



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
May 19, 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, May 19, 2021.

MEETING CALLED TO ORDER AT 5:30 PM.

ATTENTION

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

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.

1.ROLL CALL

2.MINUTES APPROVAL

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.REGULAR AGENDA

- 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
[PEG Staff Report 05.19.2021](#)
[Exhibit A: Revised Plan Set dated May 12, 2021](#)
[Exhibit B: Distance to Nearest Residential Abutter](#)
[Exhibit C: Public Comments](#)

6.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.**

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Park City Mountain Base Area
Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Gretchen Milliken – Planning Director
Date: May 19, 2021
Type of Item: Substantive Modification to the 1998 DA/MPD

Summary Recommendation

Staff recommends the Planning Commission conduct a Work Session, with a focus on the applicant's requested exceptions to required Setbacks and Building Height, in accordance with the [MPD](#), and applicable LMC and [General Plan](#) criteria. The Planning Department has prepared questions for discussion purposes. This will provide the Commission an opportunity to give the applicant input on the requested exception. A public hearing related to Setbacks and Building Height will follow the work session. A continuation of the May 12, 2021, discussion related to exceptions to Off Street Parking requirements will also occur. A Revised Plan Set received on May 13, 2021, is attached as Exhibit A.

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 June 16, 2021. Anticipated topics include transportation and circulation.

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)	Development Agreement (DA)
Bus Rapid Transit (BRT)	Land Management Code (LMC)
Comfortable Carrying Capacity (CCC)	Level of Service (LOS)
Condition of Approval (COA)	Master Planned Development (MPD)
Conditional Use Permits (CUP)	Park City Mountain Resort (PCMR)

Park City Mountain (PCM)
Parking management Plan (PMP)
Recreation Commercial (RC)

Recreational Open Space (ROS)
Return on Community (ROC)

Traffic Impact Study (TIS)
Transportation Network Companies
(TNCs)
Transportation Demand Mng't. 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 12, 2021

PEG's Housing Mitigation Plan was approved by the Housing Authority on April 29, 2021. The approved plan replaces 57 of the 80 beds required by the 1998 DA with a plan that meets the 03-17 Housing Resolution, including mitigating the housing needs for 20% of the employees generated by the new commercial uses, and 15% of the market-rate housing units. In addition, PEG plans to fulfill the outstanding obligation for 23 of the 80 employee beds with three, 8-bed dormitories. All affordable units will be located within Parcel B, which will be the first lot to be developed.

Summary of Housing Obligation

- 23 beds outstanding from the 1998 DA;
- 65.97 AUE's required by new commercial development; and
- 20.85 AUE's required by new residential development.

Summary of PEG's proposal to meet the Housing Obligation:

- Three dormitories of 8 rooms each, totaling 24 beds; and
- Eighty-five 1-, 2-, and 3-bedroom condominiums ranging from 575 to 1,832 sq ft.

The City's Housing Manager will be available for a portion of the 5/19 work session if the Planning Commission has any questions about the Housing Authority's approval.

Since the April 21, 2021, work session the applicant has adjusted the ground level of the building on Parcel B to provide more room on Lowell Avenue at the transit station. In addition, the applicant has adjusted Buildings C, D, and E so that these building now meet all perimeter Setback requirements (Exhibit A).

Analysis

1. Setbacks

The applicant is seeking perimeter Setback reductions in accordance with [LMC Section 15-6-5\(C\)](#), from the MPD requirement of 25 feet, to the RC zone required Setback of 20 feet.

[LMC Section 15-6-5\(C\)1.](#) The Planning Commission may **decrease** the required perimeter Setback from twenty-five feet (25') for Master Planned Development Applications greater than two (2) acres **to the zone-required Setback if it is necessary to provide desired architectural interest and variation.**

Facts Related to Setbacks

1. The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than 2 acres.
2. The Planning Commission may **decrease** the required perimeter Setback to the zone-required Setback **if it is necessary to provide desired architectural interest and variation.**
3. The zone-required Setback is twenty feet (20') for the Recreation Commercial (RC) District.

