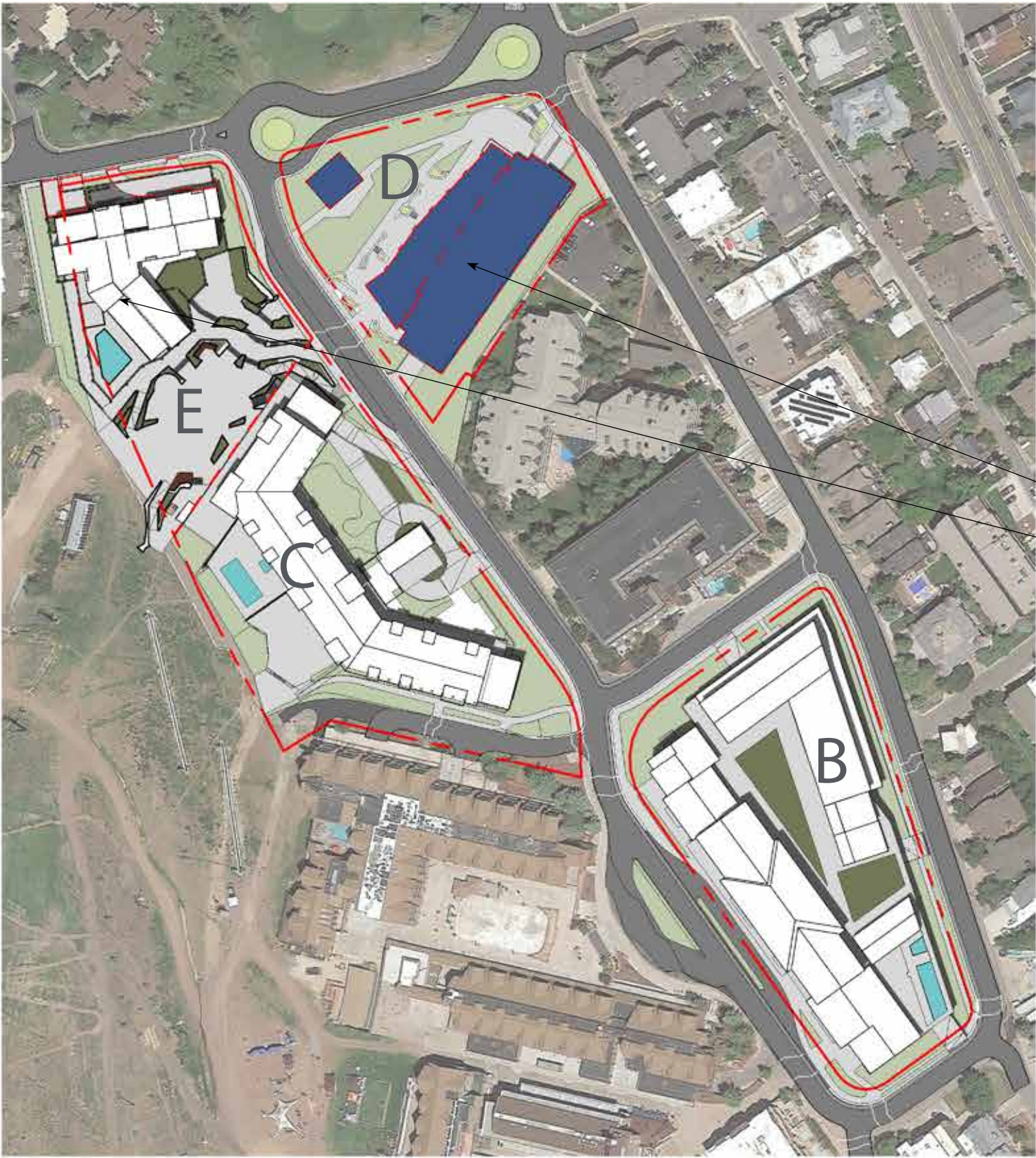
PARCEL C AND PARCEL E PLAZA COMPLETION



PARCEL D GARAGE EXCAVATION AND CONSTRUCTION

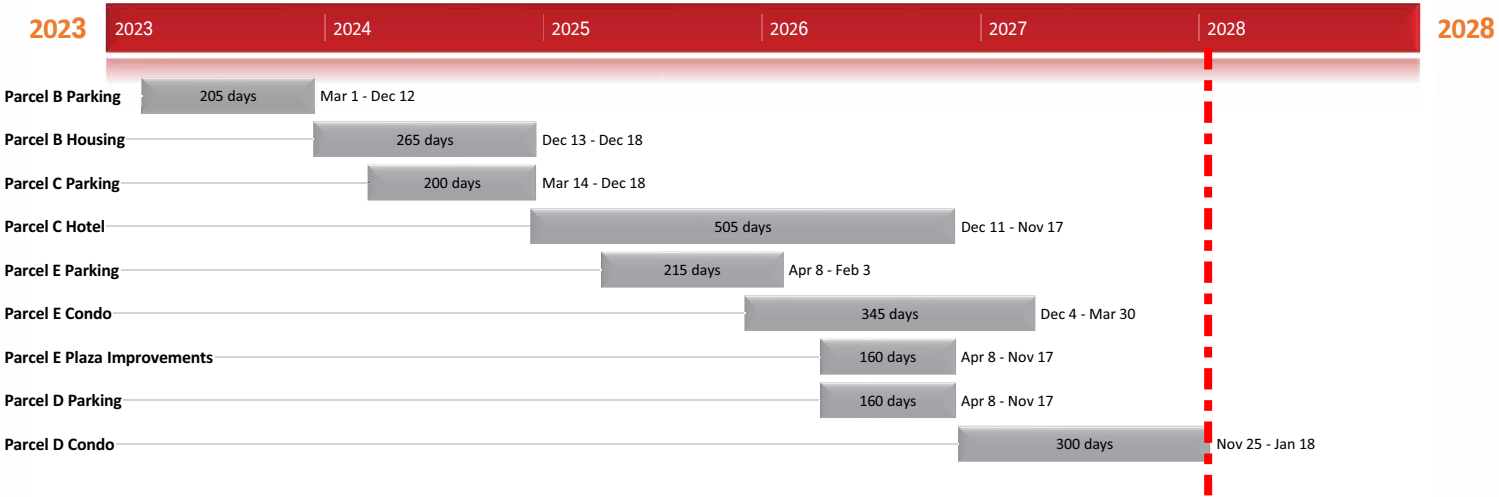
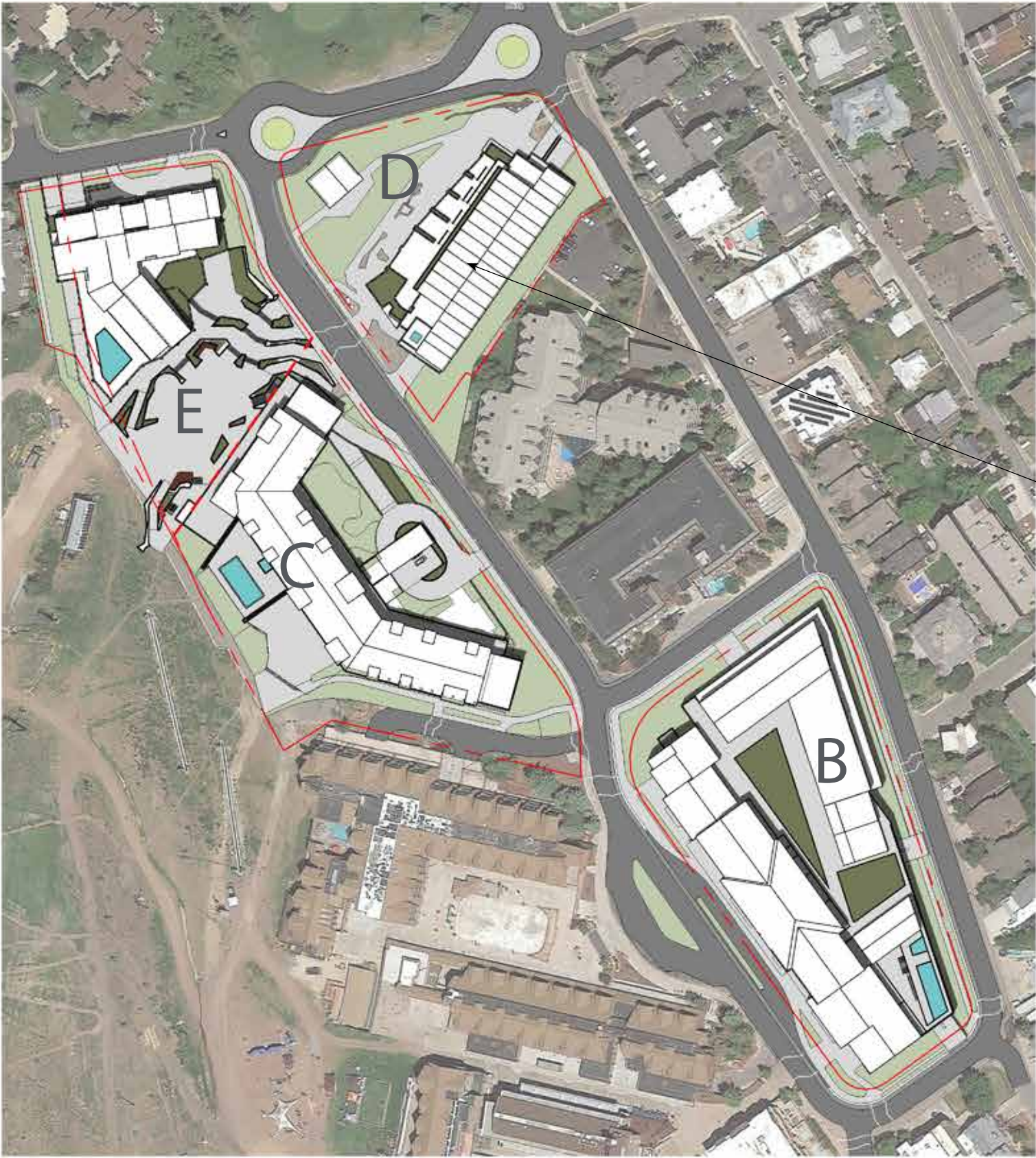
PARCEL E OVER GARAGE AND PLAZA CONSTRUCTION

PARCEL C OVER GARAGE CONSTRUCTION



PARCEL D OVER GARAGE CONSTRUCTION

PARCEL E COMPLETION



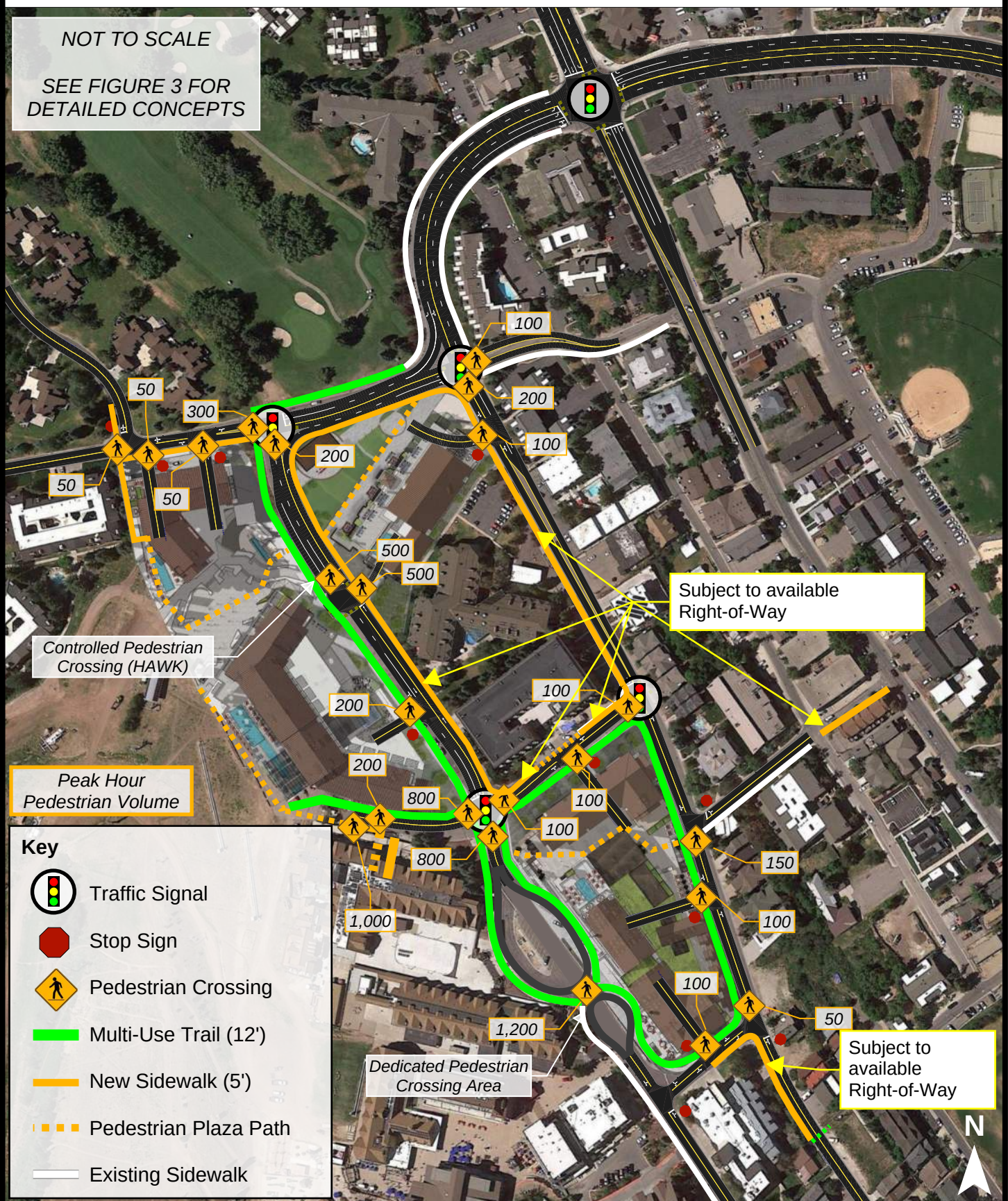
PARCEL D COMPLETION

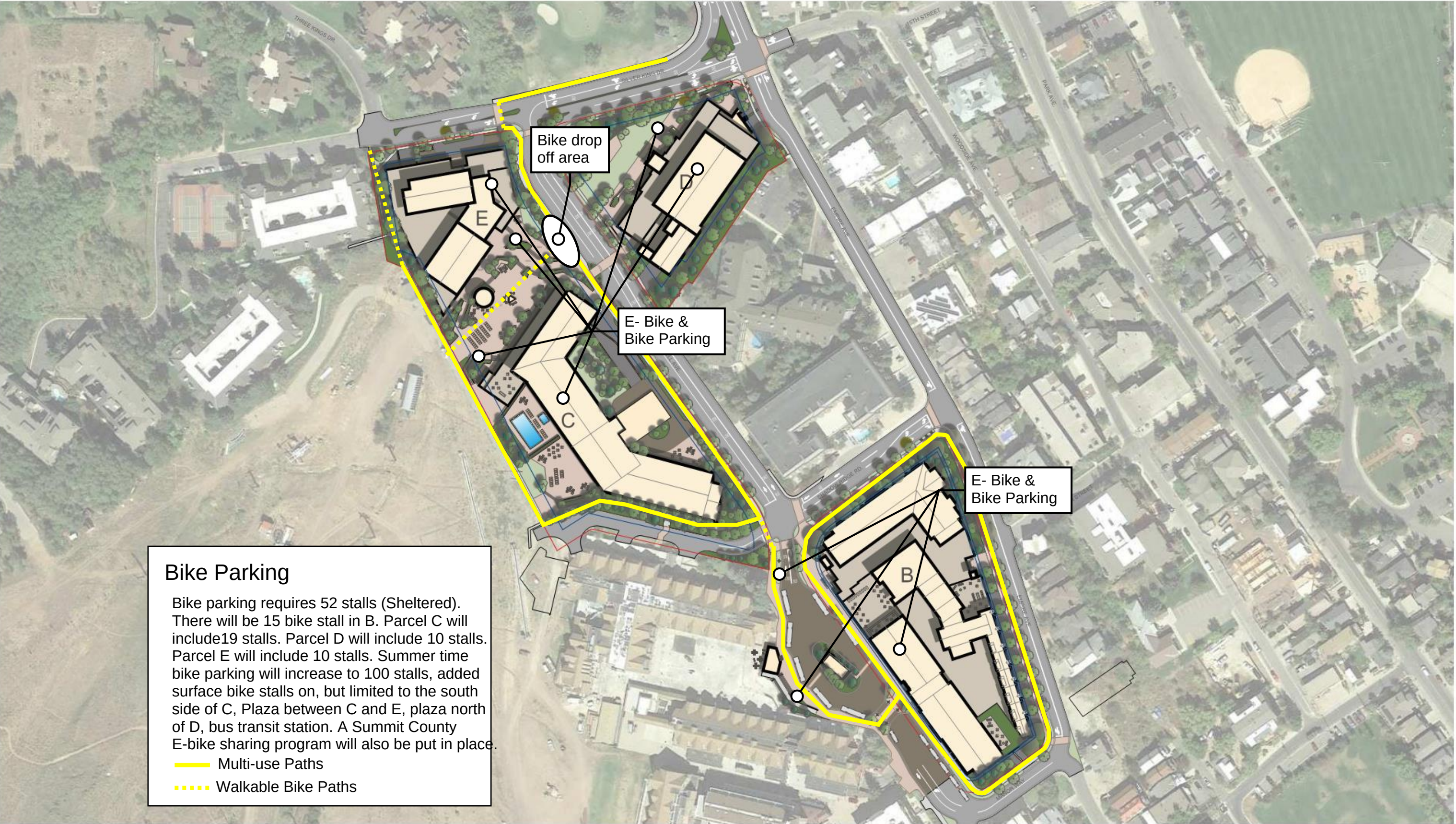
Scenario 2b

Pedestrian and Bike Paths

NOT TO SCALE

SEE FIGURE 3 FOR
DETAILED CONCEPTS





PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN

0 80 160 FT

LS.01 05/12/2021 22328.001

TRANSPORTATION DEMAND MANAGEMENT PLAN AND PARKING MANAGEMENT PLAN

Park City Base Area Redevelopment

Updated May 7, 2021

This Transportation Demand and Parking Management Plan are provided in conjunction with approval of the Master Development Plan for the Park City Base Area Redevelopment. These plans have been developed in coordination with Park City Mountain Resort and Resort Center business owners and are intended to provide the framework for transportation demand and parking management within the new development.

The Applicant is committed to the City's evolving vision as a "Transit First" city. As such, the Applicant has developed the following Transportation Demand Management (TDM) plan with those objectives in mind, recognizing the unique resort destination nature of the development parcels and its draw of visitors from beyond Utah. These objectives, in connection with the Parking Management Plan, are anticipated to reduce the number of cars accessing the site by 20 percent. The Applicant agrees to refine this plan to reflect new information with the submission of each CUP on the site.

In prioritizing Transit First, the Applicant is proposing a total of 1,721 parking spaces within the project, in addition to the spaces located within the existing base development buildings. The LMC would require 2,223 spaces within the project. In addition, the expired MPD required an additional 600 day-skier spaces be constructed, which would bring the required parking for the project to 2,823 spaces. The Applicant is proposing a parking reduction, both for the parking to support the development but also from the expired MPD requirement, which will allow reduced traffic and further encourage use of transit. For the spaces required to support the new development, the Applicant is using the reduction allowance in the City Code for shared parking, based upon the unique attributes of the resort base area that provide the ideal synergies for shared parking proven in other resort locations. In addition, the Applicant is proposing to replace the existing day skier parking at a 1:1 ratio and not construct the additional 600 spaces contemplated in the expired MPD. This reduction is in line with the City's desire to limit traffic into the base area and the anticipated improvements and growth of the Resort. The Applicant is proposing 1,102 fewer spaces than this requirement, 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.

The Applicant is proposing upgrades to parking, traffic, pedestrian, cycling and transit modes within the project. In addition to these physical improvements, the Applicant is proposing a series of programmatic and operational measures to implement a traffic solution, prioritizing transit and providing enhanced traffic circulation around and through the site. These measures are intended to further manage the demand on the facilities and to optimize those modes of transportation that are beneficial to the community such as transit, pedestrian and cycling modes while reducing single occupancy vehicles driving to the site. AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.

Communication

- The Applicant proposes to prepare an annual coordination and communications plan in conjunction with City traffic operations outlining how daily operations will proceed on peak days,

including transportation to/from any satellite parking lots that may be in use. This plan will be prepared and submitted prior to start of ski season.

- The Applicant proposes to implement variable message boards on roads leading to the development, subject to UDOT and/or City approval. These message boards will inform motorists at key locations of the current parking status and price of the Parcel B garage, specifically discouraging neighborhood traffic on Thaynes Canyon Drive, directing vehicles to satellite parking locations and directing guests to appropriate destinations once they turn onto Empire Avenue. The Applicant will work with UDOT and/or the City to tie this signage into signage on Interstate 80, US-40, the Ecker Hill Parking Lot, future Quinn's Junction parking lots and SR 224 and 248, to the extent approved by UDOT and/or the City. Final locations and messaging will be determined in conjunction with the City and/or UDOT.
- The Applicant agrees to work with the City to broadly communicate to its guests, businesses and residents the availability and expansion of transit options, associated improvements in the base area and location and service to satellite parking areas, in an effort to shift to transit ridership.

Transit Center

- The Applicant is proposing to construct a centralized transit center as part of the first phase of the project. This transit center will be comprised of seven bus bays and shelters. In addition, the transit center will provide for driver amenities, including restrooms, a break room and a locker room. This transit center will allow for the City to expand its transit services to the Resort in furtherance of its Transit First goals.
- The current bus drop-off location accommodates three-four buses, end to end. The Applicant anticipates the transit center will allow for an expansion of current public and private transit services to access the resort, which will drive a decrease of over 14% for peak hour vehicle trips.
- 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. Implementation of incentives for the existing and new base area will be at the discretion of the business owner or resident, as the Applicant is unable to require participation.

Pedestrian and Bicycle Improvements

- The Applicant has designed the project with pedestrian and bicycle improvements in mind, in order to promote the Transit First city goal. Specifically, the Applicant is proposing year-round bike stalls, stalls for the shared bike program and charging stations for e-bikes. These stalls will be strategically placed in locations that allow for easy access to the mountain.
- The Applicant proposes 12-foot-wide sidewalks throughout the project (with the exception of the sidewalk bordering the open space plaza in order to encourage walkability within the open space.)
- The Applicant has included safe pedestrian crossings, designed with different traffic calming measures such as different road material textures, striping and removable bollards.

Road/Street Improvements

- The Applicant has proposed a raised median on Silver King Drive in front of Parcel E, in order to restrict traffic exiting the resort and traveling on the residential Three Kings Drive.

- The Applicant agrees to coordinate with the City to identify strategies, such as increased signage, messaging to guests and City patrols of those streets, to further prevent overflow parking into adjacent neighborhoods.

Day Guests

- 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.
- The Applicant agrees to work with the City to broadly communicate to its guests, businesses and residents the availability and expansion of transit options, associated improvements in the base area and location and service to satellite parking areas, in an effort to shift to transit ridership.
- The Applicant, following considerable input to align with the City's parking management plans, is proposing to introduce paid parking as the primary tool to reduce private vehicle trips to the site. The Applicant agrees to establish the price of parking at a level to deter use of private vehicle and encourage use of transit or shuttle. The Applicant commits to work with the city to establish a minimum cost for parking. This may be adjusted in the future depending on the parking demand and traffic levels of the base area and to achieve the target mode split. An official paid parking plan for each of the parcels will be developed as part of the subsequent CUP applications.
- The Applicant will provide incentives for carpooling by day guests, such as priority parking locations within the garage, potential pricing adjustments for carpools and incentives to encourage guests to not leave the base area during peak hours of the day but remain as patrons of local businesses. The Applicant plans to accomplish this by working with businesses in the base area to offer specials and deals that incentivize people to arrive or depart outside of peak traffic hours. These methods are provided as examples of the types of be considered and the Applicant will coordinate with the City as part of the annual review of the TDM/PMP to determine appropriate and effective incentives.
- In addition to the drop off locations provided within the development, the Applicant is proposing to provide approximately 20 short-term parking spaces initially within the Parcel B garage and then split between Parcel B and E for additional guest drop-off areas/short term parking (30 minutes). The number and location of such spaces will be included in the PMP submitted with the Parcel B CUP. In addition, all parking spaces within the publicly available stalls will be 15-minutes free to accommodate pay on foot patrons and those who may be dropping someone off.
- The Applicant is proposing public lockers for guests to rent for the day, season or year-round to further encourage guests to ride transit. Provision of these lockers will be an incentive namely for locals to take transit without have to transport their gear to and from the Resort for each trip.
- The Applicant further agrees to meet annually, between the close of one ski season and the start of the next, with the City to discuss parking management and parking management plan and make adjustment as may be needed to parking management plans, including, but not limited to, implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool, evaluating transit/shuttle capacities or identifying off-site parking opportunities. AVO will be counted on one select peak weekend and on one typical and one

weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.

-
- The Applicant will develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these offsite parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. These communication may be provided in a number of ways, including onboarding materials, email communication or verbal information provided by employer/supervisor.
- 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.

Residential

- The Applicant will consider “unbundling” of parking, which would require that a resident purchase or rent a parking space separate from the price of their unit, at initial lease up or sale of a residential unit.
- The Applicant is proposing bike parking, both within a secured common area or within storage units in individual units.
- The Applicant will evaluate the needs of residents when considering variable messaging signage.
- The Applicant will provide information at initial lease up or sale of a residential unit about the availability and cost of parking, availability of taxi and ride share services and the availability of shuttles and transit within Park City.