Applicant's Proposal

1. The applicant is requesting reductions in the perimeter Setbacks to twenty feet (20') for the following building facades, as shown in the 2021 Master Plan:
 - a. ***Building B only, portions of the north, east and west façades of Parcel B are reduced to twenty-foot (20') Setback requirements along Shadow Ridge Road, Empire Avenue and Lowell Avenue.***
 - b. ~~***Portions of the east façade of Parcel C are reduced to twenty-foot (20') Setback requirements on Lowell Avenue at the loading dock.***~~
 - c. ~~***Portions of the east and west facades of Parcel D are reduced to the twenty-foot (20') Setback requirement along Empire Avenue and Lowell Avenue.***~~
 - d. ~~***Portions of the east façade of Parcel E are reduced to twenty-foot (20') Setback requirements on Lowell***~~

Avenue.

2. The 2021 Master Plan provides no perimeter Setbacks less than twenty feet (20'), except for a potential canopy over the transit station on Lowell Avenue.
- ~~3. The applicant is requesting internal setback reductions to twenty feet (20') for Parcel E where the building abuts Open Space as described in Exhibit A of the 1998 Development Agreement.~~
4. **The applicant's project will meet the MPD twenty-five-foot (25') Setback requirements on Parcels C, D, and E.**
5. **The applicant submitted information showing the distance to the nearest residential abutter from each proposed building, which shows that: 1) in no case is the distance less than approximately 40 feet (Building D to Silver King Condominiums); and 2) that the closest abutter on any facade for which the applicant is seeking exceptions to the Setback requirements is approximately 65 feet (Building B Empire Avenue).**
6. The 2021 Master Plan provides that all parking structures above Existing Grade meet the twenty-five-foot (25') MPD Setback requirements.

The Planning Commission Should Discuss the Following:

1. Does the Planning Commission find the twenty-foot (20') Setback exceptions for Parcel B only, are necessary to provide desired architectural interest and variation on the Shadow Ridge, Empire Avenue and Lowell Avenue facades?
- ~~2. Does the Planning Commission find the internal setback reduction does not increase the project Density?~~
- ~~3. Does the Planning Commission find the internal setback reduction maintains the general character of the surrounding neighborhood in terms of mass, scale, and spacing between Structures?~~

The applicant has submitted the following potential findings for Setback Exceptions on Parcel B:

1. The 2021 Concept Master Plan is consistent with the volume restrictions established by the Development Agreement and the PCMR Concept Master Plan, and the proposed adjustments utilize effective methods to transition the scale of the resort buildings away from neighboring single-family residential buildings.
2. The architectural elements extending into the front setback beyond the 35-foot setback line along Shadow Ridge, Empire Avenue and Lowell Avenue are similar to those allowed to extend into the front

yards pursuant to the RC District (i.e., decks, porches, bay windows, roof overhangs, eaves and cornices).

3. The limited areas of 20-foot Setback provided in the PCMR Concept Master Plan allow both vertical and horizontal architectural articulation while constraining the approved density within the building envelopes created by the application of a 25-foot perimeter Setback.
4. The 2021 Concept Master Plan provides adequate space for generous sidewalks, park strips and snow storage, even in the limited area where architectural elements extend beyond the 25-foot setback line. An exception to the 25-foot perimeter setback is necessary in the specific locations shown on the 2021 Concept Master Plan to provide architectural interest and variation because:
 - a) Architectural articulation is required to provide the desired architectural variation and to reduce the perceived height and scale of the buildings.
 - b) The 2021 Concept Master Plan provides 1,200 spaces of structured parking and proposes meaningful and expanded public spaces, plazas and sidewalks promoting public access and pedestrian connectivity through the project site.
 - c) Vertical development in the remaining building envelopes is, therefore, inevitably focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation, which is required by the LMC.
 - d) Without the Setback exception, the proposed project could be constructed but only with reduced horizontal articulation resulting in less interesting facades with a larger perceived scale.
 - e) To approximate but not exceed the allowed density within the context of further limited building heights and envelopes dictated by the increased public spaces and plazas, an exception to the setback standards is required and necessary.