Lodging

- The Applicant anticipates that guests will travel to/from the hotel consistent with industry trends, which for destinations like Park City, which falls within 45-60 minutes drive from a major airport, ride sharing services, such as Uber and Lyft, are highly utilized. These services dramatically reduce the need for a guest to rent a car from the airport and drive to the hotel. 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.
- The Applicant intends to follow industry trends by charging separately from the rooms fees for parking onsite. The Applicant will provide information to guests who book a stay at the hotel about the availability and cost of parking, availability of taxi and ride share services and the availability of shuttles and transit within Park City.
- The Applicant agrees to review parking usage for hotel guests and consider additional incentives if warranted.

Employees

New Base Area Employees

- 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.

- The Applicant will encourage these employees to park at offsite locations, as opposed to paying for parking on Parcel B. 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. 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. 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. These locations may be adjusted in cooperation with the City. At this time, it is intended that parking operations will be eventually moved to the Richardson lot as a long-term solution.
- 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.
- The Applicant will encourage new base area businesses to support their employees by participating in programs similar to PCMR, such as PC-SLC connect, UTA Vanpool and Ride On, as well as encouraging employees how are able to ride transit, bike or walk.
- The Applicant is proposing bike storage facilities within the hotel facilities to encourage hotel employees to ride their bikes to work. The Applicant is proposing that the hotel will have an employee breakroom which will includes restrooms and showers, allowing employees to shower/dress for work if they walk or bike.

Park City Mountain Resort (the "Resort") Employees

- The Resort currently implements an extensive TDM program for its employees, which has substantially reduced employees vehicles trips to the site and is utilized by at least 30 percent of Resort employees. This program includes:
 - Providing PC-SLC Connect bus passes to employees at no cost.
 - Incentivizing car pooling through the Ride On Park City Platform, in collaboration with Canyons Village Master Association (CVMA) and Park City Municipal.
 - Providing multiple UTA van/shuttles for groups of employees departing from Salt Lake City and Heber at no cost to the employee.
 - Informing employees of transit options within and around Park City.
- The Resort currently utilizes several satellite parking locations for employees during peak days (weekends mid-December through closing and holidays). The Resort uses approximately 100-200 satellite space during these times. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand.
- The Resort currently partners with Park City Municipal to provide increased transit and/or shuttle service from satellite parking lots for its employees from 6am – 6pm. These shuttles run continuously during peak periods (6:30 – 8:30 am and 4:30 – 6:00pm), with most intermittent service during non-peak periods. These shuttles times align with typical employee shift times.
- The Applicant agrees to work with the City and the Resort to develop an annual employee parking management plan as part of the annual review of this plan prior to the start of each ski season.

Existing Base Area Employees

- It is currently unknown how many employees are employed within business in the existing base area as those business are not required to report this information; however, it is estimated that approximately 50 vehicles are parked daily by employees within the existing base area, based upon observations of current parking patterns. Currently, these employees are requested to park offsite during peak times (weekends from mid-December through closing and holidays). It is the Applicant's understanding that these employees use public transportation if needed to travel between offsite parking and their place of employment.
- The Applicant will encourage these employees to park at offsite location, as opposed to paying for parking on Parcel B. The Applicant is proposing accommodation of 200 satellite parking spaces to address employee demand.
- The Applicant will encourage existing base area businesses to support their employees by participating in programs similar to PCMR, such as PC-SLC connect, UTA Vanpool and Ride On, as well as encouraging employees how are able to ride transit, bike or walk.
- The Applicant has conferred and will continue to engage with existing base area business owners to lead an effort to create and/or fund together enhanced bus service or private shuttle programs to/from satellite lots to meet the needs of these employees. Such a program may include incentives for local businesses to participate who are not obligated under existing approvals.

Review and Enforcement

- The Applicant further agrees to meet annually, between the close of one ski season and the start of the next, with the City to discuss parking management and parking management plan and make adjustment as may be needed to parking management plans, including, but not limited to, implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool, evaluating transit/shuttle capacities or identifying off-site parking opportunities. AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.
- 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. 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. The Resort currently meets annually to discuss parking with City staff and will agree to a condition formalizing this meeting, in conjunction with the annual meeting with the Applicant and City noted above.
- The Applicant agrees to coordinate with the City and the Resort to submit an annual written management plan, which provides for measures to meet the necessary vehicle reduction, coordinated efforts for satellite parking solutions and creative solutions for park day and special event parking, as warranted.

Parking Management Plan

- The Applicant agrees to submit a more detailed parking management plan for each parcel that contains parking for consideration as part of the CUP application for Parcels B and E at the time of application. The plan submitted with each CUP will allow for flexibility to adapt to changes in parking management strategies and any changes would be reviewed and approved administratively by City staff.
- The Applicant will contract with a parking manager to manage parking operations in the Parcel B garage and direct traffic. The parking manager may subcontract some or all of these services, if necessary. Any staff who will be directing parking or traffic within public rights-of-way shall receive training on spatial awareness, visibility, hand signaling, emergency vehicle protocol, pedestrian safety and transit protocol
- The Applicant is not proposing to direct all traffic to one garage or one entrance at this time. The ability to utilize multiple entrances to each garage will better distribute traffic throughout the site and reduce focused congestion at any one garage.
- The Applicant has designed all structures to meet Federal law relating to ADA accessibility.
- The Applicant further agrees to meet annually, between the close of one ski season and the start of the next, with the City to discuss parking management and parking management plan and make adjustment as may be needed to parking management plans, including implementing new parking management strategies, adjusting pricing, implementing incentives for transit or carpool or identifying off-site parking opportunities. AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.
- The Applicant will develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these offsite parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. These communication may be provided in a number of ways, including onboarding materials, email communication or verbal information provided by employer/supervisor.

Parcel B Public Parking Structure

- The Applicant is proposing to charge a fee for parking in the Parcel B parking structure. These fees are a proven incentive for individuals, especially locals, to use transit instead of a personal vehicle and, at a minimum during peak season, will be set at an amount that will incentivize transit use. At this time, the Applicant commits to a minimum cost for parking of \$20 per day during peak season. This may be adjusted in the future depending on the parking demand and traffic levels of the base area, in order to meet the mode split.
- The Applicant proposes to utilize a commercially available parking management system that will also allow for variable messaging boards to convey the number of stalls available within the garages. This will inform visitors of the availability and location of spaces within the Parcel B garage, which will assist in the efficient ingress and egress from the garage during peak times.
- The Parking Management Plan for Parcel B will contain additional details regarding the specifics of how paid parking is anticipated to be administered.

Current and Proposed Parking

- The site currently contains 1,200 surface parking spaces, in addition to spaces within the existing base development buildings which serve those buildings and day skiers. The Applicant is proposing replacing those surface spaces 1:1 for day skier/public parking in addition to providing parking for the new development.
- The Applicant is proposing a total of 1,721 parking spaces within the project, in addition to the spaces located within the existing base development buildings. The LMC would require 2,223 spaces within the project. In addition, the expired MPD required an additional 600 day-skier spaces be constructed, which would bring the required parking for the project to 2,823 spaces.
- The Applicant is proposing a parking reduction, both for the parking to support the development but also from the expired MPD requirement, which will allow reduced traffic and further encourage use of transit. For the spaces required to support the new development, the Applicant is using the reduction allowance in the City Code for shared parking, based upon the unique attributes of the resort base area that provide the ideal synergies for shared parking proven in other resort locations.
- In addition, the Applicant is proposing to replace the existing day skier parking at a 1:1 ratio and not construct the additional 600 spaces contemplated in the expired MPD. This reduction is in line with the City's desire to limit traffic into the base area and the anticipated improvements and growth of the Resort.
- The Applicant is proposing 1,102 fewer spaces than this requirement, 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.
- 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.

Residential/Hotel Parking

- The Applicant agrees to pursue shared parking agreements between the existing and proposed hotels, residents and businesses to most efficiently provide adequate parking at peak periods. Given that these are negotiations with third parties, the Applicant cannot guarantee that agreements will be reached.
- The Applicant will provide valet parking at the proposed hotel.
- 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.

Employees

- The Applicant will encourage all employees, including new base area, existing base area and Resort employees, to park at offsite locations, as opposed to paying for parking on Parcel B. 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. 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. 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. These locations may be adjusted in cooperation with the City. At this time, it is intended that parking operations will eventually be moved to the Richardson lot as a long-term solution. As demand increases it is understood that all employee parking will be moved to the Richardson lot.

- The Applicant agrees to implement satellite parking for employees. The Applicant agrees to work with the City to ensure public or private transportation to the site is available. Such transportation will be made available, at a minimum, during the primary hours of transit operations and business operations at the Resort. Off hours transportation may require City or employer funding cooperation, similar to what was implemented for Main Street merchants at Homestake.
- The Applicant is also proposing a significant amount of onsite employee/affordable housing, which will allow those employees to live within the base area and thereby reducing the vehicle trips associated with those employees.
- The Applicant will encourage all businesses to support their employees by participating in programs similar to the Resort, such as PC-SLC connect, UTA Vanpool and Ride On, as well as encouraging employees who are able to ride transit, bike or walk.
- The Applicant is proposing bike storage facilities within the hotel facilities to encourage hotel employees to ride their bikes to work. The Applicant is proposing that the hotel will have an employee breakroom which will include restrooms and showers, allowing employees to shower/dress for work if they walk or bike.
- The Applicant agrees to work with the City and the Resort to develop an annual employee parking management plan as part of the annual review of this plan prior to the start of each ski season.
- The Applicant will lead an effort to create and/or fund enhanced bus service or private shuttle programs to/from satellite lots to meet the needs of these employees. The Applicant cannot guarantee participation in a bus service or private shuttle program as the existing base area business are not required to participate.

Special Event Parking

- The Applicant agrees to work with the City to make public parking available in Parcels B or E during special events.
- The Applicant agrees that parking for special events will be available to the public on an as available basis, subject to current prices, rules and regulations. The Applicant agrees to work with the City if an exclusive contract or special arrangements are desired by the City for certain events.
- The Applicant agrees to allow the City to promote availability of parking in the Parcel B and/or E garages during special events, subject to current prices, rules and regulations.
- The Applicant reserves the right to restrict parking to base area and resorts guests during large community events that occur during the ski season.

Summer Parking

- The Applicant proposed that public parking in Parcels B and E will be available to the public during the summer months, subject to current rules and pricing.

- 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. 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.
- The Applicant agrees to consider supervised bike corrals on the plaza, should demand warrant.
- The Applicant is proposing that tall vehicles, such as RVs or vans, be accommodated in the parking structure on Parcel E during summer operations. Overnight parking will not be permitted.

Signage

- The Applicant proposes to implement variable message boards on roads leading to the development, subject to UDOT and/or City approval. These message boards will inform motorists at key locations of traffic conditions, parking availability and directional information, including but not limited to, discouraging neighborhood traffic on Thaynes Canyon Drive, directing vehicles to satellite parking locations and directing guests to appropriate destinations once they turn onto Empire Avenue.
- The Applicant proposes specifically that these signs will include pricing and availability of parking in the Parcel B garage and the Parcel E garage. These signs will gather information from the parking management system to display the number of spaces available and the current pricing.
- The Applicant will work with UDOT and/or the City to tie this signage into signage on Interstate 80, US-40, the Ecker Hill Parking Lot, future Quinn's Junction parking lots and SR 224 and 248, to the extent approved by UDOT and/or the City.
- Final locations and messaging will be determined in conjunction with the City and/or UDOT.



ADDENDUM TO THE TRANSPORTATION DEMAND MANAGEMENT PLAN AND PARKING MANAGEMENT PLAN

Park City Base Area Redevelopment

June 4th, 2021

Updated July 9, 2021

Drop off parking

- a. As outlined in the May 7, 2021 Updated Transportation Demand Management Plan and Parking Management Plan, in addition to the drop off locations provided within the development, the Applicant is proposing to provide approximately 20 short-term parking spaces initially within the Parcel B garage and then split between Parcel B and E for additional guest drop-off areas/short term parking (30 minutes). The number and location of such spaces will be included in the PMP submitted with the Parcel B CUP. In addition, all parking spaces within the publicly available stalls will be 15-minutes free to accommodate pay-on-foot patrons and those who may be dropping someone off.
- b. 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.
- c. On the days when local ski programs are occurring (e.g. SOS Outreach and other local youth programs that involve consistent and assigned coaches), further structured scheduling could occur in conjunction with the parking manager whereby the groups/teams and their assigned coaches would meet their students at the designated drop-off sites and head to the mountain.

Special event parking

- d. As outlined in the May 7, 2021 Updated Transportation Demand Management Plan and Parking Management Plan, the Applicant agrees to coordinate with the City and the Resort to submit an annual written management plan, which provides for measures to meet the necessary vehicle reduction, coordinated efforts for satellite parking solutions and creative solutions for day and special event parking, as warranted.
- e. The Applicant agrees to work with the City (Special events coordinator, Public Works Streets Manager and Transit Operations) and the Police Department Traffic Unit to make public parking available in Parcels B or E during special events, similarly to today's coordination between the Resort and the City. In addition, the Applicant agrees to coordinate on base area parking Variable Message Boards to communicate price and availability of parking at the base area.
 - The Applicant agrees that parking for special events will be available to the public on an as available basis, subject to current prices, rules and regulations. The Applicant agrees to work with the City if an exclusive contract or special arrangements are desired by the City for certain events.



1. Paid parking
2. Incentives for carpooling
- i. The Applicant agrees to work with Park City Municipal and Park City Mountain Resort.
- j. The Applicant agrees to implement satellite parking for employees and guests, as demand warrants. If satellite parking is provided, the Applicant agrees to work with the City to ensure public or private transportation to the site is available.

Bi-annual Review

The applicant will meet with the city to review the following:

- k. Utilization of Quinn's parking lot. Applicant will require that employees to park and will be shuttled to the resort – allowing guests to utilize the Quinn's parking lot.
- l. Success of the Parking Management Plan and whether any adjustments need to be made which may include, but is not limited to:
 - i. implementing new parking management strategies
 - ii. adjusting pricing, implementing incentives for transit or carpool
 - iii. evaluating transit/shuttle capacities or identifying off-site parking opportunities.

Shared Parking Agreement

- m. A shared Parking agreement will be put in place with all new proposed uses. This will help effectively use all available stalls at peak parking demand times.
- n. Valet parking will be available 24hours, 7days a week at on parcel C. This will increase the parking capacity by an extra 10-15% by enabling cars to be stacked behind each other vehicles. The applicant is also open to car stackers, if necessary.

Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Friday, June 18, 2021 3:55 PM
To: John Kenworthy; John Phillips; Sarah Hall; Laura Suesser; christin.vandyne@parkcity.org; Douglas Thimm; Mark Sletten; Gretchen Milliken; Alexandra Ananth
Subject: Public Comment - PCMR Base Development

Dear Planning Commissioners and Staff,

Thank you all for your efforts and engagement in the base area development project. As a resident of the Shadow Ridge building right in the heart of the project area, I certainly appreciate the process being used to present and review the project and the inclusion and involvement of the public. The "Q&A" addition to the virtual meetings certainly provides an effective tool for addressing concerns in real time.

I appreciate the efforts to hold the applicant accountable to the requirements of the LMC and to provide adequate justification under the LMC for exceptions being requested. I also support the requests to require Vail Resorts to commit to establishing binding agreements with regards to limiting ticket sales and base area improvements that are essential to this project. The involvement of the county and other necessary jurisdictions in the transit issues is critical. I am concerned with reliance on the information coming from the "professional consultants" without challenging or exploring the critical underlying assumptions driving their analysis. For example, the drop off areas were a major discussion point in the last meeting. The basis for the calculated required spots was a 2 minute drop off time. What is the basis for 2 minutes? Were time studies made or did the two minutes result from a reverse calculation of the number of spaces that fit the project? What is the basis for assuming that none of the employee/affordable housing residents will require a parking space? Did they assume this will be housing for the foreign worker J1's who most likely won't have vehicles or for year round employees that will certainly have transportation needs not met by public transit?

It was clear that the applicant has limited understanding of how the public will use the project when we heard the assumption that pedestrians will walk from the Shadow Ridge intersection down Lowell to the proposed pedestrian passage to access the base area. Just as it was clear that the commissioners understand that the public will seek out the most direct route to access the area they are headed to. The traffic flow simulation may have been a "cool" use of technology but was it even close to reality? What happens when we take the number of kids being dropped off for programs on Saturday mornings, all at the same time, and have their parents' vehicles all targeting the same 15 minute drop off window? Does the line up of cars extend back to Park Ave and prevent vehicles from continuing up Empire to access the other parking areas? Drop offs in parcel B structures don't put the kids where they need to be. Will they be the ones walking down Lowell to the pedestrian passage? How does the proposed pedestrian flow from the parking structures on parcel B get people to the main ticket and pass holder windows? There are still many guests that need to access those services. I am not aware of any proposal or intention to move those activities from their current location nor to duplicate the services in the proposed project on parcel C. Bike access to the trails heading out from the base area is critical. Again, it was obvious that the applicant does not understand this use and access requirement given that there were no multi-use trails between Lowell or Silver King and the open space where the trails begin. It was good to see that they could commit to that modification immediately. Given the applicant's limited understanding of how the public will interact with the proposed project, I do feel that the many of the underlying assumptions should be challenged and not accepted as the most likely.

Although building heights were not a topic for this last meeting, I do feel that it is one of the most critical issues. The applicant has requested dramatic exceptions to the LMC but has not adequately met the requirements that would allow the approval of such exceptions. If the applicant truly sees the current proposal for building heights and design as their only acceptable solution, this proposal should be deemed a "no go" and the applicant should withdraw their application.

I do appreciate the efforts of all involved, including the applicant, to listen, evaluate, modify and compromise and I am not opposed to reasonable exceptions to the LMC that are adequately justified. I do believe it will require a team effort to create the "win-win" outcome that we all are seeking and that we must insist upon given the impact that this project will have for generations to come.

Best regards,

David Gordon
50 Shadow Ridge #302

Alexandra Ananth

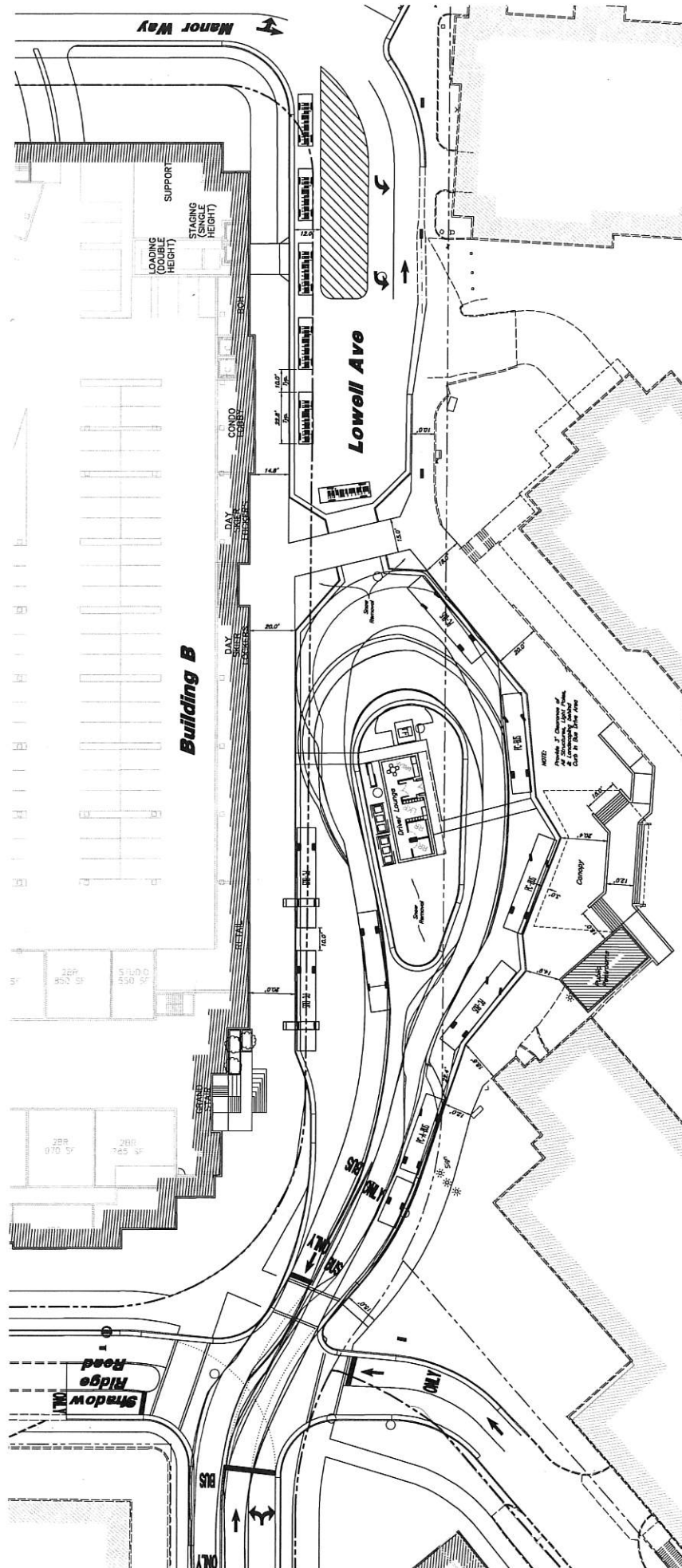
From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, June 16, 2021 4:19 PM
To: John Kenworthy; John Phillips; Laura Suesser; Dougla.thimm@parkcity.org; Christin VanDine; Sarah Hall
Cc: Alexandra Ananth
Subject: PEG Development
Attachments: 2021-06-15 - PEG PCMR - Bldg B Bus Stations Exhibit.pdf

Please read into the record.

Dear Planning Commission and Alex,

We would like to express our continued support of the PEG Development and the latest Transit Center revisions (attached). As the owner of a large portion of the retail at the existing base we feel that PEG has gone above and beyond to accommodate not only the City's request but also the surrounding neighbors. It would be a shame and damaging to the entire Park City community if this project was not approved or at the very least moved forward in a very positive direction at tonight's meeting.

Sincerely
Trent Davis
Village Venture / Resort Center Limited.
435-731-0115



Transit Exhibit
06-15-2021

Alexandra Ananth

From: planning
Sent: Wednesday, June 16, 2021 3:40 PM
To: Alexandra Ananth
Subject: FW: Planning meeting June 16 item 4a base of PCMR
Attachments: Planning_Commission_June 16 2021.pdf

Jessica Nelson

she, her, hers
Planning Analyst
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WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

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From: Clive Bush <cbushuk@gmail.com>
Sent: Wednesday, June 16, 2021 3:09 PM
To: planning <planning@parkcity.org>
Subject: Planning meeting June 16 item 4a base of PCMR

Should anyone have a dull moment at tonight's planning meeting, they can read my critique of some of the engineer's assumptions in tonight's submission.

Please pass along and confirm it is in public record and distributed to the commission along with my previous letter also for tonight's meeting.

Regards,

Clive

To: Planning Commissioners:

From: Clive Bush: Old Town resident

June 16, 2021

Re: PEG base development application

Please allow me to submit my critique of some of the points raised in Hales Engineering report (yellow text) that accompanies this application. There is much to question in this analytical approach, not least is why they have used another, sometimes unnamed resort to compile some of their assumptions when there is an existing resort base at PCMR?

This typical engineering study fails on many levels to address the many real problems adding on an additional resort base to an existing one poses. It relies on very outdated metrics to attempt to support a 20% reduction of traffic that is being reverse engineered to gain sufficient access via an already failing intersection. Many of the proposed solutions are not solutions at all and are greatly undermined by the use of national services from Google, Apple, Uber and Lyft.

See below:-

Respectfully,

Clive Bush

Most of the traffic counts used for the intersections were collected in February 2017 and were increased by approximately 14%, as discussed in the previous PCMR TIS, to bring the volumes up to a peak ski season level.

Outdated data – we’ve just seen the number of skier days hit an all-time high this last winter and then we have a 20% reduction in Epic Pass prices – There is no limit on what Vail might try and pack onto their lifts – ski Vail and you will know – today’s numbers have most likely already surpassed these projections that will get more and more laughable once this build-out is complete.

Future background traffic growth was determined based on the Summit County / Wasatch County travel demand model (TDM) results for winter conditions.

What about Vail projections to increase visitations and specifically those at Park City – far more important than a county wide generic model.

New PCMR project traffic was added on top of the background traffic to get future (2040)

From where and what? If you are projecting out to 2040 then the current modeling is really using outdated data – totally different dynamics than currently being surveyed.

Trip generation and occupied percentages for condos and hotel units came from local trip data collected at the Canyons Resort area in 2018.

Faulty analysis – Canyons is an isolated resort base not adjacent to Main Street attractions

Trends in the Canyons area indicated high internal capture percentages of 95% for retail space.

Again – faulty analysis - no resemblance to the location of PCMR and Main Street.

To be conservative, 80% internal capture was assumed for retail for the Park City development.

Faulty assumption from faulty data.

Hales Engineering completed a sensitivity analysis to determine how much traffic would need to be reduced globally in a modified mode split for the Park Ave. / S.R. 224 / Empire Ave. intersection to work at an acceptable LOS. It was found that a reduction of approximately 20% would be needed.

Reverse engineering to fit the existing intersection has created aspirations to reduce traffic that uses faulty assumptions and outdated data and that from other resorts not comparable to this one.

With the modified mode split scenario, it is anticipated that all study intersections will operate at an acceptable LOS except for the East B Access / Empire Avenue intersection. To make the traffic signal system work well, the signals will have to be coordinated with each other to allow for good traffic flow around the site.

Prioritizing resort traffic via signal control causes inconvenience to others and importantly pedestrians, cyclists and locals to be make this traffic flow barely work under dubious projections, and in one instance still fail. How much inconvenience and wait time does this put onto pedestrians waiting to cross these busy intersections? The wait at the access road is already incredibly frustrating and long. Typical traffic study that prioritizes traffic to and from the new development while ignoring others.

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

There is a MAJOR problem that arises when you have to coordinate signals for traffic flow as this development does. If pedestrianized signals are not coordinated for pedestrian use, they fail to provide the amenity they are meant to be, but rather an obstacle to get where you want to be – people will cross wherever they can or avoid walking altogether.

Hales Engineering evaluated the walking distance from the proposed transit station on Lowell to the Payday Lift and compared this walking distance to other resorts.

Doesn't account for people walking from the many surrounding lodgings and houses of this more urbanized resort base than the comparable sites and across trafficked streets – data is misleading.

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

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

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

What is this nearby resort and is it comparable – seems very unlikely given these percentages – why is Park City not the study resort?

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

Unproven metric

PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Quite an assumption.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm.

9pm? – how can this be true? Exactly the sort of time no-one wants to ride the bus, walk or be run over on a bike in the dark in the winter.

Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.

Another resort?

Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.

Mixed use reductions – everyone comes to ski in the winter 8am to 4pm?

- The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

Unproven. Are we to believe the entire resort only needs 385 parking stalls - where are all the service vehicles accounted for?

Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.

Adds more circulating traffic likely not accounted for in their calculations.

Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.

More traffic circulating – have we not learnt from Empire Pass MPD whereby they projected 13 shuttles of 20 PAX capacity at full build out – instead we have uncountable smaller shuttles to get around the commercial license requirements, luxury SUVs forever circulating town and residential streets –they now command their own drop and load zones on Main Street – this is more concerning than comforting – a single car trip is less intrusive than this type of back and forth service. It proliferates beyond anyone's projections (not even provided here) and especially so to and from Main Street. Uber/Lyft and so on will pick up any slack, adding more circulating cars.

Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.

To be replaced by shuttles, Uber and Lyft – adds more trips and congestion.

A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.

Assumptions are clearly that of a paper exercise – have they ever waited for 2 or 3 kids coming from different ski programs?

The following potential measures could be implemented to encourage alternative modes of arrival to the resort:

- Advertise remote day skier parking at Ecker Hill park and ride lot

Already a proven failure – advertising exists and on I80 – this parking lot location, poor access and lack of facilities will always be a total failure for guests and locals. Summit County must know this having converted it to their shared ride HQ?

- Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas

- Promote other remote lots including high school, etc.

Already a proven failure – where is the High school – only available on weekends and peak days are everyday.

- Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

No ability to force this type of 'after approval' management – see Empire Pass MPD. There will be no surplus and resort hotels won't volunteer vacant spaces?

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership

Summit County in their 'intercept plan' (Park and Ride) say that each park and ride facility must have lockers, ski pass vending machines, restrooms, direct busses, heated bus shelters, valet, 24 hour security to be viable alternative– none is provided at Ecker or planned?

- Preferred parking for carpoolers

No incentive to provide or possible to force action

- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures

These TNC's do not take cars off the road – they increase vehicular trips with vacant use, they do not manage capacities by themselves with independent drivers vying for business and not able to control their use. Why would we want to encourage these services when every other town wants to ban them?

- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

Already done – no additional effect

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

Designate a Transit / Parking Manager

- Coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs

What might these magical programs be that combat Google, Apple, Tesla, Uber and Lyft?

- Implement paid parking system that incentivizes carpooling
- The parking and trips on site can be monitored and parking rates adjusted as needed to ensure an increase in AVO

A fantasy that puts everyone into a neat box of use and access to unlimited and convenient parking next to transit – what about those coming from within town (residents) or over Guardsman pass in the summer

- Install a dynamic parking monitoring program that broadcasts available stalls number on variable message signs

Only to be ignored – do people ever take note of an electronic advisory sign – only physical barriers work?

- Signs should be placed in advance of the PCM base area to alert drivers not to drive into the site to search for parking, in addition to alerting people via an app or via text messaging or emails

Already a proven failure

- Coordinate app with City and Resort that provides real-time parking information for guests

If its open on Google Maps, Waze, etc they will ignore all-else. Geo blocking doesn't work either – if the road is open to traffic they will come in their cars.

Increase transit capacity (50% increase) and incentives

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

Well there's an assumption that needs proving – so much missing here one could write a book, but I won't at this juncture.

- Designate a Transit / Parking Manager

And do what? Block Google, Apple, Uber and so on?

- Increase transit capacity and frequency, from 24 buses per hour to 36 buses per hour

For who?

- Coordinate with Park City Municipal on public transportation from satellite lots and operation of the transit center at the base area

Going to take much more than coordination - Its getting people to use them – there is no meat on this subject – other than current failures!

- Coordinate with Park City Municipal on potential enhancements to existing bus routes

Another book writing exercise to come?

- Implement paid parking system that incentivizes transit usage, beyond the benefit of increasing the AVO

There needs to be distinction between visitors and residents – its far more complex than the stick of paid parking

- Coordinate app with City and Resort that provides alternative transit information for guests. Continue to use variable message signing to direct drivers away from the resort when parking is full

Proven failure, you either ban them or they will try and try again or find somewhere close by

- Install dedicated bus lanes on Silver King Drive and Lowell Avenue
- Install day skier lockers at the new base area to promote transit usage

Visitors will have their skis with them – they don't all ski at the same resort, same for residents and then there are the families – a non-viable incentive to use a bus.

- Upgrade the existing bus station at the base area with seven (7) bus bays, shelters, bike facilities, facilities for bus drivers, bus charging stations

What about facilities for users? – restrooms, heated shelters, security, etc.

- Consider potential bus stop on eastbound Silver King Drive

Is it needed or not?

- Communicate transit information to all employees and guests, including new options such as the Quinn's Junction park and ride and proposed bus lanes

Just communicate?

- Encourage existing PCM base employers to incentivize employee transit usage (PC-SLC Connect, UTA Vanpool, and RideOn for those living outside Park City; and Park City Transit for those living in Park City)

Good luck coming from the valley and SLC connect – 3 busses later you may get to your job?

Any Park & Ride system to work MUST HAVE DEDICATED DIRECT BUSES.

- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas, shuttle availability and schedules, carpooling using RideOn, and regional transit options

Does little by demanding nothing

- Extend PC-SLC Connect bus pass program to all employees at the new base area Increase shuttle capacity (10% increase) and incentives

And that will get you to another transit center not where you need to get to – promotes very little use, especially for early and late shift work. Limited schedule of busses that are not coordinated.

Calculation: Increase from assumed 60 shuttle trips to 66 future shuttle trips in peak hour.

Also assumed average occupancy increase from 8. Removed passenger vehicle trips and added in shuttle trips.

Where are these assumptions coming from – wildly underestimated – see Empire Pass. This is too stupid to comment further

- Designate a Transit / Parking Manager

Enforceable to year 2040 and do what? Do they have staff and ability to tell google, Apple, Tesla, Uber and Lyft what to do?

- Implement paid parking system that incentivizes shuttle usage, beyond the benefit of increasing the AVO

Never proven to be enough

- Establish new parking procedures that shift employee parking to alternate locations

Are these reviewable and enforceable and who's providing these locations – I recall the developer saying they couldn't afford to expand Richardson Flats – really?

- Create and/or fund enhanced private shuttle program to/from satellite lots

More traffic and empty shuttles?

- Provide employee breakroom at new hotel with bathrooms and showers
- Provide employee bike storage facilities
- Develop a robust information and communication system to inform stakeholders and employees of off-site parking areas and shuttle availability / schedules
- Expand employee usage of the UTA van/shuttle program for new base area employees that live in Salt Lake City and Heber

4: Other Improvements

- Enhance pedestrian facilities on site with multi-use path and sidewalks throughout

Traffic is prioritized- pedestrian and cyclist environment is demoted and unfriendly. Many lights prioritized for traffic to negotiate.

- Enhance pedestrian connections to external points of access, including enhanced connections to Old Town

Traffic is prioritized- pedestrian and cyclist environment is demoted and unfriendly.

- Provide bike racks on site for guests and secured bike parking for residents

No amount will increase bike use in the winter and on peak days.

- Provide a Summit Bike Share station on site

Not available on Peak days in the winter – not family friendly

- Provide annual report of the TDM plan and progress, and make necessary adjustments to reduce traffic volumes to acceptable level

Once built and proven to fail, no additional parking stalls can be built. The access is already at failure on peak days – what else could possibly be done other than close down entirely? This after the fact adjustment and yearly at that is exactly what Park City doesn't need. IT NEVER HAPPENS. This statement is an impossible scenario – where is Vail on this?

- Incentivize carpooling with the RideOn Park City Platform for the new base area Employees

Pick-up / Drop-off Area

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

Real life parent experience would suggest their assumptions are not realistic and fundamentally flawed.

- Assign at least one staff member for each pick-up / drop-off to direct traffic

They do this already and it's a mess.

- Locate space in a parking garage for temporary pick-up / drop-off overflow space

Parents can't change their pickup point at a whim for their 7 year olds.

- Direct traffic to this location with signing and with staff members

- Consider finding other locations for pick-up / drop-off, such as on Shadow Ridge Road

Sounds like they know there are not enough?

Alexandra Ananth

From: planning
Sent: Wednesday, June 16, 2021 2:01 PM
To: Alexandra Ananth
Subject: FW: PCRM Base Area Development

Jessica Nelson

she, her, hers
Planning Analyst
Park City Municipal Corporation
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445 Marsac Avenue, PO Box 1480
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o: 435.615.5060

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From: Patty Frechette <ptreesha@gmail.com>
Sent: Wednesday, June 16, 2021 1:32 PM
To: planning <planning@parkcity.org>
Subject: PCRM Base Area Development

June 16, 2021

Dear Park City Planning Commission,

I'm submitting my concerns regarding the development of the PCMR base including specific questions about transportation.

The City and Planning Commission need to consider how this new development will affect its residents first and foremost. What are the benefits to Park City residents and those who work in Park City? The City should not approve development without infrastructure to support it. The City should also not approve development if the majority of residents oppose it. This City should not approve development if it doesn't fit within the City's general plan (section 11.4 - Limit visitor-oriented development and nightly rental to existing resort neighborhoods).

In addition, how does this development fit into the Mission statement of Keep Park City Park City? How does this development match our core values of Small Town, Sense of Community, Natural Setting, and Historic Character?

The developers don't care about what happens outside the boundaries of their development. They don't care how it will affect its neighbors. They don't care how residents will access the mountain in all seasons. They don't care about the hardship it will cause employees simply to get to their jobs.

Regarding transportation:

With the development of the PCMR base, and eventually the DV base, the public – especially residents of Park City – need an expanded, efficient, and easy-to-use transit system to access the resorts. Is the City paying for this expanded system? Is the developer? What are the details? Will taxpayers see an increase to create and maintain the expanded system? This system needs to meet the needs of all residents, especially those who aren't on a bus line. We can't be a "transit-first" city if there aren't transit options in place for all residents. Will the City have confirmed resort transit plans in place before approving the PCMR Base project?

Please explain the City's plans for getting the public to the resorts (Deer Valley and PCMR) from the Quinn's Jct. and Richardson Flats parking lots in a timely manner. I hear there are plans for park and rides but not many specifics have been released regarding how people are getting from the park and rides to various locations.

How many buses will run each hour, and will these be direct buses? Has a study been completed to determine ridership per hour to accommodate everyone that needs to get to the mountains on time? Will more buses be added in the morning rush (arrival) and afternoon (departure)? Will the buses be equipped with adequate space for ski/snowboard gear in the winter and mountain bikes in the spring/summer/fall? How will hundreds of mountain bikers, with their gear, get to the PCMR base to ride the first chair during mountain bike season? Will buses run at all hours for day and evening events?

Also, has a traffic study been done to evaluate the increased usage of Richardson Flats Road to access the park and ride? Currently this lot is barely used. There are safety concerns with increased traffic for the Park City Heights neighborhood as well as the heavily used road crossing for the rail trail. There are two bus stops at Park City Heights. Will there be bus service at these stops?

Thank you for listening and the opportunity to present my concerns and questions.

Patty Frechette
Park City resident

Alexandra Ananth

From: Nicole Deforge <ndeforge@fabianvancott.com>
Sent: Wednesday, June 16, 2021 1:46 PM
To: planning
Cc: Alexandra Ananth; John Phillips; Laura Suesser; Mark Sletten; Douglas Thimm; Christin VanDine; Sarah Hall; John Kenworthy; Bill Johnson
Subject: Park City Mountain Resort Base Development public comments - June 16 meeting
Attachments: RRAD June 16 2021 PC comment letter.pdf

Dear Planning Commission and Staff,

Please see the attached letter sent on behalf of the RRAD community organization regarding the proposed Park City Mountain Resort Base Development. Please include the letter as part of the public comments that will be circulated in advance of tonight's June 16, 2021 Planning Commission meeting.

Thank you.

Nikki

NICOLE M. DEFORGE

Attorney

FabianVanCott

215 South State Street, Suite 1200

Salt Lake City, UT 84111-2323

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

ndeforge@fabianvancott.com

www.fabianvancott.com

June 16, 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 hundreds of Park City residents, business owners, and homeowners. RRAD submits the following comments in advance of the June 16, 2021 Planning Commission Meeting.

1. Lack of Required Mitigation for Neighborhood Impact: LMC 15-6-6 requires the developer to mitigate the impact of the project on surrounding neighborhoods. If the mode split is not achieved as dubiously predicted, there could be as many as 13 intersections in the neighborhood with failing levels of services. Even under the rosiest of scenarios with a successful mode split, East B Access/Empire still receives a failing grade. AECOM notes: "The congestion on Empire Avenue, particularly in the PM peak, impedes access for adjacent residents. Although the congestion problems exist under current conditions, the City's General Plan, Resort Center Area Plan Principle 6, is to decrease destination resort impacts on surrounding residential communities." PEG's plans do not comply with the LMC requirements for mitigating impacts on surrounding neighborhoods or with the General Plan requirements for decreasing resort impacts on those neighborhoods as a condition of development approval.
2. Lack of Underlying Data: As has been repeatedly pointed out by AECOM and RRAD, PEG's transportation plans lack underlying data and analysis necessary to support their vague assumptions and conclusions. That is particularly true with respect to the "modified mode split". It is impossible for the City to verify those assumptions and conclusions, as it must, without that data, and it cannot simply assume they are all correct and hope for the best.
3. Scenario 2b: Although Planning Staff now seems to agree with the developer that Scenario 2b is the preferable circulation pattern for the resort area, its traffic expert AECOM disagrees. We encourage the Planning Commission to review AECOM's last report, dated March 24, 2021, which clearly lays out its legitimate concerns with Scenario 2b. In that report, AECOM identifies 9 conditions that should be imposed on PEG if it insists on Scenario 2b, including a much more detailed TDM that

addresses 11 specific recommendations. Hardly any of those conditions or requirements has been met. For example:

- a. AECOM recommended that the transit center be reconfigured in seven different ways, none of which have been done.
 - b. AECOM recommended that the drop-off areas be reconfigured in four different ways, only one of which has been done.
 - c. AECOM recommended improvements to pedestrian circulation, none of which have been done.
 - d. AECOM recommended more substantial back-of-house circulation plans with specific issues addressed, none of which has been done.
 - e. AECOM recommended further development of shared parking scenarios in multiple ways, none of which has been done.
 - f. AECOM stated that an AVO of 3.1 would be necessary for Scenario 2b to function, yet the developer states in its TDM that it is "anticipating that these measures will increase AVO to a range of 2.3-2.7 passengers per vehicle." Mere anticipation of an unacceptably low AVO increase to support Scenario 2b is not a sufficient basis upon which the Planning Commission can make the necessary findings for approval. And, again, there is no data to back up those "anticipations."
 - g. AECOM recommended that the rate structure be determined and price elasticity analysis be performed in order to justify the claimed increase in AVO that PEG believes will result from paid parking. PEG has refused, providing only a "minimum daily rate of \$20" with no analysis at all as to what rate will be needed to achieve the increased AVO.
 - h. AECOM stated that a plan be put in place with Vail, hotels, and other partners with "agreed-upon measures by each partner" with "key performance metrics with a focus on key travel markets" and monitoring on "an ongoing basis" with adapted TDM measures to meet key performance metrics. No such plan has been provided and nothing in any MPD approval will be binding upon anyone except PEG and its successors.
4. Right to Limit Ticket Sales: As a safety valve in case the pie-in-the-sky traffic and parking plans don't work, the City has demanded the right to limit ticket sales at the resort. As RRAD has repeatedly stated, no such requirement would be enforceable unless Vail were a party to the development agreement. PEG has confirmed that fact in its latest submission, asking that the requirement be removed.
 5. Transit Center: The current plans show only one bus shelter with no specifics on size or capacity. The City cannot determine if that is sufficient without those specifics. Given its location squeezed in between buildings, there will be no room for expansion once the project is complete, and it is already very tight with

insufficient sidewalk area surrounding it. PEG previously committed to seven bus bays but that has now been reduced to just "6-7". What is actually needed?

6. Transit Travel Times: PEG claims that transit travel times could be less than three minutes "not including dwell times and assuming no delays from drop-offs or pedestrians crossing the road." None of these assumptions are remotely realistic given the inevitable drop-off delays and pedestrian conflicts that exist throughout the project, as repeatedly noted by AECOM. The project funnels huge amounts of vehicle, bus, and pedestrian traffic onto the same narrow roads and gathering points. The drop-off area between Parcels C & E is significantly less than what exists today, and those using that area will be stuck in traffic all the way up through the HAWK signal, the loading dock, the bus priority intersection and an additional pedestrian crosswalk at Shadow Ridge before finally reaching an access point for Building B. This plan will guarantee congestion and bottlenecks.
7. Loading Dock in Building C: The Planning Staff and AECOM rightly express concern with the location of the loading dock in Building C, which is right in the center of the highest circulation conflicts. Staff suggests that the only viable alternative would be in Building E but does not explain why it could not be located on Shadow Ridge Extension on the south end of Building C. Nor does it explain what other options have been explored and why no other location would work.
8. Further Reduction in Building B Parking: The developer is now planning to dedicate 20 of the parking spaces in Building B to passenger drop-offs. That means that available parking will be further reduced by 20 spaces in addition to the already significant reductions in parking that the developer is seeking from what is required under the LMC and the existing DA.
9. No Resort Employee Parking and Reduced Affordable Housing Parking: It is unrealistic to think that all employees will park offsite, and PEG has not provided any detail on how that would be accomplished. PEG continues to vaguely reference "incentives" without providing any explanation as to what those incentives will be or empirical evidence that they will work. And their assumption that employees will ride bikes to work in winter, as reflected on page 115 of the Staff Report, is facially absurd. Similarly, there is no data to support their claim that reduced parking for affordable housing is justifiable.
10. Unknown Employee Parking for Existing Business: PEG admits that it has no idea how many vehicles are currently parked by employees of existing businesses. They estimate 50 vehicles but provide no evidence or data to back-up that assertion.
11. Shuttles: In prior reports, Planning Staff stated that PEG would provide a shuttle for guests to reach various destinations within Park City. That shuttle is not mentioned at all in the TDM, PMP, or anywhere else in the current staff report. There is also no mention of a 24/7 shuttle to the airport, which is required by the General Plan.
12. Shuttle Dropoff Area: The Planning Commission has repeatedly observed that the proposed shuttle drop-off area adjacent to the transit center is inadequate given that the existing, much larger drop-off area is already at capacity. 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.

13. Uber/Lift: PEG claims without factual support that hotel drivers are "often able to capture a return trip, essentially cutting in half the number of trips." Where is the evidence to support this claim? In addition, AECOM states that a separate drop-off area for such services is necessary.
14. Multi-Use Pathway: 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. It will not be wide enough to safely accommodate both bike and pedestrian traffic.
15. Construction Phasing and Mitigation Plan: Staff correctly states that more detail is needed in the plan, including neighborhood mitigation strategies and proposed methods for monitoring compliance. At a minimum, those additional details must include who is responsible for enforcement and what the penalties are for noncompliance. It must also include traffic circulation for year one of construction.
16. Transit First in Construction Phasing: The General Plan for the Resort Center requires a "transit first" philosophy. This philosophy must be reflected in the construction phasing of the project as well. Even now, as stated in the staff report, "buses are often stuck in traffic and unable to circulate the base area efficiently." This will turn into gridlock during construction unless serious measures are put into place. At a minimum, these measures should include a requirement that the road infrastructure with dedicated bus lanes be put in place during the first phase of construction.
17. Further Delays in Providing TDM and PMP: PEG again asks that it be allowed to delay providing legally compliant TDM plan and PMP until the CUP phase. But as Planning Staff correctly states, "it is the applicant's responsibility to demonstrate how their project conforms to the above plans, resolutions, objectives, Critical Priorities, and Land Management Code during the MPD review process." The time is now.
18. Annual Management Plan: PEG states that it will submit an annual written management plan. How will that be reviewed and managed and what are the enforcement mechanisms? PEG also states that it will coordinate with the City to identify strategies without any explanation of who will make decisions and what enforcement mechanisms will be. For example, PEG states that it will implement satellite parking as demand warrants. Who determines when it is warranted and what are the enforcement mechanisms?
19. 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.

Thank you for your consideration of RRAD's concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Nicole", with a long, sweeping horizontal stroke extending to the right.

Nicole M. Deforge

cc: client; alexandra.ananth@parkcity.org

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, June 16, 2021 12:25 PM
To: Alexandra Ananth; Gretchen Milliken
Subject: Response to Planning Staff Report for June 16, 2021

Alexandra,

Below is an email recently sent to our Commissioners. Please add to the public record.

Thank you.

Deb Rentfrow

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

From: deb <der0813@aol.com>
To: john.phillips@parkcity.org <john.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>; laura.suesser@parkcity.org <laura.suesser@parkcity.org>; christin.vandine@parkcity.org <christin.vandine@parkcity.org>; douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>; sarah.hall@parkcity.org <sarah.hall@parkcity.org>; will.johnson@parkcity.org <will.johnson@parkcity.org>
Sent: Wed, Jun 16, 2021 11:43 am
Subject: Review of Tonight's Packet

Commissioners,

Below is a list of concerns or questions which were identified during a review of the Staff Report for this evening. Upon review of the Revised Sidewalk Infrastructure exhibit and information and the City Engineer's report on the proposed Transit Station, the list may grow. Regardless, thank you for taking the time to look the below information over.

- 1) Page 4: In accordance with LMC Section 15-6, the General Plan for the Resort Center and the adopted Transportation Plans, staff states a critical transportation objective for the site includes "A site plan that prioritizes the City's "transit first" philosophy and Modal Hierarchy...This includes the construction of transportation and transit infrastructure and amenities in the first phase of construction." POINT – In order for the transit station and amenities to be meaningful and truly contribute to the "transit first" mentality, should not the road infrastructure with dedicated bus lanes also be required during the first phase of construction? On page 15 of the staff report, staff states "buses are often stuck in traffic and unable to circulate the base area efficiently." To that point, having a nice station in year one but sitting on a bus in traffic with general vehicles and gaining no improvement in travel time until year 5 is not maximizing "transit first" from the get go. Once again, the applicant is all about the building and less about the infrastructure/traffic/transit plan.
- 2) Page 5: The City and applicant now agree that the Scenario 2b plan is the best circulation for the resort base area. Why isn't AECOM identified as also being in support of it being the "best" plan? Why isn't there a letter identifying their previous concerns and addressing how they've been eliminated and that this is the best plan?
- 3) Page 6: Number of buses is now 6-7; previously 7. Engineering to cover during meeting. Only one shelter guaranteed with no specifics on size/capacity – is this enough? Page 10: per staff, pedestrian and rider amenity space is tight and more clearance on the sidewalks surrounding the transit station would be ideal. And, based on location, it is land/building locked – no potential for expansion in the future.
- 4) Page 7: Transit travel times...could be less than 3 minutes, not including dwell time and assuming no delays from drop-offs or pedestrians crossing the road. Point: This is a major assumption; the drop off between C & E is significantly less than what exists today. PEG has slated 20 spots in Parcel B for drop off, but once a car has turned right onto Silver King for drop off between C & E they will be stuck in traffic all the way up through the HAWK signal, the loading dock, the bus priority intersection and additional pedestrian crosswalk at Shadow Ridge before getting to an access point for B. Guaranteed bottleneck and congestion.
- 5) Page 7: No verifiable data to support Hales "Modified Mode Split" just happy / hopeful thinking it will work out. Page 114 the applicant's own TDM states "The Applicant is anticipating that these measures will increase AVO to a range of 2.3 – 2.7 passengers per vehicle, which is anticipated to reduce peak hour vehicle trips by over 4 percent." Again, no concrete

verifiable data provided to support these “anticipations”. Reminder – AECOM stated an AVO over 3.0 was necessary for Scenario 2b to function effectively.

6) Page 8: Multi-use pathway – BIKES and PEOPLE remains 12' in spite of AECOM and '98 DA recommendation of 15' wide pathway. Other sidewalks only 5' and AECOM and PCMC Street Typologies shows 6' minimum with 8' preferred (behind curb placement).

7) Page 9: Applicant will dedicate 20 spots in Parcel B to drop off – so exception to parking is actually increasing. These 20 spots will be split between B & E at some future date as needed.

8) Page 9: Planning department remains concerned about location of loading dock at C, but says only other viable option is E. Why? Why not on Shadow Ridge extension on south end of Building C? Have all options truly been explored by the applicant? AECOM believes this to be a very poor location.