2. Building Height

The applicant is seeking exceptions to the Building Height requirement of 35 feet, in accordance with [LMC Section 15-6-5\(F\)](#).

[LMC Section 15-6-5\(F\)](#). The Building Height requirements of the Zoning District in which a Master Planned Development is located shall apply,

except that the **Planning Commission may consider an increase in Building Height** based upon a Site-specific analysis. The Applicant must request a Site-specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings for an increase in Building Height can be made, according to Subsections (1) through (5) below. In order to grant Building Height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find that:

1. 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;**
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;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
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.
7. If and when the Planning Commission grants additional Building Height based on a Site-specific analysis, the approved additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission. Additional Building Height shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development that includes a Building with an additional Height allowance.

Facts Related to Building Height

1. The RC zoning district allows for structures up to thirty-five feet (35') in height from Existing Grade.
2. **The 1998 DA allowed for a Transfer of Development Credits from the Open Space as shown in Exhibit A of the 1998 DA to the base area**

parcels.

3. Section 15-6-5(F) of the Land Management Code allows the Planning Commission to consider an increase in Building Height based upon a Site-specific analysis.
4. The 1998 DA and 1997 Approvals, allowed for exceptions to Building Height, and the 2021 Master Plan is seeking exceptions to Building Height consistent with the 1997 approved plans. The 1997 Approvals allowed for the following approximate peak building heights:
 - a. Parcel B maximum Building Height of approximately 85 feet.
 - b. Parcel C maximum Building Height of approximately 86 feet.
 - c. Parcel D maximum Building Height of approximately 67 feet.
 - d. Parcel E maximum Building Height of approximately 84 feet.

Applicant's Proposal

1. The additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission as represented in the 2021 Master Plan. This results in the following maximum Building Heights from Existing Grade for the following parcels (Exhibit C Applicant's Updated Roof Height Exhibit):
 - a. Parcel B maximum Building Height of 87 feet on Lowell Avenue and 6 stories above Existing Grade. The nearest residential abutter is approximately 65 feet away from this Building.
 - b. Parcel C maximum Building Height of 103 feet on Lowell Avenue and 7 stories above Existing Grade. The nearest residential abutter is approximately 70 feet away from this Building.
 - c. Parcel D maximum Building Height of 71 feet on Empire Avenue and 5 stories above Existing Grade. The nearest residential abutter is approximately 40 feet away from this Building.
 - d. Parcel E maximum Building Height of 84 feet on Silver King Drive and 6 stories above Existing Grade. The nearest residential abutter is approximately 50 feet away from this Building.
2. Landscape buffering and detailed landscape plans will be required for the CUP application process and the applicant has demonstrated that there is sufficient room for landscape buffering.
3. The applicant submitted revised Open Space calculations showing that even with all of Parcel A being counted as developed or non-open space, the applicant's project exceeds the Open Space

requirement of 60% and is 65%.

4. The applicant is requesting to shift some of the approved Density to Parcel C.

The Planning Commission Should Discuss the Following – including whether the applicant has met their burden of proof:

1. Does the Planning Commission find the exceptions to Building Height do not result in increased square footage or Building volume over what was approved in the 1997 PCMR Concept Master Plan? Does the increase in Building Height provide desired architectural variation?
2. Does the Planning Commission find buildings have been positioned to minimize visual impacts on adjacent Structures? Does the site plan mitigate potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation through building placement and setbacks? And is not more impactful than the 1997 Approvals?
3. Does the Planning Commission find there is adequate buffering with room for landscaping from adjacent Properties and Uses?
4. Does the Planning Commission find there are increased Setbacks and separation from adjacent projects?
5. Does the Planning Commission find the additional Building Height results in more than the minimum Open Space required, and results in Open Space that is publicly accessible?
6. Does the Planning Commission find the additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, including the Façade Length and Variation requirements of §15-5-8?

The applicant has submitted the following potential findings for Building Height Exceptions:

1. Based upon the Site-specific analysis approved in connection with the PCMR Concept Master Plan (1997 Approvals) and a separate site specific analysis conducted in connection with the Planning Commission's review of the 2021 Concept Master Plan, the Building Heights proposed in the 2021 Concept Master Plan satisfy the requirements of Section 15-6-5(F) of the LMC because:
 - a) The proposed Building Heights in the 2021 Concept Master Plan do not result in increased square footage or Building volume above the Density allowed in the RC zone as determined pursuant to the Site Suitability Analysis and evaluation of the 1998 PCMR Concept Master Plan and the

- 2021 Concept Master Plan pursuant to the MPD process.
- b) The increase in Building Height results in increased square footage or Building volume by reason of the clustering of Density and Open Space preserved pursuant to the Development Agreement and the PCMR Concept Master Plan and the 2021 Concept Master Plan proposes height limits consistent with the height limits approved pursuant to the DA and the PCMR Concept Master Plan.
 - c) The buildings have been positioned to minimize visual impact on adjacent Structures.
 - d) 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 performed in connection with the review of the 2021 Concept Master Plan.
 - e) There is adequate room for sufficient Landscaping and buffering from adjacent Properties and Uses and a detailed Landscape Plan will be required and reviewed at the CUP process.
 - f) Increased Setbacks and separations are proposed on the majority of the RC Remaining Parcels, and the buildings step-back in height in areas that are adjacent to single-family residential uses.
 - g) The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.
 - h) The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5 of the Land Management Code.

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.

Public Input

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

Exhibits

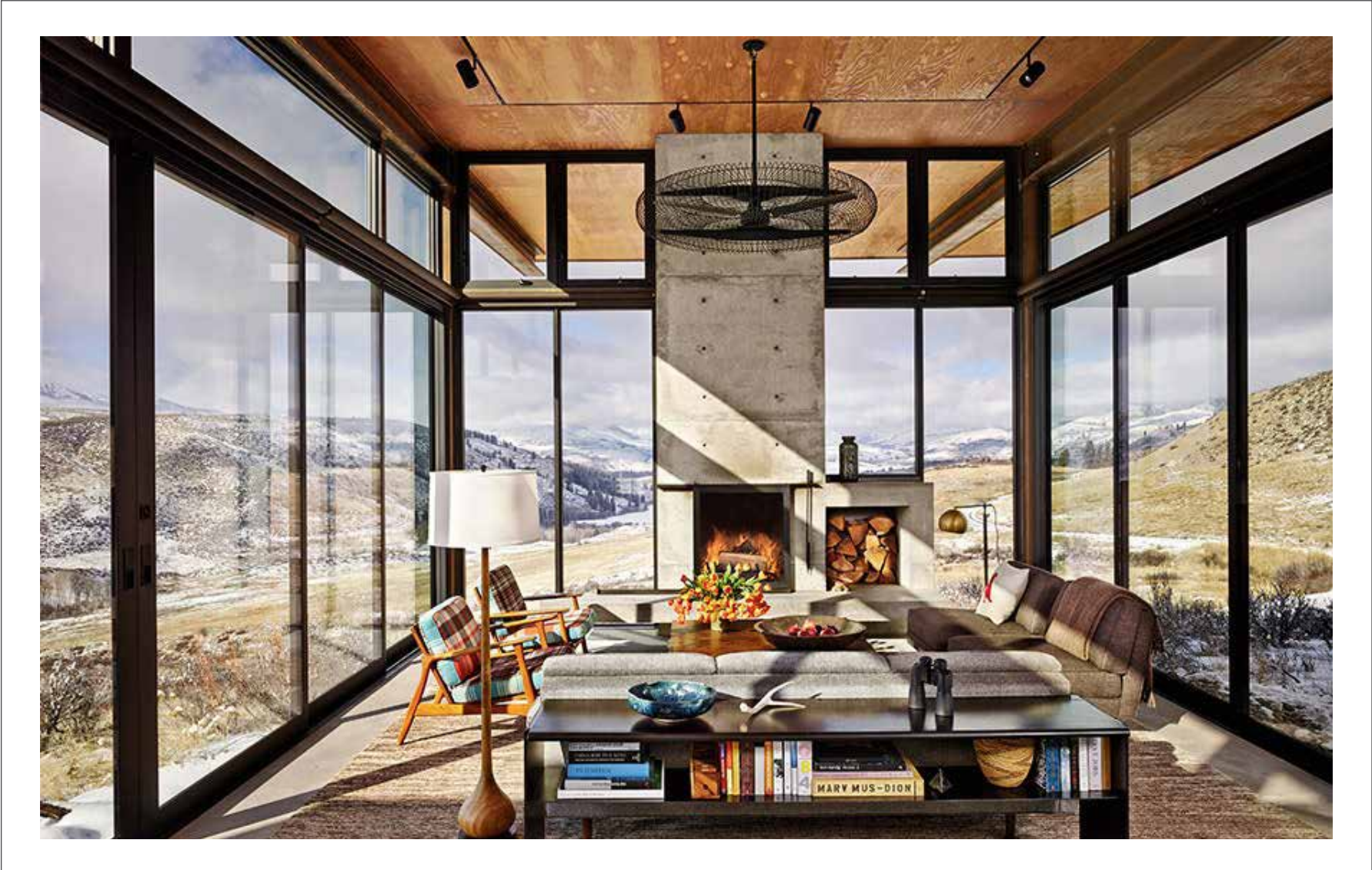
- Exhibit A – Revised Plan Set dated May 12, 2021
- Exhibit B – Distance to Nearest Abutter
- Exhibit C – Public Comments