9) Page 10: Per staff, the TDM and PMP will be “living” documents and reviewed at each CUP and twice a year. How will this be enforced? How will necessary changes be enforced? Should there be a COA with a stiff financial penalty for failure to meet or modify/mitigate as city deems necessary?

10) Page 13: In previous reports, Staff has stated PEG will provide a shuttle for guests to reach various destinations within Park City. That shuttle is not mentioned at all in the TDM, PMP or anywhere else in this month's report. In addition, it states there will be a 24/7 valet on Parcel C for hotel guests, but no mention of a 24/7 shuttle to SLC airport. This fails to meet the City's General Plan objective #5 at a minimum.

11) Page 15: PEG requests COA#14 be removed from the MPD as it limits Vail's ticket sales should traffic/parking issues not be properly addressed. Vail needs to be a party to the agreement as stated by AECOM and multiple commissioners. Staff re-iterates this on page 16 “The Planning Department recommends the applicant and Vail Resorts Park City Mountain develop a Traffic and Parking Management Operations Plan...”

12) Page 17: Staff states more detail is needed in the Construction Phasing and Mitigation Plan including neighborhood mitigation strategies and proposed methods for monitoring compliance with the Construction Phasing and Mitigation Plan. We agree and ask – who is responsible for enforcement? What is the penalty? How does a resident get the city to respond and enforce? AECOM also said this needs to be specifically addressed in order to meet the General Plan for Resort Center Area Principle #6 and LMC 15-6-6. Staff's statement last month that PC stepped up enforcement on cut-through traffic was not supported by any data. Is there a report we can pull for December 1 – April 8th on number of citations issued for this violation? Might be interesting to know.

13) Page 18: The applicant wants to push off the TDM and PMP until individual CUP process for each parcel; however, staff in bold states the following, “It is the applicant's responsibility to demonstrate how their project conforms to the above plans, resolutions, objectives, Critical Priorities, and Land Management Code during the MPD review process.” Therefore, the time is now; not later. AECOM again re-iterates the importance of a detailed plan with necessary parties formalizing agreements at this time in order to help improve the chances of Scenario 2b working.

14) Page 19 and 20: Transportation Plans are plans; funding and approval for several of the projects has not been obtained and is at least 5 years out – and it won't be completed overnight. It also stated again that “Vail resorts must be active as they plan and organize” county transit. Again – how is this required and guaranteed to happen?

15) Questions regarding data – Page 62: 59% of cars arriving to valet only hotel parking during Saturday morning peak hours and only 41% leaving. This seems to contradict standard check in and out times for a hotel; note page 40 shows decrease in parking needs on Parcel C between 4am – 9am and increase not until 6pm.

16) Page 107: Still no employee parking and reduction to Affordable Housing parking. Are we to assume these people have no life outside of the Park City/Summit County Transit area?

17) Page 111: Summertime vehicles on Lowell is grossly understated. I have pictures of more than 75 cars on Parcel C/E on multiple days of the week and not a holiday period. This also reflects the number of people who will be forced to go elsewhere to enjoy the mountain trails for hiking and biking unless they want to pay for parking.

18) Page 114 & page 118: Applicant's TDM and PMP state “AVO will be counted on one select peak weekend and on one typical and one weekend day during traffic delay. These counts will be done annually for 5 years after final Certificate of Occupancy of all parcels.” This does not meet the requirements of a data set or true statistical sampling; it is grossly inadequate. Previous staff reports have indicated the ski season is 100+ days and there are typically 40 peak days. Again, if AVO is not attained or attainable, how will the city enforce mitigation and change by the applicant? Should a COA be included assessing a stiff financial penalty for failure to properly mitigate?

19) Page 115: Applicant in TDM with regards to Ubers/Lift and the hotel “the driver is often able to capture a return trip, essentially cutting in half the number of trips.” What is this claim based on? No 24 hour shuttle to/from hotel and SLC airport is included in the TDM; why not?

20) Page 116: Will employees be expected to ride their bikes to work in the winter/snow as suggested?

21) Page 117: Applicant states it is currently unknown how many employees are employed within business within the existing base area as those businesses are not required to report this information...it is estimated approximately 50 vehicles are parked daily...based upon observations of current parking patterns.” Who made these observations? Three bullet points later in the TDM, applicant states they have conferred and will continue to engage with existing base area business owners...to meet the needs of the employees. Why not gather the # of employees/parking data when conferring? Steve McComb owner of the Baja at the existing base has a different take on all of this.

22) Page 121: Applicant states in PMP they are proposing multiple drop off areas for bicycle unloading prior to garage. Where? Not in current exhibits – the additional 20 spots in Parcel B are in a garage. No additional bike unloading areas are shown in submitted exhibits. I have pictures of 75+ cars parked on Parcel C/E for biking on non-holiday non-weekend summer days this year. Also, all oversized/tall vehicles to park in Parcel E...so they'll have to ring around the loop after unloading to park in closest garage to where there bike is waiting. Not efficient and increases traffic.

23) Page 122: Addendum to TDM & PMP – applicant will submit an annual written management plan. Who will review and what action will be taken?

24) Page 123: Applicant will coordinate with city to identify strategies – who enforces and makes it happen? Applicant will implement satellite parking as demand warrants – who determines it is warranted?

25) Page 126: MPD review is supposed to include Mountain Upgrade Plan. Applicant states it is a “process unrelated to the application before the Planning Commission currently.” Hmm.

26) Page 130: Of course Vail supports PEG; it's millions of dollars in their pocket to sell this land and have someone else do the development. IRRELEVANT – BIASED support. If they are confident it's the right plan for our community, they'll gladly join the agreement.

27) Pages 132-136: Exhibits of construction phasing – No traffic circulation provided for year one 2022-2023; buildings more important as pointed out numerous times. Also unclear in drawings of red and blue routes, but if buses have dedicated lanes, then somehow Empire and Shadow Ridge are being expanded to 4 lanes. If buses are in with general traffic, there is no efficiency gained for riders and therefore not effectively a “transit first” mentality until final year of build out 2026-2027.

Clearly more information is needed from the applicant; a development which benefits all stakeholders (including residents) is what we all desire. Thank you again for your service to our community.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: Doug Lee <mrdouglee@aol.com>
Sent: Wednesday, June 16, 2021 10:40 AM
To: Alexandra Ananth
Subject: Prep for PEG meeting tonight

Hi Alexandra,

Hope you are doing well and having a nice spring.

In reviewing the report and related exhibits, we were surprised that there was not a letter from the City's consultant, AECOM, in the packet expressly stating that their previously identified concerns about Site Circulation and Scenario 2b have been addressed and rectified and that they (AECOM) are in support of the currently proposed plan? Have they submitted a written response/report to the City? thanks

Best,
Doug

Alexandra Ananth

From: deborah.glidefar.com <deborah@glidefar.com>
Sent: Wednesday, June 16, 2021 9:35 AM
To: Alexandra Ananth; Gretchen Milliken; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Douglas Thimm; bill.williams@parkcity.org
Subject: Base Area Development Planning Commission's Meeting June 16th

Dear Commissioners and Alexandra:

After a thorough review of tonight's meetings notes, we continue to **NOT** see any true progress in making this development operable under the city guidelines, the 1998 DA, the 2020 Park City Vision plan or total common sense to the well being of the Resort and existing neighborhood.

These meetings have gone on long enough without PEG making real design concessions to improve transit. The suggestion of 35 buses per hour up Lowell Ave at peak times is absurd... as that equates to 70 buses per hour up and down Lowell putting an unfair burden on the residents of the Silver King and Shadow Ridge. Add the extra lane of traffic on Lowell for the Hotel, the delivery bay to the Hotel, additional drop off lanes for cars and shuttles and the Hawk Crossing lights for pedestrians and it sounds like a bottle neck of fumes and pollution to our environment and an extremely frustrating and inefficient way to arrive to the ski hill !

WHERE IS THE COMMON SENSE TO GET THIS DESIGNED PROPERLY!!

If you are putting **'transportation first'** to the development by PEG, then you should alter the traffic patterns and the allotted space by having redesign of the building plans. This is **UNFAIR** to the **SURROUNDING NEIGHBORHOODS** to bear the brunt of this density without proper transportation plans. The City has **NO** firm plans for the off site parking with more bus services. How will you allow the Park City Residents to have ease of access to enjoy the ski experience. What if every hotel and condominium association added a private shuttle for their guests and residents... Where will they be accommodated? Where will these **SKI LOCKERS** be built and how many and at what price? If you make everything too expensive and uncomfortable, then Park City Base Area will no longer function for the **TOWN**.

You talk about adding employee and affordable housing to the Base but you will be excluding access to the local populations with **UNFAIR ECONOMIC HARDSHIP** with the price of **PARKING**. Locals should be provided a reduced affordable fee... like many districts around the United States provide for their residents. Give locals a parking pass for year round access. Allow the visiting tourists to take buses and shuttles and pay for the convenience.

It would be nice to hear the Planning Commissioners ask for real hard solutions ... PEG is not making any innovative designs to improve the Base Area experience as is demonstrated by their planning notes for tonight's meeting. It is your **DUTY** to uphold the planning requirements of our town laws. Please provide a **FIRM RESPONSE** to this poorly planned project. All we see is exceptional density, ridiculous building heights and a developer who will make **MILLIONS OF DOLLARS** and leave us with a non functional ski town!

LOCALS AND TOURISTS WILL GO ELSEWHERE FOR A BETTER EXPERIENCE IF THIS PROJECT GETS BUILT AS PEG HAS DESIGNED.

Regards,
Deborah and Patrick Hickey
Silver King Condominium Owner

Alexandra Ananth

From: Alexandra Ananth
Sent: Tuesday, June 15, 2021 11:27 AM
To: Christin VanDine; Douglas Thimm; John Kenworthy; John Phillips; Laura Suesser; Mark Harrington; Mark Sletten; Planning_Mail; Sarah Hall
Cc: Robert Schmidt; Nick Blayden; Kristin Kenney Williams
Subject: FW: PEG development.

From: planning <planning@parkcity.org>
Sent: Tuesday, June 15, 2021 11:11 AM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: FW: PEG development.

Jessica Nelson

she, her, hers
Planning Analyst
Park City Municipal Corporation
parkcity.org
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5060

WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

From: PJMarth <pmarth@earthlink.net>
Sent: Tuesday, June 15, 2021 10:52 AM
To: planning <planning@parkcity.org>
Subject: PEG development.

PEG has not proven in any way that they can mitigate the negative affects of higher volumes of traffic the project itself is sure to create. The Mike Goar

statement is ludicrous on it's face. "Transformative" is correct. Transforming it into a giant, year round traffic volume-increasing spaghetti bowl mess.

....BS I say.

Force them to build the maximum required amounts of underground parking out of their own pockets, NOT on the backs of the taxpayers or federal government!

This is insane to hand over a \$70 to \$90 million dollar bogus giveaway in order to **not build required parking?** insane. These crystal-ball statements that "satellite parking" areas will mitigate and eliminate the high volumes of traffic this project WILL create is malarky. NO they will not! The additional vehicles (of every kind/size/make/business) will increase dramatically regardless of where they tourists park or don't park! Make them(PEG) prove it or deny the application until they do. You have this power and right.

With regards, P Marth

Alexandra Ananth

From: Alexandra Ananth
Sent: Tuesday, June 15, 2021 11:25 AM
To: Christin VanDine; Douglas Thimm; John Kenworthy; John Phillips; Laura Suesser; Mark Harrington; Mark Sletten; Planning_Mail; Sarah Hall
Cc: Robert Schmidt; Nick Blayden; Kristin Kenney Williams
Subject: FW: Park City Mountain Base parking Lots June 15 Planning meeting
Attachments: Planning_June_15_2021 (Autosaved).docx

From: planning <planning@parkcity.org>
Sent: Tuesday, June 15, 2021 10:02 AM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: FW: Park City Mountain Base parking Lots June 15 Planning meeting

Jessica Nelson

she, her, hers
Planning Analyst
Park City Municipal Corporation
parkcity.org
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5060

WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

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From: Clive Bush <cbushuk@gmail.com>
Sent: Monday, June 14, 2021 10:45 PM
To: planning <planning@parkcity.org>
Cc: Peter Marth <pmarth@earthlink.net>
Subject: Park City Mountain Base parking Lots June 15 Planning meeting

Please put into public record and pass the attached letter to the Planning Commissioners regarding this Wednesdays Work Session item 4A

Regards,

Clive Bush

To: Planning Commission

June 14: 2021

From: Clive Bush, Old Town Resident

Re: PEG Submission and work session June 15, 2021

As PEG submits to a 40% reduction in parking from the LMC and MPD; they, along with City staff ask us to trust that a combination of paid parking and 'yet to be built' municipal transit services will mitigate this shortfall.

While engineers may try and prove this to be so on paper; missing in these studies, estimates, projections, anticipations and assumptions is any real life convictions to back them up - no evidence of community wide adoption or satisfaction to make this plan a surefire mitigation strategy.

You must reject this tomfoolery that traffic is mitigated by these futurisms of public enterprise that are not developed, tried or tested. Mr. Goar said in his letter, that this project will be *"transformative for Park City residents and visitors alike"* that it *"balances the needs of locals, employees and guests towards ensuring that the optimal amount of parking is provided"*. Wonderful, now PEG and The City must prove it beyond any reasonable doubt - as that has not been done.

No-one has given any consideration to the assertion in Mr. Goar's letter that the mitigation needs of surrounding neighborhoods will be met; rather, we can assume a proliferation of searching for free parking on nearby streets, HOA's, businesses, grocery stores, China Bridge, Sandridge and so on. It's alarming that this obvious consequence is ignored. As is the additional trips and proliferation of empty on-demand service vehicles circulating and waiting for the next ride – all of which takes up nearby parking capacity, while adding new volumes of traffic and nuisance to local streets, neighborhoods and local businesses.

The requisite to mitigate the reduction of parking is VASTLY more complex than is resolved by the City's five page Transportation Improvement Plan or the Engineer's calculus. It would be an injustice to the public process to approve a reduction in parking without complete and operational mitigation.

The developer has the option to build the requisite parking stalls should they not wish to wait. Alternatively they may wish to experiment by reducing the current on-site parking, charging for the rest and running 10 busses from Ecker Hill and Richardson Flats and see how well the community and guests are served.

Regards,

Clive Bush

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Monday, June 14, 2021 4:29 PM
To: Alexandra Ananth
Cc: Gretchen Milliken; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Douglas Thimm; bill.williams@parkcity.org; ndeforge@fabianvancott.com
Subject: Upcoming Meeting & Additional Exhibits to Come - PCMR Base Project

Alexandra,

After reading through the current Staff Report, I referred back to the notes taken during the March 24, 2021 Planning Commission meeting to see if City's consultant AECOM or the Commissioners comments and/or concerns had been addressed. Please review the following tables which summarize findings.

AECOM Comment	PEG response based on latest Staff Report	Remaining Concern
AVO will need to be above 3.0. A 20% reduction in traffic volume is necessary.	Targeting an increase from 2.3 to 2.7 AVO on regular days and up to 3.1 AVO on peak days. (p. 114, p. 123)	No concrete measurable means provided by the applicant to accomplish this other than raising parking rates. "Carpool incentives, shuttle usage increase and incentives and other improvements" are identified as strategies, but no specific details or verifiable data provided.(p. 7, p. 123)
Partnership with Vail is needed as well.	Exhibit F: Vail Resorts Letter of Support	Vail does not agree to be a party to the Development Agreement and PEG requests the COA # 14 from the '97 MPD and '98 DA not apply. (p. 117); consequently, there is no "partnership" which would be legally binding or enforceable. Vail has entered a contract with PEG to complete this development and will receive millions of dollars. This letter of support is irrelevant and should carry no weight.
Other concerns are pedestrian conflicts and snow storage.	No significant changes or new information presented in Staff Report with regards to pedestrian conflict. No mention of snow storage.	The last meeting on Site Circulation was 3/24/21. Yet, the applicant did not submit their revised sidewalk infrastructure plan in time for the Staff Report for this meeting. May I point out, this happens just about every

		month? New info brought to meeting without opportunity for review by staff, commissioners or public.
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Commissioner Comment/Concern	PEG / Staff Response	Remaining Concern
Comm. Suesser: Still some missing sidewalks.	Revised sidewalk infrastructure exhibit will be provided at meeting.	TBD during meeting but submitted exhibits still have missing sidewalks and misrepresentations of existing sidewalks.
Comm. Suesser: Congestion around transit center.	Reduced number of shelters down to "at least one". Per Staff, City Engineer will review at June 16 th meeting.	Per Staff on page 10, rider amenity space is tight and more clearance on the sidewalks surrounding the transit station would be ideal. Staff is working with applicant and will give update at June 16 th meeting.
Comm. Suesser: There is a disconnect; not enough infrastructure improvements.	No significant changes or additions to this disclosed in Staff report.	Concern not addressed by applicant. There remains no pedestrian friendly way to get from Parcels C & E up to Payday or Crescent Lifts.
Comm. Suesser: Don't eliminate bus stops on Empire.	Based on construction phasing, bus stops will remain on Empire until the final year of build out 2026-2027. (p. 136)	No bus traffic or stops will be on Empire beyond 15 th and Silver King upon completion of Parcel D.
Comm. Kenworthy: With regards to shuttle drop off, you think there's enough space. Get engineering to prove it.	A second drop off south of the transit station is dedicated to shuttle services as well as residents/visitors of Building B. (p. 9)	When raised by Comm. Kenworthy, the drop off south of transit was shuttle only and there was concern. Now, it is to accommodate shuttles AND residents/visitors of Building B as written by PEG and labeled in their exhibits. (p. 9) This is also in the area of the access for ? (guessing 200+) cars to the Resort Lodges parking entrance. There is potential for vehicle conflict and back-ups down Manor Way potentially impeding access to the garage entrance/exit located on Manor Way which is a two lane street with no shoulder for pull-off/waiting. Additionally, how will they discriminate and prevent other patrons (non-B residents/visitors) from using?

Comm. VanDine: Revisit site circulation sooner to keep fresh.		Three months later and applicant did not have complete submission ready. PEG is bringing new information to the meeting without time for review by Staff, Commissioners or public.
Comm. Thimm: Cars intersect with bus lanes at Shadow Ridge and Lowell.	No change disclosed in staff report; however, staff/applicant responded buses will have priority.	There is no lane divider/barrier between the general traffic and southbound bus lanes on Lowell. It is unreasonable to assume the general traffic won't use the bus lane if it's all backed up back at the drop-off, HAWK signal, loading dock or worse, Silver King and Empire and beyond. Much potential exists for conflict between vehicles and pedestrians.
Comm. Thimm: We need to bring Vail to the table.	Exhibit F: Letter from Vail to City requesting they approve PEG's application as they are in support of it.	Vail does not agree to be a party to the Development Agreement and PEG requests the COA # 14 from the '97 MPD and '98 DA not apply. (p. 117); consequently, there is no "partnership" which would be legally binding or enforceable. Vail has entered a contract with PEG to complete this development and will receive millions of dollars. This letter of support is irrelevant and should carry no weight.

Thank you for taking the time to review.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: planning
Sent: Friday, May 28, 2021 3:10 PM
To: Gretchen Milliken; Alexandra Ananth
Subject: FW: Peg Project

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

From: Laila Tedford <laxmomma@yahoo.com>
Sent: Friday, May 28, 2021 2:37 PM
To: planning <planning@parkcity.org>
Subject: Peg Project

Hi,

I would like to express my concerns about the current plans for the PCMR parking lots. This is not the time to give in to everything the developer wants. This is the time to stick to the written word from 1998 and the current MPD language. Specifically, the 35' maximum height requirement should be enforced. The density that was transferred from elsewhere on the parcel can be accommodated by requiring all the parking to be underground, as stated in the original agreement. The 1,102 parking spaces the developer doesn't want to build must be included in the final plan. I have enjoyed the free parking since 1963, but I realize it must come to an end to encourage fewer cars in our town. I don't mind riding the bus or paying the developer to park in his garages. I do mind ignoring previous agreements to construct four story buildings and provide less parking than what is required.

Now is the time to enforce the rules. No exceptions.

Thank you,
James Tedford
Park City

Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Friday, May 21, 2021 3:05 PM
To: John Kenworthy; John Phillips; Sarah Hall; Laura Suesser; christin.vandyne@parkcity.org; Douglas Thimm; Mark Sletten; Gretchen Milliken; Alexandra Ananth
Subject: Public Comment - PCMR Base Development

Dear Planning Commissioners and Staff,

Thank you for your efforts and commitment to the extensive review, discussion and community involvement in the Park City base area development project. The latest addition of the Q&A portion of the May 19 meeting provided a very effective means of actively engaging the community.

With regards to the parking analysis, the underlying assumptions driving the applicant's requests for a reduction in LMC required parking should be scrutinized further and not merely accepted as presented. There will certainly be residents of the employee/affordable units that have cars that will need to be parked. It is very doubtful that these employee/affordable units will serve the J1 foreign workers that tend to be the seasonal workforce without personal vehicles. The relatively low daytime demand for the hotel guests is puzzling given that the daytime activity is the reason to be there unlike traditional hotels where guests are there for overnight accommodations and not daytime activities. This may increase requirements as arriving and departing guests may overlap their stays as they maximize their daytime activities. Yes, many will arrive via shuttle services but not all. The premise that most retail and commercial demand would overlap with guests already on site seems to be sound and this aspect would warrant a reduction to LMC requirements.

Given the conflicting statements regarding open space, it would be appropriate for the staff to clearly define for the commissioners, applicant and public what qualifies as open space according to the LMC for such a project. It would then be the applicant's obligation to present the comprehensive calculation of open space and provide detailed mapping of such a calculation.

With regards to volumetrics, it seems unclear as to whether above grade parking is included or excluded in the applicant's submission. Details of the applicant's calculation should be provided and made available to the public for each level of each structure on the various parcels with drawings to support the dimensional areas measured. An understanding of the approved "98" volumetrics is also required as there appear to be conflicting statements concerning what was considered above grade and below grade. More extensive below grade parking certainly seems to be a means to reduce building heights. Despite the recent modifications to the project to include more step backs of the roof lines, the overall height and scale of the project will completely replace the historic "old town" atmosphere of the base area with modern mass. Perhaps exceptions to the open space requirements would allow modifications that could reduce requested exceptions for building height. The mountain area is adjacent to much of the project and offers tremendous open space to enjoy. The proposed concept of moving mass and height towards the mountain side of the project should diminish the impact on existing adjacent properties. Working within the LMC and conforming to the requirements for granting exceptions will be a challenge but it is good to see the commission addressing this proactively.

The upcoming discussion of circulation and transit will be very interesting. Consideration must be given to the movement of the masses at peak times within the project as they transition from parked vehicles, transit, drop offs and the internal and neighboring structures, becoming pedestrians moving through the project to the

mountain. The elevation changes will challenge those with gear and equipment, whether for winter or summer activities, and adequate assistance such as escalators and ramps should be considered. Especially concerning is the crosswalk on the corner of Shadow Ridge and Lowell which will contend with the transit center traffic. The concept of the pedestrian bridge or tunnel should not be lost. The current concept appears to provide some bike access to the project but the transit through the project to the mountain trails seems to be missing. It would be remiss to assume riders will dismount to move through the project to the trail system. And of course there is significant concern for efficient access by emergency services, the life flight landing pad must be defined.

This project will define the base area for many years to come. With an efficient transit concept, adequate parking, and reasonable mass and impact; development will be welcomed by the majority of the community and should reward all stakeholders.

Your efforts and commitment are appreciated.

David Gordon
50 Shadow Ridge #302
Park City, UT 84060

Alexandra Ananth

From: Nicole Deforge <ndeforge@fabianvancott.com>
Sent: Friday, May 21, 2021 1:05 PM
To: planning
Cc: Alexandra Ananth
Subject: RE: Park City Mountain Resort Base Development public comments - May 19 meeting
Attachments: RRAD 5-19-21 PC powerpoint.pptx

Alexandra, please include the attached powerpoint as part of the public comments. Thanks.

From: Nicole Deforge
Sent: Wednesday, May 19, 2021 12:11 PM
To: planning@parkcity.org
Cc: alexandra.ananth@parkcity.org; john.phillips@parkcity.org; laura.suesser@parkcity.org; mark.sletten@parkcity.org; douglas.thimm@parkcity.org; christin.vandine@parkcity.org; sarah.hall@parkcity.org; john.kenworthy@parkcity.org
Subject: Park City Mountain Resort Base Development public comments - May 19 meeting

Dear Planning Commission and Staff,

Please see the attached letter sent on behalf of the RRAD community organization regarding the proposed Park City Mountain Resort Base Development. Please include the letter as part of the public comments that will be circulated in advance of the May 19, 2021 Planning Commission meeting.

Thank you.