PCMR BASE MASTERPLAN

ARCHITECTURAL DESIGN UPDATE

MAY 12, 2021





SETBACK EXCEPTION

SETBACK EXCEPTION - LMC SECTION 15-6-5 (C)

The minimum Setback around the exterior boundary of a Master Planned Development shall be **twenty-five feet (25')** for Parcels greater than two (2) acres. The Planning Commission may **decrease** the required perimeter Setback **from twenty-five feet (25')** for Master Planned Development Applications greater than two (2) acres **to the zone-required Setback if it is necessary to provide desired architectural interest and variation.**

For parcels greater than two (2) acres and located inside the HRM, HR-1, HR-2, HRC, and HCB Zoning Districts, the minimum Setback around the exterior boundary of a Master Planned Development shall be determined by the Planning Commission in order to remain consistent with the contextual streetscape of adjacent Structures.

For parcels two (2) acres or less, the minimum exterior boundary Setbacks shall be the zone-required Setbacks.

In all Master Planned Developments, for either the perimeter Setbacks or the Setbacks within the project, the Planning Commission may increase Setbacks to retain existing Significant Vegetation or natural features, to create an adequate buffer to adjacent Uses, or to meet Historic Compatibility requirements.

The Planning Commission may reduce Setbacks within the project boundary, but not perimeter Setbacks, from those otherwise required in the Zoning District to match an abutting zone-required Setback, provided the project meets minimum International Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale, and spacing between Structures, and meets Open Space criteria set forth in Section 15-6-5(D).

Final Setback approvals shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development.

FRONT SETBACK EXCEPTIONS - LMC SECTION 15-2-16-3 (D)