Nikki

NICOLE M. DEFORGE

Attorney

FabianVanCott

215 South State Street, Suite 1200

Salt Lake City, UT 84111-2323

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

ndeforge@fabianvancott.com

www.fabianvancott.com

RRAD Coalition

Park City Planning Commission Meeting

May 19, 2021

Building Height Variances

- Cannot grant variance based on what was previously approved
 - Not relevant factor under LMC
 - Conditions for old variances not met in current plans
- Six factors under LMC
- All must be met
- Developer's burden

Building Height Variance – Six Requirements

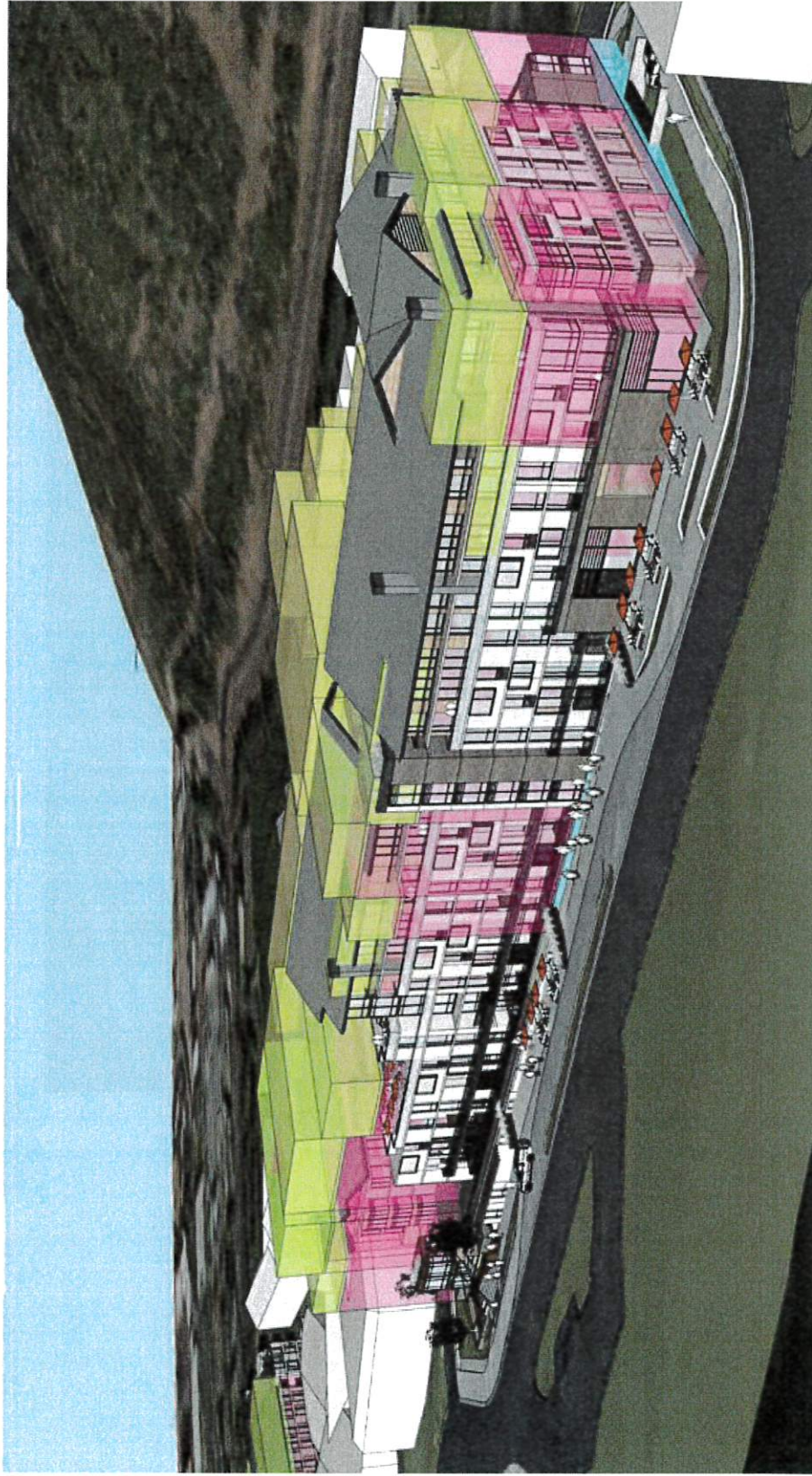
1. Increase in height doesn't increase square footage/volume over what is allowed under zone or from transfer of credits.

- Not compliant with the conditions for building heights imposed in connection with transfer of development credits
 - Section 3.1: Vested Right to Develop: "Project shall not exceed the permitted density" and "square footage will not be allowed to be transferred to another Parcel."
 - Claimed square footage doesn't include 137,576 sf of above-ground parking on Parcel B

Building Height Variance – Six Requirements

2. **Buildings positioned to minimize visual impacts on adjacent structures with mitigation for shadows, loss of solar and air circulation, etc.**
 - No showing made that this factor is met and no mitigation offered
 - Significant stepping of buildings required in DA in exchange for height variances
 - Developer's drawings in the staff report inconsistent and don't show all facades
 - Parcel B has none for the buildings for which height increases sought
 - Parcel C has only a single step on northwest side at ground level
 - Parcel D has single step at deck level. Sheer four-story wall adjacent to Silver King condos
 - Shadows
 - 7-story building across from homes on Empire, Lowell, Manor Way will cast significant shadows especially nearly year round

2.1 - BUILDING SITING/MASSING- PARCEL B





6.2 - ROOF TRANSITIONS - PARCEL C





Building Height Variance – Six Requirements

3. Adequate landscaping and buffering from adjacent properties

- No landscaping plans—can't wait till CUP phase
- Just stuck trees everywhere. Landscaping shown on plans is where driveways will be

3.0 - LANDSCAPING AND BUFFERING FROM ADJACENT PROPERTIES AND USES



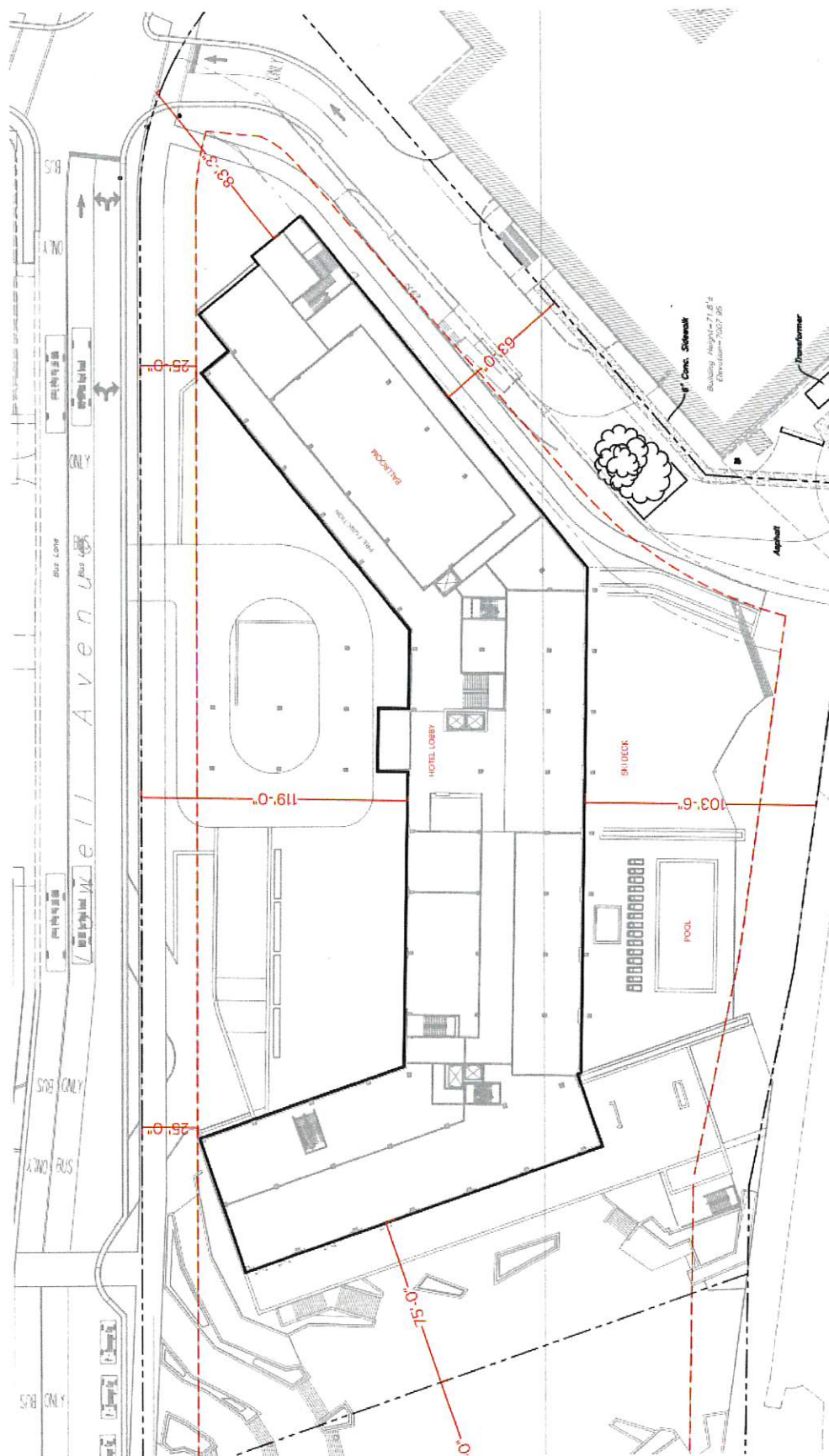
LANDSCAPE SITE PLAN
0 80 160 FT
1" = 40'

PARK CITY MOUNTAIN RESORT

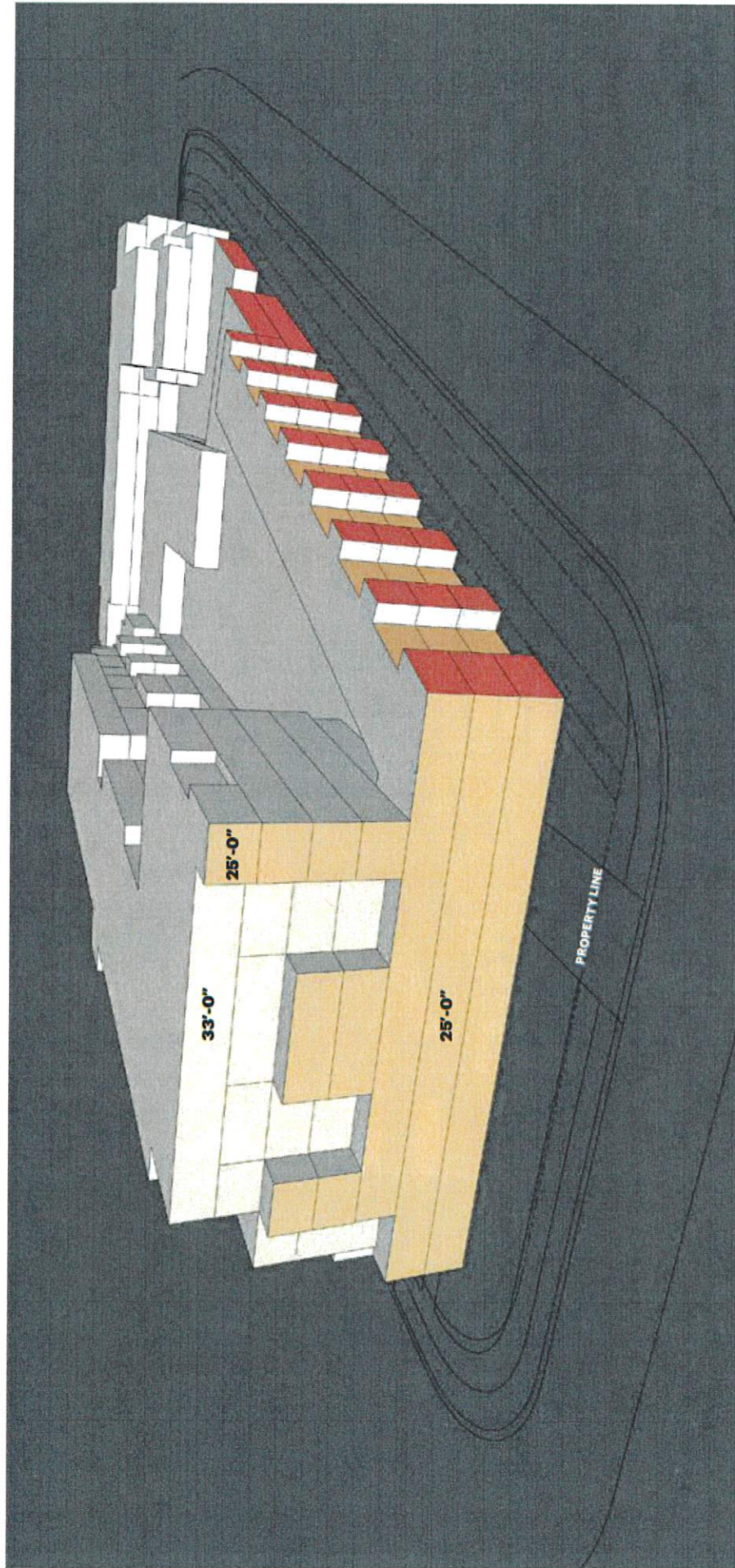
Building Height Variance – Six Requirements

4. Requires increased setbacks and separations from adjacent projects.

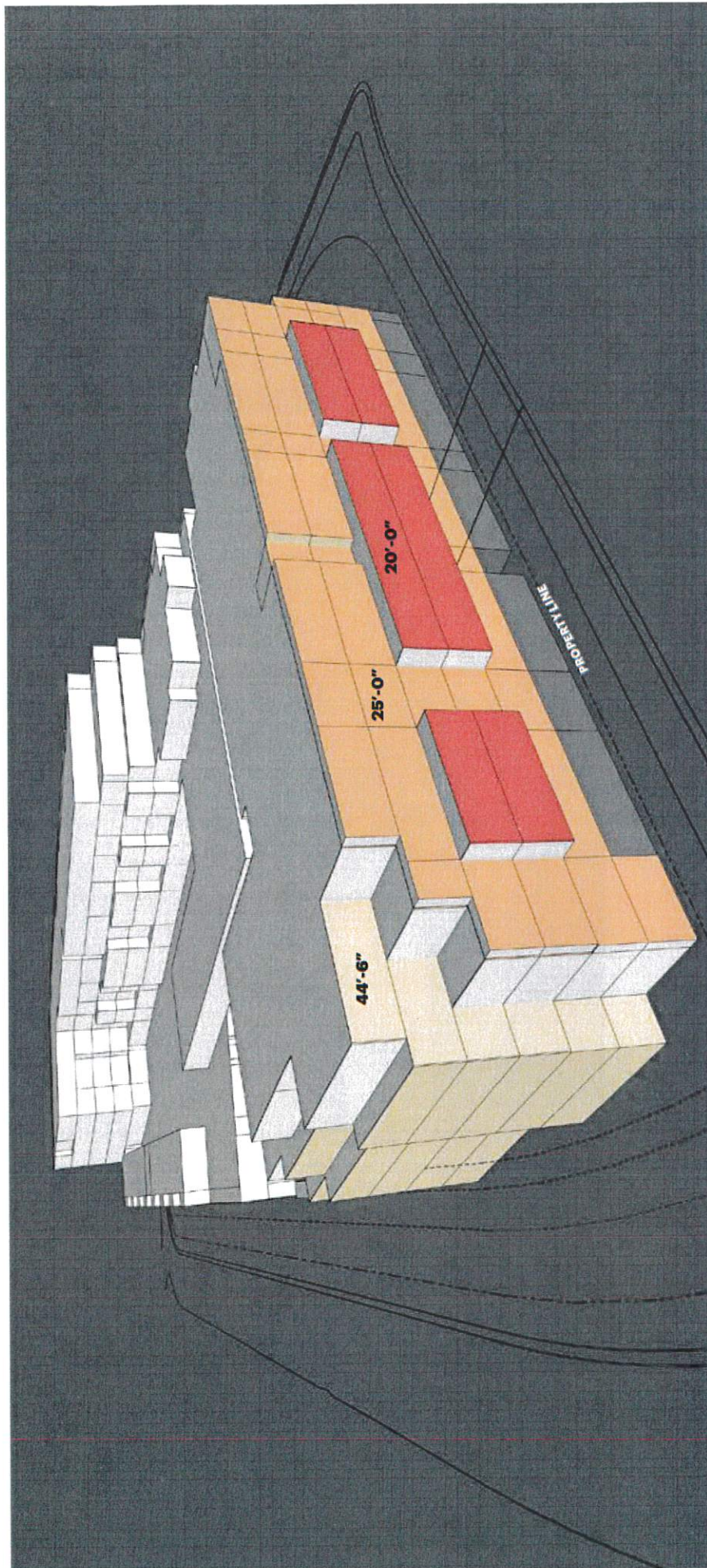
- PEG wants to triple maximum heights while reducing or just maintaining perimeter setbacks next to adjacent properties.
- Increased setbacks on facades where increased building heights sought
 - “Average setback” or “Average ground floor setback” calculations irrelevant
 - PEG’s “average setback” calculation inaccurate because based on upper floors or based only on ground floor despite upper levels at min setback line
 - Also must include below-grade construction because they must meet setbacks as well
 - Other structures besides buildings must also be included in setback analysis
 - Ignores Parcel C ski deck and pol that go right up to the 25’ setback line and instead claims a 103’ setback; front loading dock and roundabout too
 - Ignores Parcel D gazebo on 25’ setback line and claims 117’ increased setback

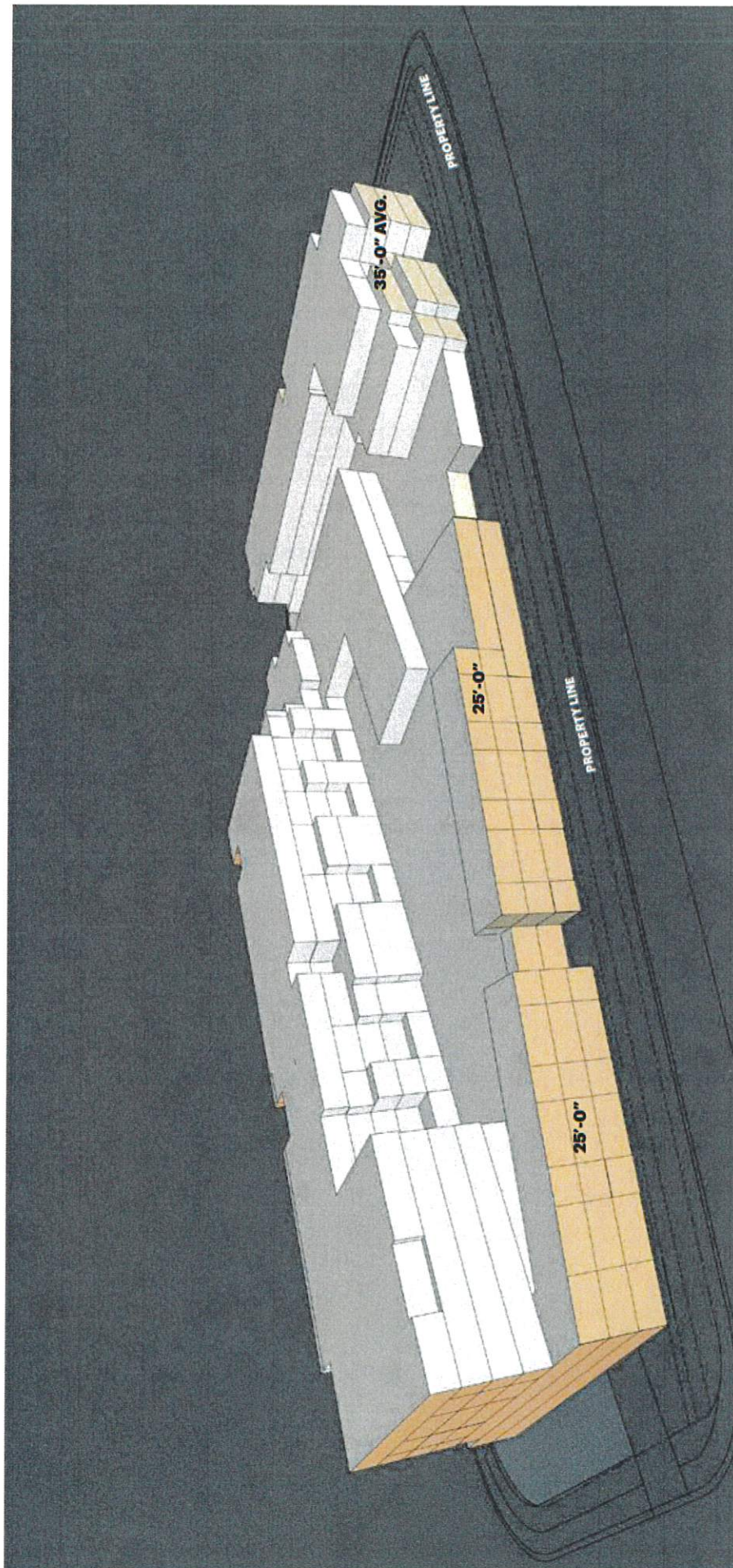


SETBACK DIAGRAM - PARCEL B

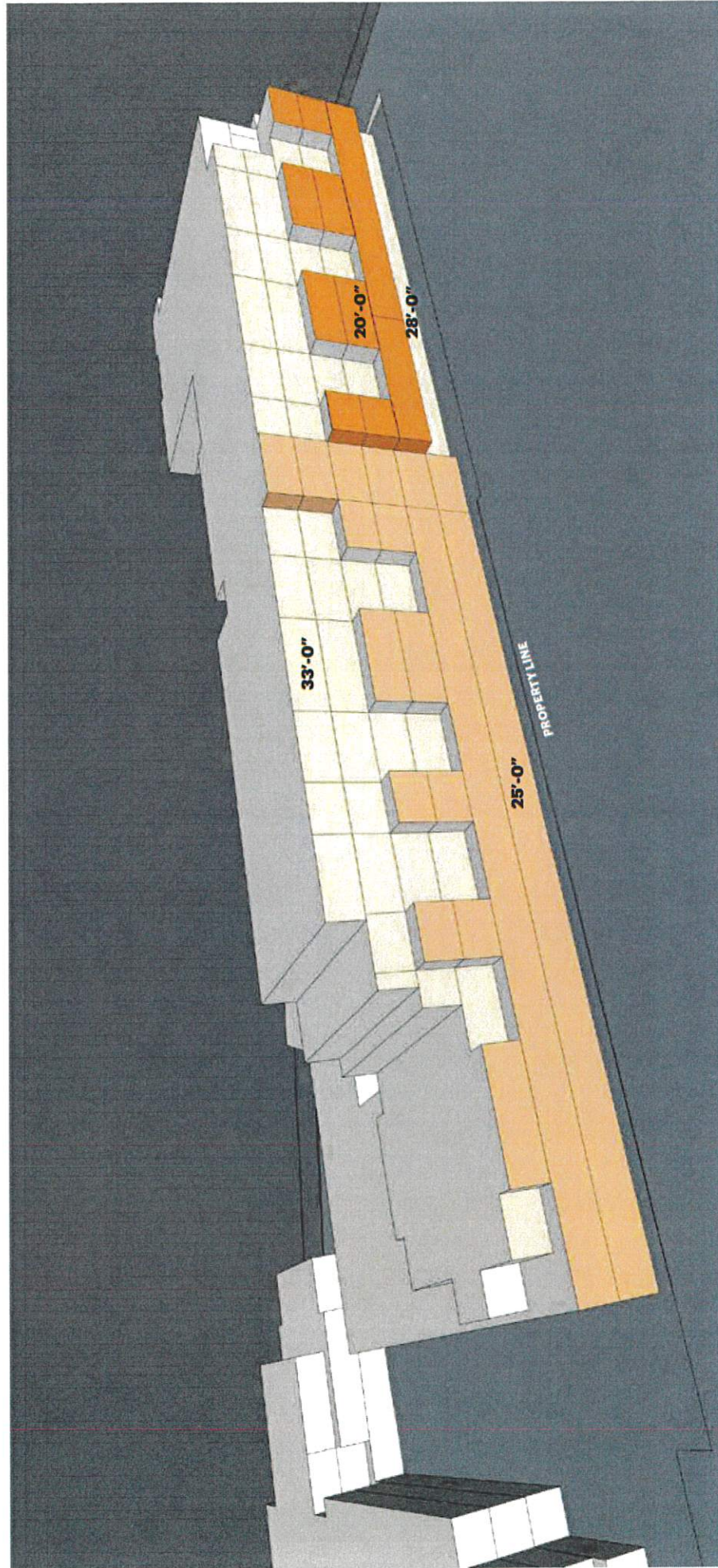


SETBACK DIAGRAM - PARCEL B





SETBACK DIAGRAM - PARCEL B



Building Height Variance – Six Requirements

5. Additional building height results in more than min publicly open space

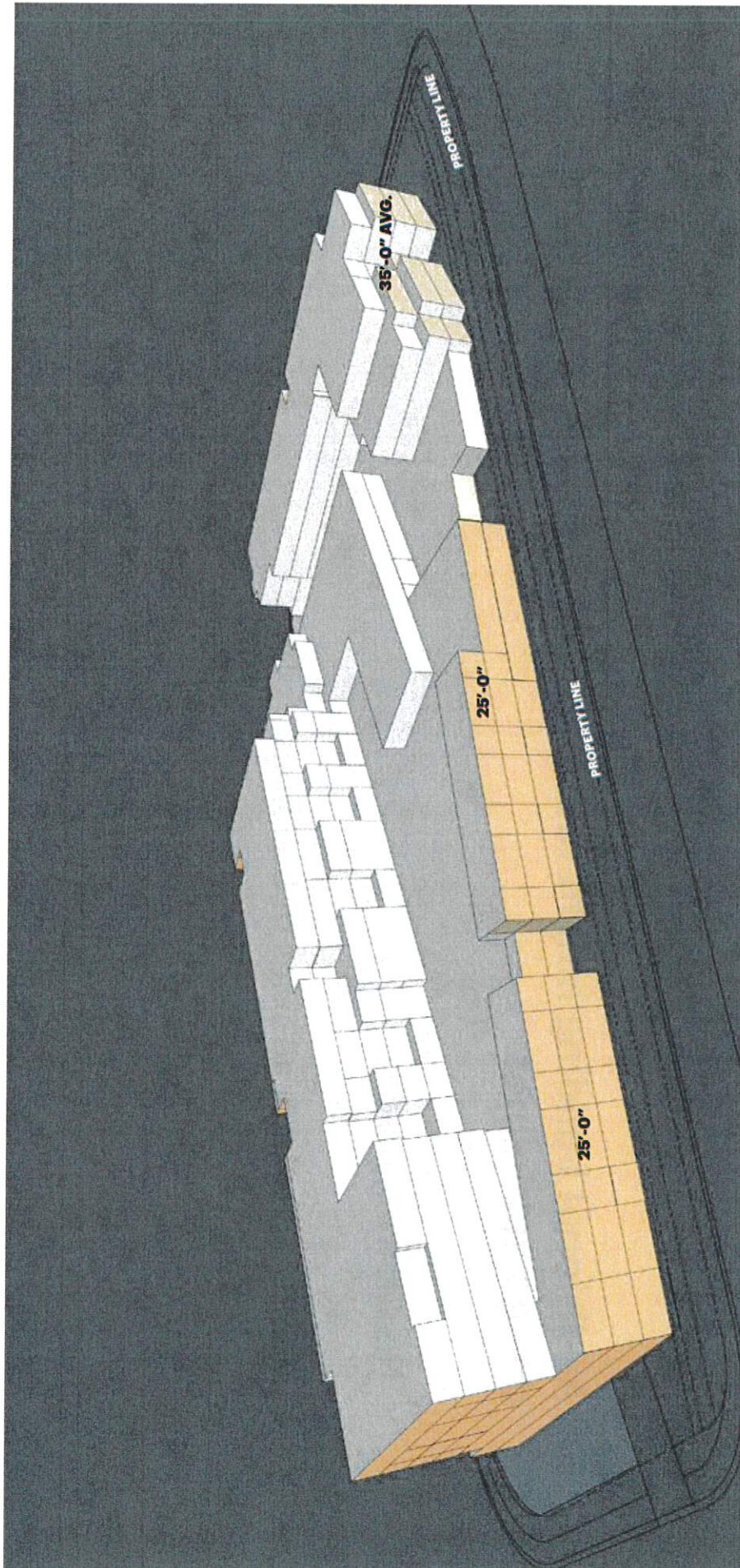
- Can't count non-public areas
- LMC: "excludes Buildings and Structures"; "Structures = anything constructed, the use of which requires a fixed location on or in the ground."
- Unclear what developer is counting:
 - Includes medians in public rights-of-way not on developer property
 - Private hotel decks
 - Driveways on every parcel for garages, loading docks, and hotel roundabout
 - Rooftop space on Parcel B

5.10 - OPEN SPACE CALCULATIONS

EXHIBIT A PARCEL

OPEN SPACE	496,584 SF
PARCEL A	
BUILT AREA	148,975 SF
OPEN SPACE	
PARCEL B	
BUILT AREA	103,300 SF
OPEN SPACE	49,600 SF
PARCEL C	
BUILT AREA	59,209 SF
OPEN SPACE	61,338SF
PARCEL D	
BUILT AREA	34,972 SF
OPEN SPACE	52,146 SF
PARCEL E	
BUILT AREA	36,400 SF
OPEN SPACE	55,990 SF
TOTAL MPD	
TOTAL BUILT AREA	382,856 SF
TOTAL OPEN SPACE	715,648 SF
TOTAL AREA	1,098,504 SF
OPEN SPACE	65.15%





Building Height Variance – Six Requirements

6. Additional building height must comply with LMC and historic design guidelines

- No showing made
- Plans don't show all sides of buildings

Building Height Variance – Six Requirements

- None of the factors met—much less all six
- Cannot be approved even if one factor is not met
- Can't grant because necessary to fit all the density, which the developer expressly said tonight it the true reason for the height variance
- Can't grant simply it is a reduction from the 1998 plans or because the City likes it.

Setback Reduction

- Must be “necessary to provide desired architectural interest and variation.”
 - Can’t reduce setbacks to enable compliance with something already required by the LMC—like requirements to get height variance (e.g., more open space, façade variation, and minimizing visual impacts, i.e., stepping)
 - Can’t grant because the parking garage design requires it
- Parcel B doesn’t comply with bus stop in front setbacks—only 15’

Alexandra Ananth

From: Nicole Deforge <ndeforge@fabianvancott.com>
Sent: Wednesday, May 19, 2021 12:11 PM
To: planning
Cc: Alexandra Ananth; John Phillips; Laura Suesser; Mark Sletten; Douglas Thimm; Christin VanDine; Sarah Hall; John Kenworthy
Subject: Park City Mountain Resort Base Development public comments - May 19 meeting
Attachments: RRAD May 18 planning commission letter.pdf

Dear Planning Commission and Staff,

Please see the attached letter sent on behalf of the RRAD community organization regarding the proposed Park City Mountain Resort Base Development. Please include the letter as part of the public comments that will be circulated in advance of the May 19, 2021 Planning Commission meeting.

Thank you.

Nikki

NICOLE M. DEFORGE

Attorney

FabianVanCott

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From: noreply@granicusideas.com
Sent: Wednesday, May 19, 2021 4:22 PM
To: planning; Alexandra Ananth
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Sherie Harding submitted a new eComment.

Meeting: Planning Commission

Item: 5.A) Park City Mountain Resort Base Parking Lots - Substantive Modification to the MPD - 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. This Hearing Will Focus On the Applicant's Requested Exceptions to Required Setbacks and Building Height, in Accordance with the MPD, and Applicable LMC, General Plan and Transportation Master Plan Criteria. A Continuation of the May 12, 2021, Discussion Related to Exceptions to Off Street Parking Requirements Will Also Occur. PL-20-04475. *Public Input will be taken in a Q & A format. (A) Public Hearing, No Action Will Be Taken

eComment: The enduring questions about the proposed development at PCM base area is building height, mass, and setbacks. Height cannot be illustrated by balloons in the air. This was tried during summer of 2020. Unfortunately, not once did the balloons fly vertically on that breezy afternoon. The slightest breeze angled the balloons sideward, sometimes even horizontally. A string with balloon does not replicate the mass of these buildings. Dear Commissioners, please take a stroll between the buildings at the base of The Canyons resort. Walk around the 6 story Pendry Residences. That experience should provide the feel and the visual for what is proposed at the PCM Base. May we, the public, hear your thoughts after your stroll? Another way to get a height, mass and setback comparison is to develop a to-scale 3-D model which includes the surrounding neighborhood buildings. Dear Commissioners, is there a reason that no model has been produced?

[View and Analyze eComments](#)

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From: noreply@granicusideas.com
Sent: Wednesday, May 19, 2021 4:05 PM
To: planning; Alexandra Ananth
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 5.A) Park City Mountain Resort Base Parking Lots - Substantive Modification to the MPD - 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. This Hearing Will Focus On the Applicant's Requested Exceptions to Required Setbacks and Building Height, in Accordance with the MPD, and Applicable LMC, General Plan and Transportation Master Plan Criteria. A Continuation of the May 12, 2021, Discussion Related to Exceptions to Off Street Parking Requirements Will Also Occur. PL-20-04475. *Public Input will be taken in a Q & A format. (A) Public Hearing, No Action Will Be Taken

eComment: Per Staff we are being asked to submit questions to be answered in tonight's meeting. Here are a few questions I have: 1) On Appendix A, the Parcel B building design is different on pgs 55, 56, 57, and 62 than the rest of the overhead pictures of Parcel B. It looks like they have added buildings in the middle of the courtyard. Has the building design changed? 2) The Building Density Chart in Appendix A (pg 36), for Parcel B, does not include the above ground parking. Per the LMC, if the parking is above ground and adds mass to the building it must be included in the density calculation. Shouldn't that square footage be included in this chart? 3) In Appendix A (pg 7) the parking garage on Parcel B does not have any ramps to get to other parking levels. If one level is full, are people expected to leave the garage and drive to another parking entrance to get to a different level in the garage? 4) In Appendix A (pg 10), the 'cross section' of Parcel B and Lowell avenue is at the lowest section of the Building on Parcel B and the transit center. I think it's important to see the cross section at the highest point of Building B which is across Lowell from The Lowell Condominiums. Can the developer show the Commissioners that section? 5) Have the Commissioners and Staff seen the new Pendry Condominiums being built at the Canyons lately? It's highest point is 74' above ground level. Significantly lower than most of the proposed building heights for this project. The Pendry is quite shocking. If you haven't seen it lately I would like to suggest you take a moment and drive by. 6) With all the changes in the building since the last balloon demonstration in July 2020, do you think it's a good idea to have another balloon demonstration to see the revised proposed building heights? Thank you for all you are doing to review this project. The Community is counting on you.

[View and Analyze eComments](#)

Nicole M. Deforge
Direct Dial: 801.574.2620
ndeforge@fabianvancott.com

May 19, 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 hundreds of Park City residents, business owners, and homeowners. RRAD submits the following comments in advance of the May 19, 2021 Planning Commission Meeting.

Building Height Variances Cannot Be Approved.

The maximum building heights allowed in this zone are 35 feet. The developer has requested maximum building heights of between 71-103 feet—two to three times higher what is allowed by code.

The Planning Commission may only approve the requested height variances for each building if the developer proves that all six criteria under LMC § 15-6-5(F) are met. If any one of these conditions is not met, the variance cannot be granted. The developer has failed to meet its burden of showing that all six of the following criteria are met with respect to any of the buildings.

- 1. "The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits;"**

The developer relies on the transfer of development credits it received in the 1998 DA to claim that this requirement is met. But the 1998 DA expressly mandated that the vested density could not be transferred between parcels. In Section 3.1, entitled "Vested Right to Develop," the 1998 DA expressly provides that that the "project shall not exceed the permitted density" and that "square footage will not be allowed to be transferred to another Parcel." Parcel C in the current plans includes significantly more than what was allocated to it in the 1998 DA.

Additionally, the developer's claimed square footage on multiple parcels still also does not include the square footage for above-ground parking, as required. This omission is most egregious with respect to Parcel B. The August staff report packet reflected 137,576 square feet of above-ground parking on Parcel B alone, plus 3,298 SF in Parcel C and 15,265 in Parcel D.

Consequently, the increased building heights on Parcels B, C, and D absolutely results in increased square footage and building volume over what was allowed in the 1998 DA based on the transfer of development credits. The developer cannot rely on the 1998 DA for its claimed density on Parcel B and C without complying with the conditions upon which the increased density was granted for the site. The Planning Commission therefore cannot find that this condition has been met.

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;"

The second condition is not met because the developer has made no showing concerning any of the listed factors and offered no mitigation for the obvious shadow impact that a seven-story building will have on the adjacent residences on Empire Avenue, Lowell Avenue, Manor Way, and Silver King.

No Stepping of Buildings. The developer has not adequately stepped down the buildings from roof to street level. The Development Agreement sheds additional light on the conditions that originally were imposed in return for the building height variances that were granted there. It provides that the roof steps shown in the CMP "are a significant design element that cannot be substantively changed without demonstrating that any alternate design has no additional adverse massing and/or significant shadow impacts." Stepping from roof to street level was therefore a critical mitigation factor for the agreed-upon height variances in the original DA, consistent with the current LMC criteria. Such stepping helped to mitigate against the massing and shadowing impacts that would result from increased height.

The buildings in the current design do not step down as required in the original DA. For example:

- On Parcel B, there is no stepping for any of the buildings for which height increases are sought. The building on the north side has no stepping at all on Shadow Ridge and no stepping down to street level on Empire. The building on the southwest corner has only one step down to Lowell that doesn't give the appearance of stepping at all, and only one step down to Manor Way on the south. The developer's drawings on pages 24-31 of the packet are misleading in that they attempt to show stepping by representing the individual buildings as a single structure and claiming stepping as between the separate roofs of the various buildings. But given the inconsistency between the drawings on those pages and pages 18 and 68 it is impossible to determine which plans are correct or what the developer is actually proposing.
- The plans submitted with the monthly staff report do not show all Parcel C facades. But based on what has been provided and in past plans, Parcel C has no stepping on

the north side or south side of the building at all. This is a winged building, and the center facing east and west does not step at all. There appears to be only a single step at ground level on the northwest side.

- The plans submitted with the monthly staff report do not show all Parcel D facades. But based on what has been provided and in past plans, Parcel D is a five-story building that aside from the parking level and a deck includes no stepping at all until you reach the top story, which is just a rooftop deck. It is a sheer four-story wall adjacent to the existing Silver King condominiums.
- The plans submitted with the monthly staff report do not show all Parcel E facades. But based on what has been provided and in past plans, Parcel E is perhaps the most egregious example of the lack of stepping. It is a six-story building with a peak building height of 84 feet on a small lot with reduced setbacks. The developer has complained that it should be granted the height variance despite the lack of stepping because the lot is small. But the reason the lot is small is because the developer unilaterally decided not to reroute Lowell Avenue to enlarge the lot, as contemplated in the DA.

Because the current plans do not comply with the mandatory stepping conditions that were imposed in the 1998 DA in exchange for the increased building height, the Planning Commission cannot rely on the building height variances granted in the 1998 DA to approve the building height variance requests here.

Residential Homes in Shadow. Assuming the shadow studies provided by the developer are accurate, they show what nearby residents had feared. As a result of the very tall buildings requested by the developer, the homes along Empire Avenue and Manor Way will be in complete shadow by 2:00 pm every day of the year except during summer solstice. During the winter, they will be in shadow by 10:00 am. Snow Flower, Silver King, and buildings on Shadow Ridge will suffer a similar fate. [] The developer has not proposed any mitigation for this.

3. "There is adequate Landscaping and buffering from adjacent Properties and Uses;"

To satisfy the third condition, the developer must demonstrate that there is both adequate landscaping for the project and buffering from adjacent properties. The Staff Report erroneously conflates and misstates these two requirements in suggesting that the Planning Commission need only "find there is adequate buffering with room for landscaping from adjacent Properties and Uses." (Staff Report at 10.) That is not a correct statement of the LMC standard.

To meet its burden of proving that there is adequate landscaping for the project, the developer must submit landscaping plans at the MPD stage. The Planning Commission cannot make the necessary finding that this requirement has been without such plans. The developer's request that it not be required to submit such plans until the CUP stage will make it legally impossible for the Planning Commission to approve the request height variances.

Instead of submitting actual plans, it simply includes a couple of slides showing trees densely placed at regular intervals along virtually every inch of open space, including where

seven driveways should be for the townhouse along Empire Avenue. These are not true plans and do not reflect the reality on the ground.

4. "Increased Setbacks and separations from adjacent projects are proposed;"

The fourth condition requires increased setbacks and separations from adjacent projects for building height variances. Yet, the developer is proposing precisely the opposite. It wants to *double or triple* the maximum building height while *reducing* the perimeter setbacks to 20 feet for Parcel B and simply maintaining the building setbacks for most of the rest of the project. The Planning Commission cannot grant the building height variances on that basis as a matter of law.

When analyzing whether this requirement has been met, the Planning Commission must look at each structure separately. It cannot allow a massively tall building that does not have increased setbacks on one side of the project based on a finding that an entirely different, smaller building on the opposite side of the project does. Such an interpretation would completely read the phrase "adjacent properties" completely out of the ordinance. It would also defeat the obvious purpose of the increased setback requirement, namely, to protect "adjacent properties" who will bear the brunt of the increased building heights. The increased setbacks must correspond to the parts of each building that exceed building height limitations. The greater the height along a particular façade, the greater the setback increase needs to be.

The plans submitted to-date by the developer do not allow the Planning Commission to make this analysis. First, they do not include current below-grade plans, and earlier plans clearly showed perimeter walls extending into the 20' setback area. Second, the developer continues to improperly rely on "average setback" figures that measure setbacks at each level of the building or only at ground level. That is how setbacks are measured. If one level of the façade is at 20-25', the developer cannot claim that it has increased setbacks because a different level of the building is further from the property line. The developer also cannot claim it has increased setbacks by ignoring all structures other than the buildings that are closer to the boundary line, including swimming pools, gazebos, decks, etc. Although some of those elements, such as decks, can extend into front yard setbacks under the LMC, they cannot simply be ignored when developer has increased setbacks from adjacent parcels.

For example:

- On Parcel B, there is virtually no place on that very large parcel that has a setback greater than 25'. Although there are a few stairwells and corners where the setback is greater in spots, the setback for the façade must be measured from the point where it is closest to the boundary line. The developer's claimed "Parcel B Average Setback at Ground Level" is particularly suspect given that in some places the setback is less on upper floors on various facades and in other areas only the ground floor level is set back. All that skews the average. And although the developer does not provide elevations for each façade in the plans submitted with the current Staff Report, it appears that the facades where the buildings are tallest is also where it is requesting reduced setbacks to 20', including along Shadow Ridge and Lowell Avenue.

- On Parcel C, the developer claims a 103' setback on the west side by ignoring the large ski deck and pool that go right up to the 25' setback line. They do the same thing on the front of the building by ignoring the loading dock and roundabout.
- On Parcel D, the developer claims a 117' increased setback despite a gazebo that is right on the 25' setback line.
- On Parcel E, the developer claims a 25' setback along the west side of building. However, there clearly is no pedestrian pathway connecting to the plaza which has been repeatedly stated as necessary and PEG has stated it is there. If the pedestrian pathway were added as promised, then the 25' setback claim would not be accurate. In addition, along the Silver King side of Parcel E, the side walk is only 3'2". This sidewalk must be wider, especially if the developer isn't going to put a pathway along the west side for those coming from Three Kings, Payday, etc.

5. "The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;"

The fifth condition is not met because the developer has not made the requisite showing that the requested building height increases would result in more open space that is publicly available. It is still unclear precisely what the developer is including in its open space calculations and whether those areas actually qualify as "Open Space" under the LMC. The drawings don't even accurately reflect the current plans.

First, only public areas can be in open space calculations. Second, the claimed areas must meet the definition of "Open Space" under LMC § 15-15-1. "Open Space" as defined by the LMC includes "Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures. "Buildings are defined as "[a]ny Structure, or any part thereof, built or used for the support, shelter, or enclosure of any Use or occupancy by Persons, animals, or chattel, and "Structures" is defined as "[a]nything constructed, the Use of which requires a fixed location on or in the ground, or attached to something having a fixed location on the ground and which imposes an impervious material on or above the ground; definition includes "Building".

Therefore, to the extent that any area the developer has included in its open space calculations is not public or contains structures that will be constructed in a fixed location on the ground, the calculations would be wrong. Although the developer's drawings and calculations are admittedly unclear, it appears that the developer has counted areas as open space that are not. For example, it appears that it is still including medians at Silver King intersections at Empire and at Lowell that are in city rights-of-way.. It also appears that the developer is including private hotel decks on Parcel C and all driveways on every parcel, including for parking garages, loading docks, and the hotel roundabout. On Parcel B, it appears that the developer is claiming open space on a roof top which has no passageway or access by the public and regardless is clearly on a "structure". It is also including the center of the transit roundabout despite the fact that this property is currently located in the middle of Lowell Avenue and is not the developer's property at all. None of these areas count as open space under the LMC for purposes of considering height variances.

6. "The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District."

The sixth condition has not been met because the developer has not shown compliance with Chapter 15-5 of the Architectural Guidelines or provided elevations for all sides of each parcel in order to determine whether there is sufficient transition in roof elements. The developer's claimed roof transitions are more like roof slabs, especially for the buildings on Parcel C and D. Small balconies on each end are not roof transitions. The 1998 DA plans show what a "cascade of roofs" is really supposed to look like.

Building Height Variances Allowed in DA are Not Binding or Warranted Now.

Despite the fact that the criteria for granting the requested building height variances have not been met, the developer seeks approval largely on the basis that increased building heights were allowed under the 1998 DA. Again, that is not a legal basis for approving the variance requests here if the above criteria are not met.

Furthermore, the original height variances were granted in return for specific conditions and mitigation, which the developer is not offering here. For example, as noted above, the approved building heights were conditioned on stepping of all buildings to the roofline and no transfer of density between parcels. They were also conditioned on no shifting of density between parcels.

It would be legally improper for the Planning Commission to approve the building height variances based solely on the 1998 DA given that the conditions for those approved height variances will not be met and the LMC criteria have not been met.

Setback Variances Cannot Be Approved.

The developer's request for reduced setbacks on Parcel B cannot be approved because it has not met its burden under the LMC of showing that its request for a perimeter setback reduction to 20 feet is "necessary to provide desired architectural interest and variation."

The developer continues to argue that it is entitled to receive setback reductions so that it can include façade variation and stepping in its buildings. It also threatens that without the reduced setbacks it will not include façade variation and stepping in its plans. But façade variation and stepping are LMC requirements that the developer must meet, particularly if it wants height variances. They are also conditions imposed by the 1998 DA in return for the density that the developer claims. If merely varying the façade or stepping up a building to comply with the LMC were a reason for getting a setback reduction, then every building would be entitled to a setback reduction. Compliance with one requirement of the LMC cannot be a justification for receiving a variance from another provision in the LMC.

That is particularly true with respect to the building height variances that the developer seeks. The first factor mandates "requirements with Façade variation" and the third factor requires the developer to "minimize visual impacts on adjacent Structures." The developer cannot claim to meet these factors if it proposes flat monolithic structures. It also cannot argue that it is entitled to setback *reductions* in order to meet the requirements for building

height variances that also require setback *increases*. The argument is entirely circular and contrary to the plain language of the LMC.

Design Approval is Premature and Legally Unsupportable.

It would be premature for the Planning Commission to approve the current design plans for the many reasons set forth above. The developer has not met its burden of showing that the legal conditions for its requested height and setback variances have been met and the documentation it has provided to-date is inconsistent and insufficient. The requisite findings cannot legitimately be made, and approval would be contrary to the legal requirements of the LMC.

It would also be premature to approve the design plans before the transit, parking, traffic, and circulation issues have been resolved. Once these design plans are approved, the developer will use that approval as the basis for shoe-horning the inadequate circulation plans through as well. It will claim that the approved design dictates the circulation proposal and that the City cannot require anything different. The Planning Commission should not step into this trap. It should wait to approve the design until the entire site plan is deemed adequate.

Thank you for your consideration of RRAD's concerns.

Sincerely,

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

Nicole M. Deforge

cc: client; alexandra.ananth@parkcity.org

Alexandra Ananth

From: Glidefar <glidefar16@yahoo.com>
Sent: Wednesday, May 19, 2021 10:54 AM
To: john.phillips@parkcity.org <john.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>; laura.suesser@parkcity.org <laura.suesser@parkcity.org>; sarah.hall@parkcity.org <sarah.hall@parkcity.org>; christin.vandine@parkcity.org <christin.vandine@parkcity.org>; douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>; william.johnson@parkcity.org; Alexandra Ananth
Subject: Base Area Overdevelopment

Dear Commissioners:

Tonight's meeting regarding the Base area overdevelopment is absolutely critical to the project. But firstly, without a resolve for the transportation issues, you cannot even plan for what might fit in that small area in front of the mountain. This impact on the surrounding town and neighbors would be a severe out of character change. No development should be allowed until the transportation issue dictates how people will move in and out of the area and what capacity the area can tolerate.

Regards,
Deborah Hickey
Empire Ave resident

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, May 19, 2021 8:20 AM
To: John Kenworthy; John Phillips; Sarah Hall; Laura Suesser; Douglas Thimm; Christin VanDine
Cc: Alexandra Ananth; Gretchen Milliken
Subject: PCMR Review - Exhibits
Attachments: 14th St Corridor Overlay.pdf

Dear Commissioners:

There is on-going concern with regards to many of the applicant's submissions when it comes to verifiable and accurate data. In addition, there are misleading exhibits which alter perception of mass and scale when it comes to Building Design. Please consider this question as you review the items below: Why doesn't the applicant think it's a "best practice" to show accurate depictions of their proposed development?

Page 9: Staff report states Building on Parcel B is 6 stories. Look at page 83 – clearly 7 stories of windows going up behind town homes.

Pages 10 and 16: Parcel B Building depicted does not match Building B shown on pages 38 or 74.

Page 48: Parcel B does not include the above ground parking square footage as required. This adds significantly to the total square footage of Parcel B and should be corrected. Parcel C as shown is over the maximum square footage and 103' high. Square footage is not allowed to be transferred.

Page 49: Empire House at corner of 14th & Empire sits at least 25' back from Empire, is only 3 stories and stands on ground sloping downhill. Yet, in this exhibit, it's towering and appears to be similar in scale with 6 stories of building on Parcel B. Similar altered perception occurs with 2 story single family residences to south of Empire House.

Pages 68 and 74: There are still no driveways on many of the exhibits for Parcel B and the 7 town homes on Empire. They are specifically missing in the Open Space rendering supposedly used for calculating Open Space and Landscape buffering exhibits.

Page 77: Mountains rising behind Parcel B are not accurately represented; in fact, it is likely there will really be no view. RRAD has taken photos and performed some math and analysis. See attached file.

Page 78: We are working on this, but believe this exhibit is also a misrepresentation of the Aerie mountain views.

Page 79: This is the original plaza drawing submitted back in summer of 2020; it does not reflect what the buildings on C or E have been redesigned to look like and Parcel C building has gone from 85' max (see November 2020 report) to 103' max height. Parcel D went from 79' down to 71'. Updated exhibits for the entire site should be required for an accurate review and understanding of the project and its impact on the community.

Pages 80 and 93: Silver King Condos has been removed on left hand side (south) of Parcel D to reveal mountains. As shown by RRAD last month, Silver King hides the mountain so there are no mountains viewable above or to the south of Parcel D. There are no mountains or runs to northwest of Parcel E as depicted.

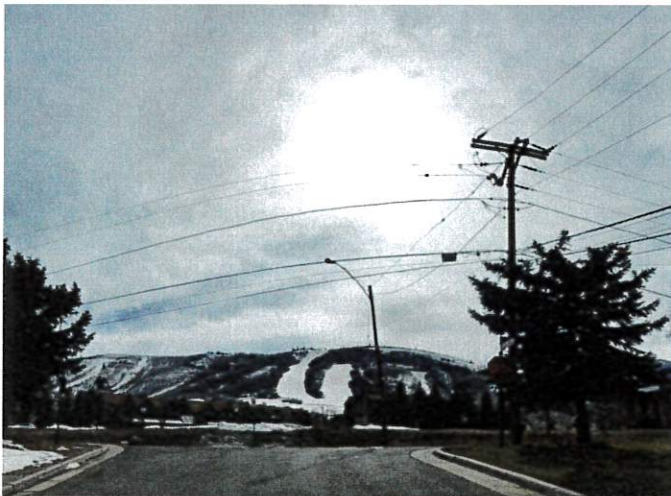
Page 83: Staff and applicant state Building B is 6 stories above grade. I count 7 glass windows going up behind town homes.

Page 88: There are no mountains or runs to northwest of Parcel E as depicted.

Conclusion: There will be no view of community from developed area nor any view of mountain from community. Either the applicant is hopeful we won't figure it out, they don't care or both. If approved, there is no turning back and ten years from now the question will be "how did that happen?"

I've attempted to send emails to the newly appointed Commissioner Johnson; however, they all bounce back.

Sincerely,
Deb Rentfrow



Above: PEG's rendition of 14th Street Corridor.

Beside: Actual photo from 14th Street taken April 2021

Below: PEG's rendition overlaid onto actual photo.

The exhibit is misleading and once ground is broken and building erected, it is too late. There will be NO MOUNTAIN VIEWS.



Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Tuesday, May 18, 2021 2:57 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Douglas Thimm; william.johnson@parkcity.org
Cc: planning; Alexandra Ananth
Subject: PCMR - Building Heights - Sea Level Comparison
Attachments: Approved Pendry Plans.pdf

Dear Commissioners,

I realize this project is extremely large and the review process difficult. Add on the numerous public emails, comments, etc and no doubt you'd like to wrap this up.

It is for these reasons, I'll apologize now for this request, but in my mind it is necessary to get a visual of what is being proposed for PCMR.

The applicant is very adamant that sea level calculations should be used when reviewing their building height exception requests and that the Canyon's is a comparable resort. Here's my request: Prior to the May 19th meeting tomorrow, please go over to the Canyons and drive or walk around the Pendry - its maximum building height for all three buildings is 6,996' above sea level with mechanicals on top taking it to a maximum of 7,004' above sea level. The natural grade is at 6,922' and the maximum building height is 74' for two buildings and 73' for the third building. In order to support these figures, I've attached the relevant portion of the approved plans for the Pendry from the Building Department of Snyderville Basin.

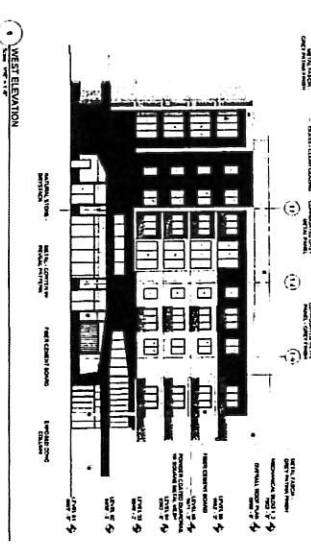
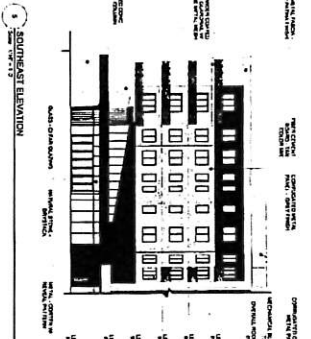
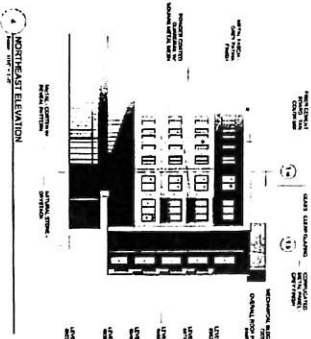
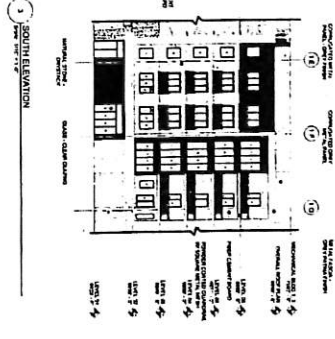
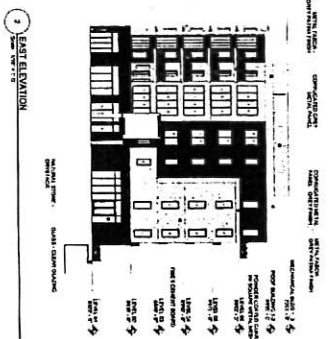
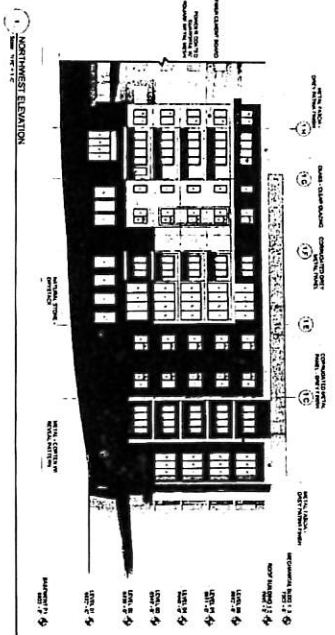
Now, based on the applicant's submission for this project on page 54 of the Staff Report consider:

- Parcel B is 87' high from natural grade and 7,029' above sea level. Building B is 6,999' and 6,979' above sea level at other points.
- Parcel C is 103' high from natural grade and 7,013' above sea level. Building C is 6,996' and 6,990' above sea level at other points.
- Parcel D is 71' high from natural grade and 6,959' and 6,954' above sea level at various points.
- Parcel E is 84' high from natural grade and 6,980' and 6,976' above sea level at various points.

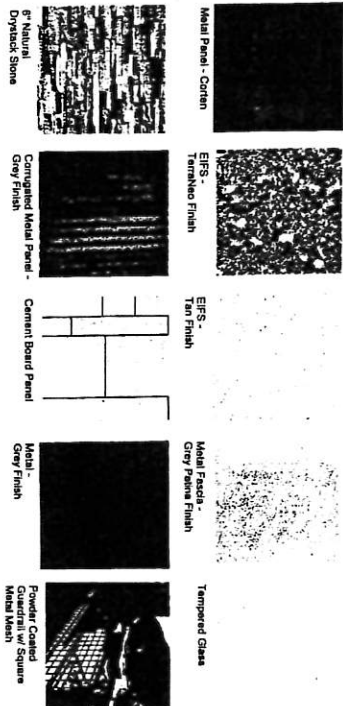
Three of the four proposed buildings for PCMR are taller than the Pendry and would clearly be out of place in our community. We are not the Canyons and the proposed development is entirely out of scale with the surrounding neighborhoods. If this plan is approved, there will be a wall separating the mountain from our community.

Thank you for your time; we need to preserve our community.

Sincerely,
Deb Rentfrow

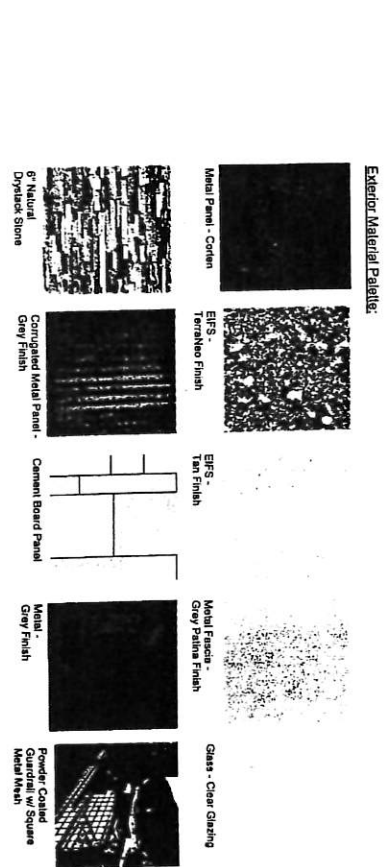
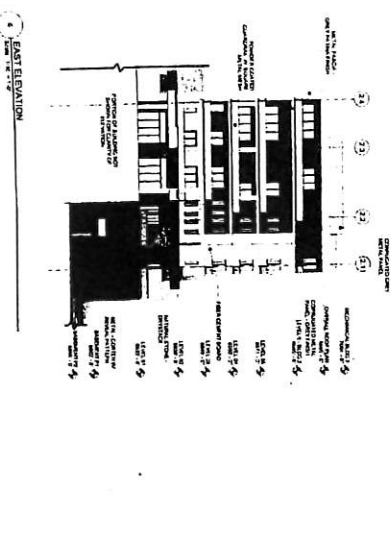
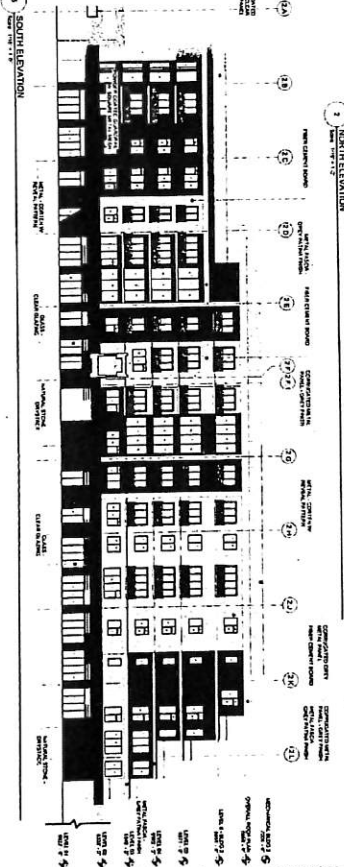
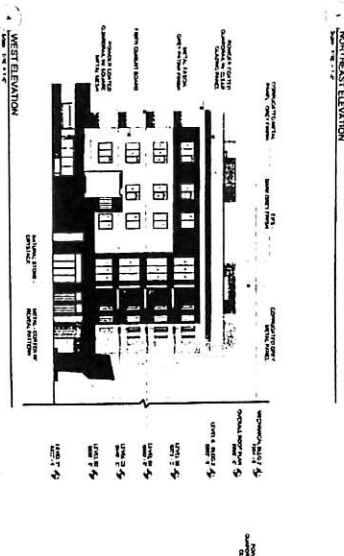
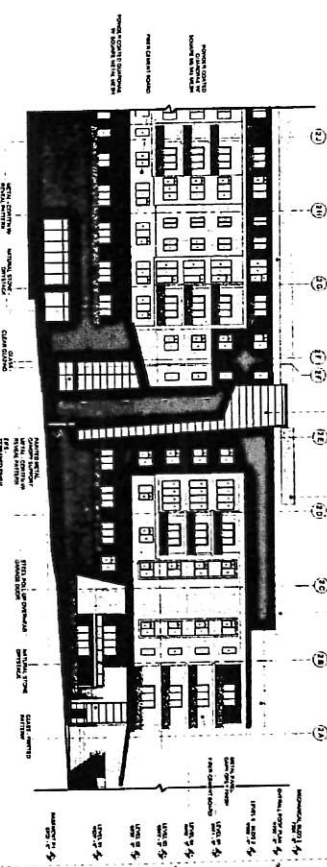
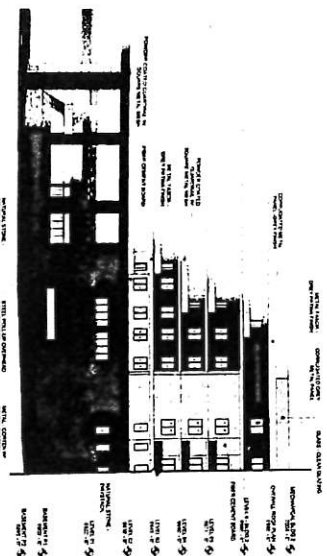


Exterior Material Palette:



ENTRY NO. 0114882
 BUILDING 1
 EXTERIOR
 ELEVATIONS
 A301

COLUMBUS PACIFIC
 1000 Pender Street
 Vancouver, BC V6C 1A5
 Tel: 604.681.1111
 Fax: 604.681.1112
 Email: info@columbuspacific.com

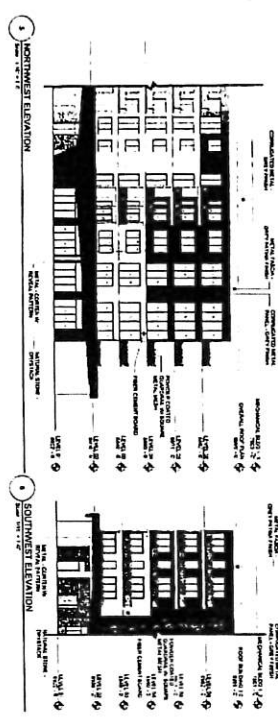
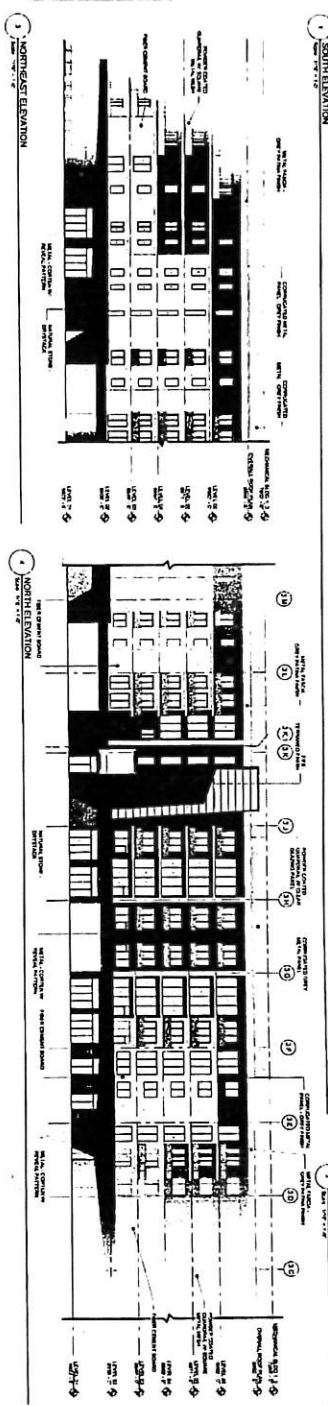
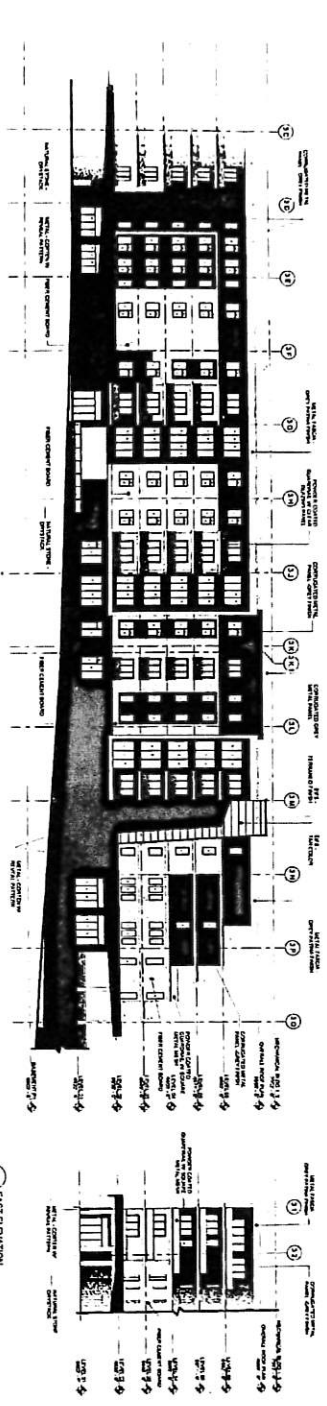


CFI COLUMBIAS PACIFIC
 1000 North 10th Street
 Park City, UT 84302
 Phone: 801.225.1111
 Fax: 801.225.1112
 Email: info@cfipacific.com

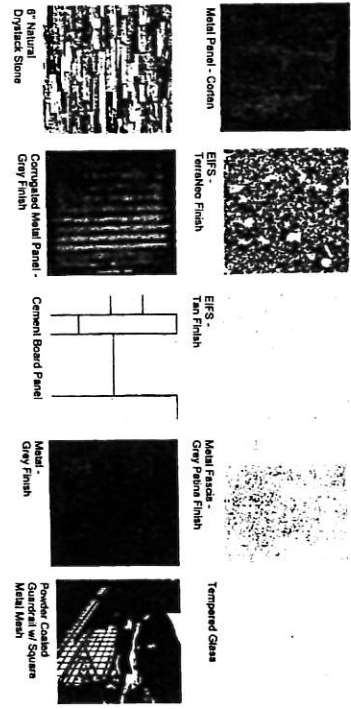
PENDRY
 1000 North 10th Street
 Park City, UT 84302
 Phone: 801.225.1111
 Fax: 801.225.1112
 Email: info@pendry.com

ENTRY NO. 0114882
 1000 North 10th Street
 Park City, UT 84302
 Phone: 801.225.1111
 Fax: 801.225.1112
 Email: info@pendry.com

A302



Exterior Material Palette:



ENTRY NO. 0114882
 BUILDING 3
 EXTERIOR
 ELEVATIONS
 A303

COLUMBIUS PACIFIC
 CHARTERED PUBLIC DEVELOPMENT
 1000 N. 10TH STREET
 SUITE 1000
 DENVER, CO 80202
 (303) 733-1000
 WWW.COLUMBIUSPACIFIC.COM

PENDRY
 PARK CITY
 BUILDING 3

LEGEND
 1. EXTERIOR MATERIALS
 2. EXTERIOR FINISHES
 3. EXTERIOR PAINTS
 4. EXTERIOR STAINING
 5. EXTERIOR SEALING
 6. EXTERIOR COATINGS
 7. EXTERIOR ADHESIVES
 8. EXTERIOR FASTENERS
 9. EXTERIOR JOINTS
 10. EXTERIOR ACCESSORIES

Alexandra Ananth

From: Steve Bowman <sdbowman@allwest.net>
Sent: Monday, May 17, 2021 2:41 PM
To: Alexandra Ananth
Subject: PCMR PEG Base Parking Garage

Alexandra- What will happen with access to the National Ability Center, Mountain Center with the new parking proposal? Often, the NAC and guests bring sitskis and other equipment that is not easily carried and rolled by those in wheelchairs and other assistive devices.

Thanks, Steve.

Alexandra Ananth

From: J Moira Howard <moira_howard@yahoo.com>
Sent: Friday, May 14, 2021 4:33 PM
To: Alexandra Ananth; John Phillips; John Kenworthy; Laura Suesser; Douglas Thimm; Sarah Hall
Subject: PEG Parking

Please forward this to William Johnson as I don't have his email.

Please add to public comments.

I agree with the concerns expressed by planning commissioners and others re parking during the 12 May meeting.

** PEG's proposed parking space number of 1589 included existing parking at Resort Centre, Sweetwater and Mountainside/Legacy.

Have the owners of these existing spaces been asked if they can accommodate "extras"? I would expect they are already at capacity during ski season and at least, for the most part, unable to handle any of PEG's overflow.

** PEG accounted for 710 new patrons within walking distance.

These may be 710 *extra* within walking distance *but* it is not going to result in a decrease of those coming from further afield.

** It should be remembered and taken into consideration that Park City has many more *local* skiers than other areas.

I do not think carpooling will be a practical/viable option.

People's schedules are very different - some like a day on the mountain, others half a day, others a couple of hours.

Not everyone lives near a bus stop.

Getting children and gear to a bus stop isn't always practical.

Getting the family in the car, unloading at a park and ride, reloading onto a bus is a hassle.

Will lockers be free - I doubt it. Having to pay to park/ pay for lockers/ take a bus or two will just put people off from coming.

People like convenience not hassle.

** Are PEG/Vail going to pay for the use and maintenance of Richardson Flat, etc. parking areas?

** What proportion of Resort parking fees is PEG going to pay to the City? Cost of enhanced Transit System has to come from somewhere and locals should not be paying for it.

Transit system in the last couple years seems to have been focused on visitors not locals.

**** Existing businesses at the Resort should not be expected to incur increased expenses because of PEG!**

e.g. If PEG 'shares' existing parking spaces, who is going to pay to instal/maintain parking ticket machines and electronics? Who is going to pay for the parking to be controlled/patrolled?

Why should existing businesses be forced to provide incentives to employees?

**** PEG says individual condo owners in their proposed buildings would have to be paid if their parking spaces were available for public parking. Same would therefore have to occur in any "shared" parking properties. How will this be administered?**

**** PEG should not expect existing businesses to make up for PEG's deficiencies. PEG should work within the limitations of the site and roads!**

**** Remember - once PEG makes their money, they are OUT OF HERE!!**

Thank you for your consideration, work and time.

Moir Howard.

Park City resident. Owner at LMV.

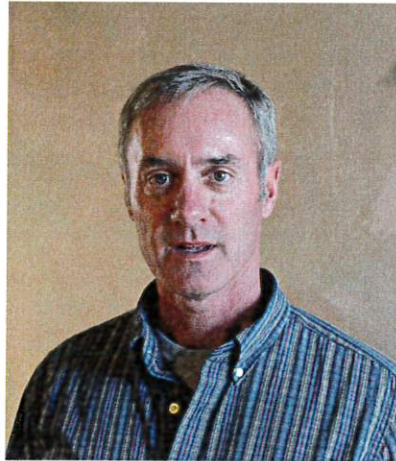
Tom Clyde: Paid parking plans

Columns [FOLLOW COLUMNS](#) | May 15, 2021



Tom Clyde [FOLLOW](#)

They finally said it out loud. PEG Companies, the developer of the Park City Resort Parking lots, acknowledged that they will charge for parking at the resort if and when their project is built. The stated reason was to reduce traffic and encourage carpooling and transit. Worthy goals. It's also realistic to try to recoup some of the costs associated with parking structures.



Park Record columnist Tom Clyde.

Parking garages are hideously expensive. A contractor friend pointed out that the primary difference between a parking garage and a hotel meeting room is carpet. Otherwise, the costs of ventilation, elevators, lighting, fire sprinklers and pretty much everything else is all there. They aren't cheap to operate.

In a normal situation, the ski resort would own and operate its own parking. It would make the decision internally about how much of the cost to absorb in the price of the lift ticket, and how much to charge ala carte. So far, there are no pay toilets at PCMR. The significant cost of building and maintaining the bathrooms is buried in the lift ticket. After last winter's experience with those disgusting trailers, everybody appears to have resorted to "tree skiing," so a pay-toilet system would not have generated much income.

On the other side, lunch is not included in the lift ticket. If you want to eat, you can buy what you want and pay for it in addition to the lift access. For all of Park City Mountain Resort's nearly 60 years, parking has been treated like the bathrooms. When they convert to multi-level parking structures, owned by a third party, it will be treated like lunch. I don't like it, but understand it. It is inevitable. Just one more case where growth is grinding away at the quality of life.

I'm personally the source of the problem, too. I meet up with a group of friends to ski. We all come from different directions. Trying to gather up for a carpool would have everybody driving several miles out of the way. Assembling the carpool actually generates more traffic, just in different neighborhoods. Instead, we all arrive in the American way, one to a car, and expect there to be a free, open parking spot waiting for us.

Not anymore. If the PEG plan goes forward (and with construction prices going completely nuts, the project seems more difficult than ever), there will be lovely parking structures staffed with employees who drive their cars from Salt Lake to collect the fee. I wonder where they will park. The option of fewer skiers is not under discussion. The Epic Pass price reduction is aimed at increasing skier numbers, largely driving from Salt Lake in this market. The developer says they want to encourage the use of shuttles that don't exist.

That can't be the end of the discussion. That is the beginning. PEG, as the developer, isn't in the transit or shuttle business. They don't have an off-site location for a remote parking lot. But before the city approves the development, that needs to be solved. The idea of using a shuttle service is not appealing. As much as I ski, parking fees of \$20 a day would really add up. Using a free remote lot sh is at least conceptually possible. But it's all conceptual. Parking at the ski areas has been a problem for several years now, and the city can't move beyond the conceptual stage. Ultimately, something, somewhere, has to get paved. It will be ugly and nobody wants it in their neighborhood.

Where will the remote lot be? Who is going to pay for it? Who pays for the shuttle vehicles and the employees to drive them? How often do they run? How long do I have to wait in the theoretical remote parking lot with thousands of other skiers arriving at the same time to get a shuttle to the base of the resort? Show me how it works. Pour some concrete. Do something.

Before the plague, the bus system was a viable option within town. Whether riders will come back or not remains to be seen. The bus will always be slower than driving your own car because it stops frequently and takes a circuitous route to pick others up. The farther you get from the heart of town, the less viable it is. It doesn't work from Salt Lake, Heber or Kamas. We are still dependent on private cars, and that isn't going to change.

The discussion needs to focus on how the new parking/shuttle system will work. It's a discussion that goes beyond the property lines of the parking lot property and the PEG application. It should involve the resort management, the city and the county with its new, redundant bus system. Deer Valley Resort is a year or so away from facing the same issue with its parking lot development plans. Maybe there is one remote parking lot and one shuttle system that is jointly operated and funded. Without a comprehensive solution, and actual pavement and real shuttle vehicles, charging for parking at the resort just pushes the resort's problem on to somebody else. We can't all park at Fresh Market.

Tom Clyde practiced law in Park City for many years. He lives on a working ranch in Woodland and has been writing this column since 1986.

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Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Friday, May 14, 2021 10:19 AM
To: Alexandra Ananth
Cc: Gretchen Milliken
Subject: PCMR Base Area Project

Good morning.

As we look forward to the Staff report for next weeks' meeting on the PCMR Project, I wanted to share some of my thoughts regarding the meeting this past Wednesday, May 12th.

I was disappointed to find out PEG had submitted additional analysis and programming for Parking but failed to do so in time for it to be included in the Staff Report. As Commissioner Suesser early on identified, items presented by both PEG and Staff were not in the report and therefore, not available for review by others prior to the meeting. This has happened on other occasions and seems to be a bit of a strategy; perhaps the applicant should be prevented from presenting information which has not been at the very least reviewed in full and provided to the Commissioners well in advance of the meeting. In addition, Commissioner Suesser asked on more than one occasion for the spreadsheet showing the number of spots per parcel and the reductions - Appendix B - be put on the screen as she had questions. This request went unanswered and it was in the Staff Report. Also, Commissioner Kenworthy mentioned again he has requested specific information multiple times in multiple meetings and his requests go unanswered.

The applicant has been clear they need this process to move more quickly, yet they aren't meeting deadlines and based on the feedback from the commissioners (and public), not adequately substantiating their analysis. Passing the buck and saying certain critical pieces are out of their purview is not acceptable. One example being the Town Lift upgrade which, as pointed out, there is no additional parking or lodging planned for this nor is there even a date for completion in the works. Another red flag was raised when the applicant stated verifiable data was limited due to it being Proprietary Information. As at least one of the Commissioners pointed it, such information can be provided and reviewed without infringing on Proprietary Information. The unwillingness to do so without being asked may lead one to conclude their data can not be verified and/or is not comparable to PCMR. In summary, if the applicant is using these excuses now, there is little doubt they will attempt to use them down the road during reviews and when the City has an issue or is requesting revisions or modifications.

Finally, there is clearly frustration by many over the length of these meetings, but until the applicant accepts the fact the burden is theirs to meet the required code and provide analysis with the necessary details for their proposal, substantiate their calculations and claims, accurately and adequately legitimize their requests for exceptions, make revisions and improve their plan, the long meetings will continue. If the applicant is unable to do so, perhaps they are in over their heads. At the end of the day, it's not the City's responsibility to figure it out for them.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: David Gordon <gordosgang@yahoo.com>
Sent: Thursday, May 13, 2021 9:11 AM
To: John Kenworthy; John Phillips; Sarah Hall; Laura Suesser; christin.vandyne@parkcity.org; Douglas Thimm; Mark Sletten; Gretchen Milliken; Alexandra Ananth
Subject: Public Comment for May 12, 2021 meeting - PCMR Base Development

Dear Planning Commissioners and Staff,

My name is David Gordon and I reside in unit 302 of the Shadow Ridge building. I certainly appreciate all of the time and effort that you all have committed to making sure that the base area development project will be done in a responsible manner to the benefit of the entire community.

Having attended many of the Zoom sessions, I would like to offer the following suggestion. It is clear that there is a legal process for review and approval of any such projects. The LMC clearly defines standards and the requirements for parties seeking exceptions or modifications to those standards. From my perspective, the LMC might be initially referenced in the meetings but seems to fall to the side as the developer begins their presentations and tends to disregard their LMC based requirements to justify the exceptions that they are seeking. The presentations and discussions tend to delve into details and specific concerns before the legal requirements for exceptions to the LMC are addressed. This results in lengthy meetings that don't necessarily focus on the key and critical requirements of the developer. In the public comment portion of the meetings, we always hear from Nicole DeForge about all of the legal breaches to the process. I find it very frustrating to think that all the time and effort being put into this effort by all parties could be stretched even further by legal challenges and appeals because the standards of the LMC and requirements to grant exceptions to the LMC were not followed. I would recommend that the commission and staff clearly define the LMC and its requirements for the specific topic of the evening at the beginning of the sessions and continually circle back to confirm that the developer is fulfilling their obligations.

With regards to the May 12 session that focused on parking, I would like to add to the public comment. Concerns were raised about the imbalance of the day skier parking between the parking structures with the majority being in section B. There were also concerns with the number of transit busses that would be required to bring people from the offsite parking areas during peak times. Please do not lose sight of the pedestrian traffic during those peak times. Those people parking in B will become pedestrians trying to cross the street through the proposed transit center at the peak times. Without an underground passageway or an overhead pedestrian bridge, the pedestrian traffic will contend with the busses at the crosswalks at Shadow Ridge and Empire. This will create significant safety issues in addition to congestion.

I support the public comments that transit should be the driving concern and the development of the area should be done around an optimized transit plan and not a transit concept squeezed into the developer's footprint. Transit must consider public transit, private shuttles and ride share services, individual vehicles, bikes and pedestrians with consideration of how and where people move from one mode to another. It must also address the seasonal changes in demand and requirements. Transit should also consider the elevation changes and the need for pedestrian assistance in the form of escalators and elevators, it's not just people getting to the base area but also the movement of the masses within the base area. The transit topic should also be forward thinking in regards to growth in the resort visitor numbers and vehicle evolution. This project will define the base area for many years to come. Does the transit plan fit the future numbers that are anticipated to visit the base area? Is consideration being made for the electrification of the vehicle park? Is

consideration being made for evolution of vehicle heights including roof top racks and gear and the trend of the “Sprinter” style vehicles. With an efficient transit concept for the base area, development will be welcomed by the community and should reward all stakeholders.

Thank you for your efforts.

David Gordon

Alexandra Ananth

From: planning
Sent: Wednesday, May 12, 2021 5:37 PM
To: Alexandra Ananth; Gretchen Milliken
Subject: FW: New eComment for Planning Commission

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Wednesday, May 12, 2021 4:30 PM
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: 5.F) Park City Mountain Resort Base Parking Lots - MPD Modification Work Session- Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Planning Commission will conduct a Work Session, with a focus on the applicant's requested exceptions to required Parking, in accordance with the MPD, and applicable LMC and General Plan criteria. PL-20-04475. *Public Input will be taken via e-comments* (A) Work Session and Public Hearing, No Action Will Be Taken

eComment: May 12 Planning Commission -- PARKING Base Area Development. To whom it may concern, folks should listen to the details of the official recording from the April 21st Public Hearing on Base Area Setbacks and Heights. The public hearing was restricted to 50 minutes, from 9:10pm to 10pm when the Zoom Meeting was ended. The first two public speakers, who represent 300 to 500 community members, made presentations under a stopwatch and a "time's up" bell. The bell dinged incessantly while each heroically tried to complete their concise, prepared, and highly informative presentations. Time limits and time-out bells were not applied to the applicant who dominated the first part of the meeting, which started at 5:30. The Public must have a means to participate, according to Utah's Open and Public Meeting's Act. Our opportunity to participate was severely impeded on April 21st. It is May 12th. Last item on the Planning Commission Agenda is Base Area Parking, a huge, consequential subject for all of Park City. We shall see if the Public has unimpeded and equal opportunity to participate.

[View and Analyze eComments](#)

Alexandra Ananth

From: jimlauk@aol.com
Sent: Wednesday, May 12, 2021 3:04 PM
To: Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine
Cc: Alexandra Ananth
Subject: 540 cars on Silver King near Three Kings Drive
Attachments: 540 cars at Silver King & Three Kings.pdf

We are Pam and Jim Laukkanen, owners at Three Kings since 2005.

We once again urge the members of the commission to carefully review the proposal's impact and workability at the intersection of Silver King and Three Kings.

In November, Commissioner Kenworthy voiced concerns about the plan at that location, but six months later the plan for those 540 vehicles essentially remains the same.

The attachment contains excerpts of the November discussion along with a graphic showing the many conflicting uses at the key intersection.

We would like to ask the question as to whether any consideration has been given to switching the purpose of the two garage entrances on Silver King. The east entrance is for a much smaller numbers of vehicles while the west entrance adjacent to the existing residential neighborhood is planned to serve about 440 vehicles. Moving the entrance for the larger number of vehicles away from Three Kings and toward Lowell might serve to insert a buffer of at least a couple of hundred feet. It is far from an ideal solution, but little if anything has been proposed by the developer to date.

Thank you for your consideration.

November 18, 2020 Planning Commission meeting:

Commissioner Kenworthy (at 1 hour 22 minutes): "540 spaces coming right out there, and if I recall, that's directly from the access into the Three Kings / Thaynes neighborhood."

Robert Schmidt PEG: "Yeah, we can pull up a plan view ... as I mentioned earlier we are working on a solution there that will channelize traffic and reduce the conflict at that location."

Commissioner Kenworthy: "This is more problematic for me than the eight townhomes. Coming out onto the street ... you have 540 spaces ... our general plan states that we are supposed to be protecting these primary neighborhoods ... that's a major concern for me, that cluster right there."

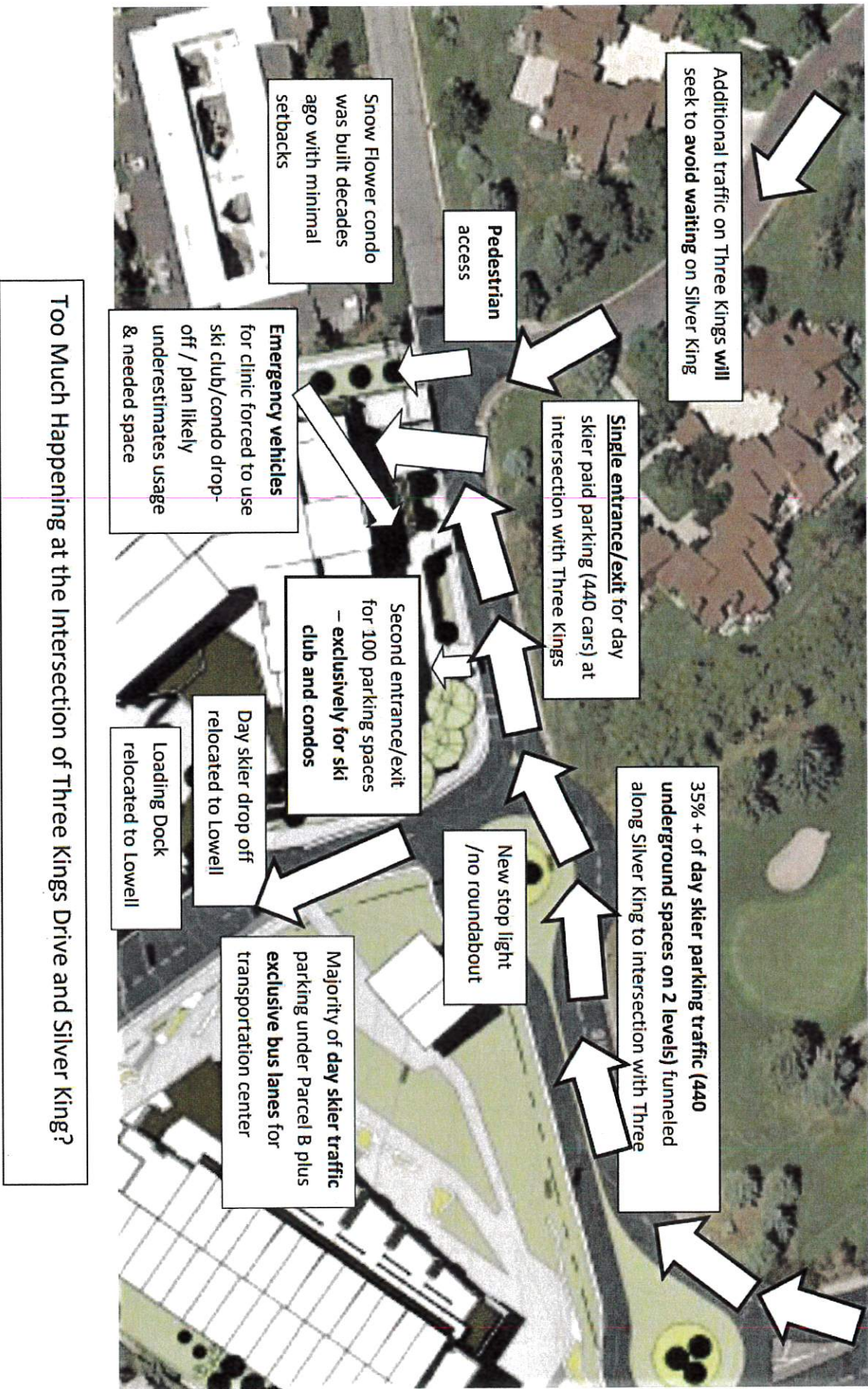
Robert Schmidt PEG: "Yeah, we hear the concerns ... hope we will have at least a proposal, and if we need to make other alterations, we certainly can explore how we get vehicles in and out of this parking structure. We've had conversations about do we take them off of Lowell Avenue, do we treat the access there. We have the day skier drop off on Lowell currently, and we were running into conflicts with how to ramp and get vehicle down into the parking structure. So happy to look at it and see what we come up with."

This discussion took place **six months ago**. A review of commission meetings since then did not identify any further discussions substantively addressing of this critical issue.

To be clear, this discussion was not about relocating the loading dock (which the developer committed to do over two decades ago) nor was it about relocating the **day skier drop-off** from the **already crowded emergency vehicle / ski club / condo drop-off on Parcel E**.

The **proposed plan still calls for 540 vehicles entering and exiting the Parcel E parking structure** at or near the intersection of Three Kings and Silver King, a neighborhood that the general plan charges the Plan Commission with protecting.

The plan excerpt on the **next page highlights this issue** and related matters at this critical residential intersection.



Alexandra Ananth

From: Rich and Linda Dolan <rlmj72@comcast.net>
Sent: Wednesday, May 12, 2021 2:22 PM
To: Alexandra Ananth
Subject: Parking at PCMR

Hi Alexandra,

I am concerned about the lack of parking concerns at the new PCMR base. New development is always nice but WHERE DO THE LOCALS PARK WHO ARE NOT ON THE BUS ROUTES. How about a free tiered parking lot in the plans?

Locals are the people that support these resorts through out the year. No one seems to care lately about us enjoying the resorts we live by.

Paid parking is not an option for the locals and probably everyone else who wants to ski. Traffic is a pain but there are only 2 roads in and out of town, can't do much about that.

Paid packing is not the solution to less traffic at the resorts, just less locals using the resort.

Please consider the Locals who use the resorts, what do we do?

Linda Dolan

Alexandra Ananth

From: planning
Sent: Wednesday, May 12, 2021 1:28 PM
To: Alexandra Ananth
Subject: FW: PCMR Base Paid Parking Proposal

Importance: High

From: phil.palmintere@gmail.com <phil.palmintere@gmail.com>
Sent: Wednesday, May 12, 2021 11:56 AM
To: planning <planning@parkcity.org>
Subject: PCMR Base Paid Parking Proposal
Importance: High

I am a disabled skier. As you put together the plan for the new paid parking at PCMR base, PLEASE add more Handicapped Parking. MUCH MORE. At least 5x and preferably 10x.

Currently, there are few handicapped parking spots in that lot, and none of the existing handicapped spots are near the First Time Lift or near the urgent care facility. PLEASE, add at least 20 incremental spots for those of us who are disabled. Please add incremental space between the handicapped parking spots sufficient for side-entry wheelchair vans.

What is the correct way for me to voice my concern and requests on this issue?

Thank you for your consideration.

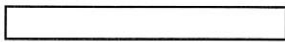
Phil Palmintere
3798 Solamere Drive
Park City, UT 84060

Phil.palmintere@gmail.com
(408) 4066-9642 cell phone

Alexandra Ananth

From: planning
Sent: Wednesday, May 12, 2021 1:20 PM
To: Alexandra Ananth
Subject: FW: New eComment for Planning Commission

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Monday, May 10, 2021 7:57 PM
To: planning <planning@parkcity.org>
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 5.F) Park City Mountain Resort Base Parking Lots - MPD Modification Work Session- Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Planning Commission will conduct a Work Session, with a focus on the applicant's requested exceptions to required Parking, in accordance with the MPD, and applicable LMC and General Plan criteria. 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 and Planning Department: At the August 26th - Planning Commission Meeting the Planning Department and the Commissioners addressed several aspects of this project including, the Parking Requirements. During that meeting several concerns were brought up. Many of them have been resolved; however there are still a couple that are outstanding that are directly linked to this Wednesday's Commissioners Meeting. Here are two excerpts from the Planning Department and that meeting that appear to still be pending:

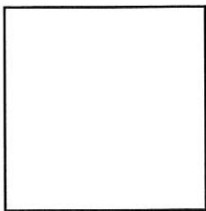
1. The Planning Department recommends shifting more of the parking on Parcel B to below grade in order to reduce the apparent mass and height of the structures.
2. The Planning Department recommends a more equitable distribution of parking throughout the parcels. This may ease circulation and congestion through the site, particularly in front of the transit stop. The Planning Department recommends exploring if some density as well as day skier parking, could be shifted away from Parcel B and potentially relocated to Parcel D. I understand the desire and motivation for the town to develop this land and to upgrade the look of PCMR (especially with the thought of the possible upcoming Olympic games returning), I also understand the benefit of the added revenue stream for the town; however, this does not have to be done at the expense of the community and town. I wholeheartedly request that the Commissioners slow down the

approval process of this project. There are still so many unanswered questions and unaddressed concerns. I know that if we all keep working together there is reasonable solution that will be pleasing to all the stakeholders and will be in keeping with the existing, surrounding buildings without "walling off" the town and pushing the locals away from the mountain. I thank you for your time, your consideration, and for your continued support of our beloved Park City town. Sincerely, Nancy Lazenby

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Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Wednesday, May 12, 2021 12:15 PM
To: Alexandra Ananth
Subject: PCMR - Parking Review

Dear Planning Commissioners,

There is insufficient data to support the effectiveness of many of the strategies and plans presented by the applicant with regards to Parking. It seems out of order to be making a determination on Parking when a site circulation plan has not yet been deemed adequate and clearly circulation and parking are intertwined. In addition, somehow the requirement of all parking being located underground is now being completely overlooked (not one mention in the staff report) and accepted as "okay" even though required by the 1997 MPD and 1998 DA. There is one entire level of parking being proposed on Parcel B completely above ground whether on Lowell, Manor Way, Shadow Ridge or Empire.

Additional identified concerns with the applicant's submission are as follows:

1. The Canyons is not a comparable resort in size, location or occupancy. Therefore, conclusions based on the studies of the Canyons are irrelevant.
2. Applicant isn't allotting any parking at all for employees living on-site or off-site. Their report states: PEG development does not anticipate any parking demand for employees that live on site and their spreadsheet shows zero spaces for those living off-site. *Question: What is this anticipation (assumption) based on? Data to back this up should be required.*
3. Per applicant, Parcels B, C, D and E will all have shuttle service provided to move patrons around Park City, if scheduled in advance. *Questions: Where will these shuttle pick up/drop off points be located on each parcel? They are not included in any of the previous exhibits related to circulation. Is this an indication they do not expect the shuttle to be utilized or an oversight which needs to be corrected and shown on future exhibits?*
4. A day-skier drop off/pick-up area is being programmed into the site between Parcels C and E. *Consider: Applicant has suggested they can add an area along Shadow Ridge (a very congested area already with garage entry/exit, Shadow Ridge Concierge, pedestrians, etc). There continues to be inconsistencies between what is written and what is shown in exhibits.*
5. Applicant lists potential measures to encourage alternative modes of arrival to the resort. *Consider: Encourage DOES NOT EQUAL require. Of their 8 "encouraged" alternatives, at least half are questionable in terms of actual execution, for example:*
 - a) Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers. *Question: Staff report states the opposite – manage day-skiers to 800 rather than 1,200 so there are 400 spots available for other uses. Contradictions and inconsistencies are concerning.*
 - b) Ski lockers for day skiers and season rentals can be added which will promote bus ridership. *Question: At what rental price? Most recent advertised price for lockers at the base are \$999/season. Will applicant be offering lower pricing to promote usage of transit? Will it be cheaper than parking?*
 - c) Encourage residential properties to provide patron discounts for Uber/Lyft/Black Car Service arrivals / departures. *Question: Encourage does NOT EQUAL require; therefore, this is a "hope" at best and cannot be depended upon as a strategy. This can neither be enforced or required so what benefit will be provided by the applicant to the residential owner to make this worth their while and become an effective strategy?*
 - d) Encourage through the booking process alternative forms of arrival / departure other than rental vehicles. *Question: Again, encourage does NOT EQUAL require; therefore, this is a "hope" at best and cannot be depended upon as a strategy. This can neither be enforced or required so what benefit will be provided by the applicant to the hotel employee, property management company, owner or guest to make this worth their while and become an effective strategy?*

Other considerations for Planning Commissioners and Staff from PEG'S draft TDM and PMP

1. Applicant states the intent would be to use a commercially available parking management system to manage the parking garages, specifically to manage the number of stalls available and then to transmit that information...*Consideration: "Intent" is not a "promise". This should be a condition of approval for the MPD.*

2. The applicant does not know how many employees are currently employed at the base. *Question: How can the applicant then make any assertions on behalf of the businesses or employees with regards to the need for parking?*
3. The applicant states approximately 530 new jobs will be created. *How has this figure been calculated? Have we verified its accuracy?*
4. Parking Garage Prioritization is not anticipated to be needed. *Consideration: Perhaps this is because there are only two garages available to the day-skier of which 65% is on Parcel B the furthest from the Resort entry point. However, Staff & AECOM continue to recommend a "shared parking" program which would seemingly improve with a parking garage prioritization program to better maximize efficiency for all garages including the two garages on C & D currently proposed to be limited to commercial and hotel guests.*
5. Summertime Parking. *Consideration: Charging the same rates for our residents and guests who hike/bike and otherwise use the trail system outside of ski season needs some serious consideration.*
6. Special Event Parking. *Consideration: Charging the same rates for our residents and guests who attend these events needs some serious consideration.*

Finally, please consider the recommendations for annual reviews and/or additional reviews at various phases of parcels. I wholeheartedly agree these additional reviews are necessary, but a complete detailed plan during this review process (MPD stage) needs to be required. If put off, how will the City enforce necessary changes if the Applicant disagrees with the City's stance? And, if the applicant refuses and just wants to agree to disagree, what will be the consequences for the applicant? These potential issues should be more than enough for the Planning Commission to require the details be worked out now rather than later.

As always, I appreciate your attention to these concerns and your careful consideration.

Sincerely,

Deb Rentfrow

Alexandra Ananth

From: jimlauk@aol.com
Sent: Wednesday, May 12, 2021 7:26 AM
To: Alexandra Ananth
Subject: Re: Alexandra Ananth shared "20210421_PlanningCommission-ArchitecturalDesignUpdate.pdf" with you

Thanks again.

Has the possibility of switching the ramps on Parcel E been considered? That is, moving the 440 day skier cars to the east entrance (toward Lowell) and utilizing the west entrance (near Three Kings intersection) for condos and ski club parking.

It might mean a couple hundred feet serving as a buffer of sorts. I don't know.

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

From: Alexandra Ananth <alexandra.ananth@parkcity.org>
To: jimlauk@aol.com <jimlauk@aol.com>
Sent: Tue, May 11, 2021 5:21 pm
Subject: RE: Alexandra Ananth shared "20210421_PlanningCommission-ArchitecturalDesignUpdate.pdf" with you

It hasn't been particularly discussed that I recall, but I intend to include the attach slide as part of the next transportation related meeting (maybe June 16). This shows a median which will help prevent cars from leaving the resort via 3 Kings/Thaynes.

The morning cut through traffic is much harder to control but additional signage might make a dent (not a cut through, no resort access, stay on 224 for PCMR, etc.).

Has this neighborhood ever asked for traffic details to monitor speed in the AM? Police presence would make a difference. Open to other ideas....!

From: jimlauk@aol.com <jimlauk@aol.com>
Sent: Tuesday, May 11, 2021 3:48 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: Re: Alexandra Ananth shared "20210421_PlanningCommission-ArchitecturalDesignUpdate.pdf" with you

Thanks, Alex. You've gone above and beyond in providing this link. I very much appreciate it.

So I looked up Commissioner Kenworthy's concern about the 540 car convergence at the Three Kings and Silver King intersection. It was on November 18th at about an hour and 22 minutes into the video.

Kenworthy comments on the number of cars, notes that it is a concern for him, and states the city plan calls on the commission to protect primary neighborhoods like Three Kings / Thaynes.

Robert Schmidt responds with yeah, we're looking at that. (This was not about relocating the dock; that was a separate discussion.)

I have yet to find any other discussion of the issue or a similar concern expressed by other commissioners.

Did I miss something or has it just evaporated? Any thoughts on how to at least get other commissioners to express their views on the issue?

While you know I've had a number of concerns, this is clearly emerging as the overriding concern.

As proposed, I'm convinced it will be disastrous for the intersection, Three Kings, Snowflower, and everyone along the road down to Thaynes Canyon Drive.

If you know of something off the top of your head and have a moment, great. As always I know how busy you are, appreciate your competence, and understand that you can't reply to every individual.

Take care,

Jim

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

From: Alexandra Ananth (via Dropbox) <no-reply@dropbox.com>

To: jimlauk@aol.com

Sent: Tue, May 11, 2021 2:26 pm

Subject: Alexandra Ananth shared "20210421_PlanningCommission-ArchitecturalDesignUpdate.pdf" with you

Hi there,

Alexandra Ananth (alexandra.ananth@parkcity.org) invited you to view the file **"20210421_PlanningCommission-ArchitecturalDesignUpdate.pdf"** on Dropbox.

Alexandra said:

"Jim, I'm having trouble getting this file on the project webpage but you can view them this way for now. Best, Alex "

[View file](#)

Enjoy!

The Dropbox team

Alexandra and others will be able to see when you view this file. Other files shared with you through Dropbox may also show this info. [Learn more](#) in our help center.

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Exhibit G: 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 H: 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.