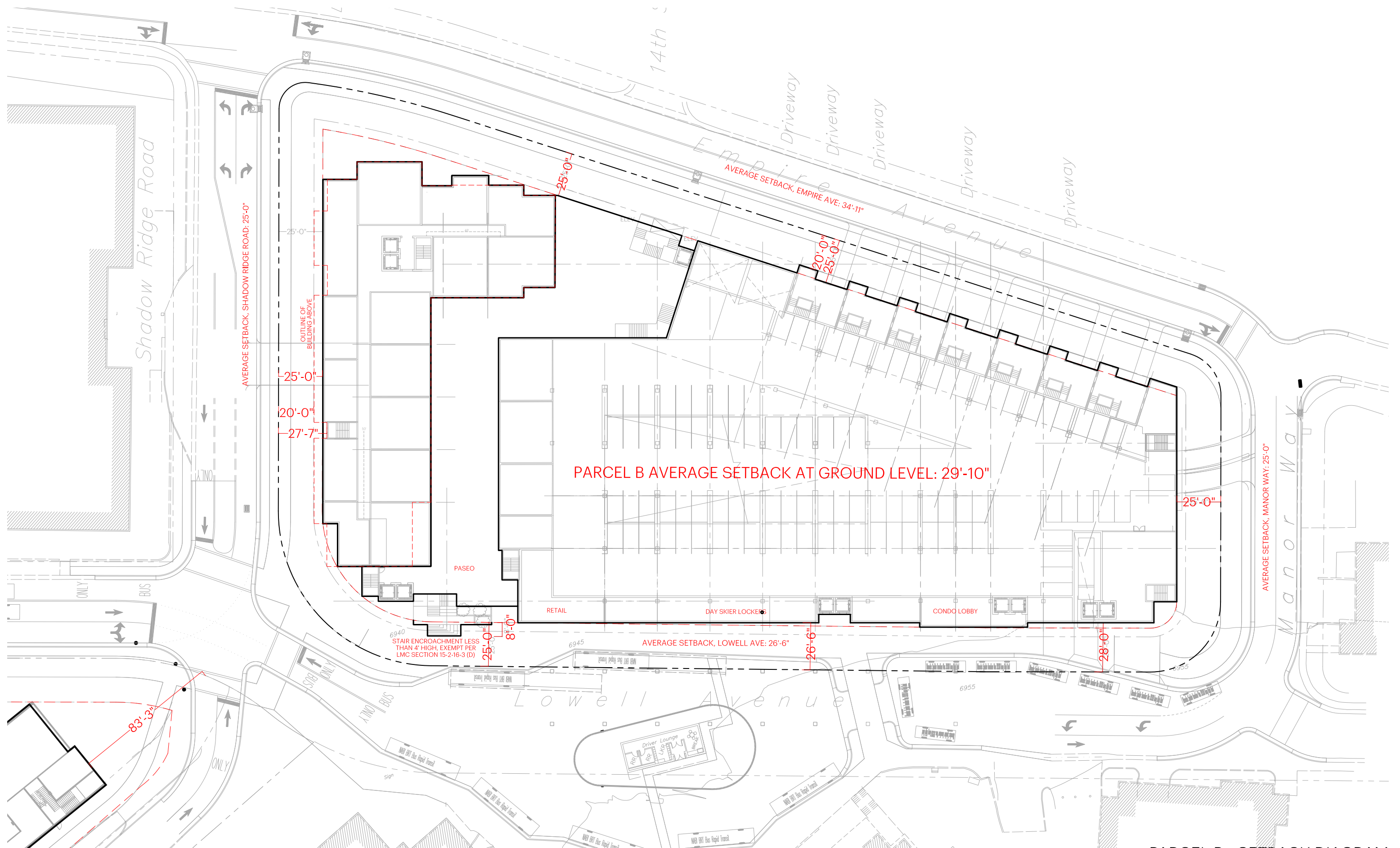
The Front Setback must be open and free of any Structure except:

1. Fences, walls, and retaining walls not more than four feet (4') in height, or as permitted in Section 15-4-2. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty-five feet (25') of the intersection at back of curb.
2. Uncovered steps leading to the Main Building, provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of a Street or intersection.
3. Decks, porches, and Bay Windows not more than ten feet (10') wide, projecting not more than five feet (5') into the Front Yard.
4. Roof overhangs, eaves and cornices projecting not more than three feet (3') into the Front Yard.
5. Sidewalks, patios, and pathways.
6. Driveways leading to a garage or Parking Area. No portion of a Front Yard except for approved driveways, allowed Parking Areas, and sidewalks may be Hard-Surfaced or graveled.
7. Circular driveways meeting all requirements stated in Section 15-3-4 herein.

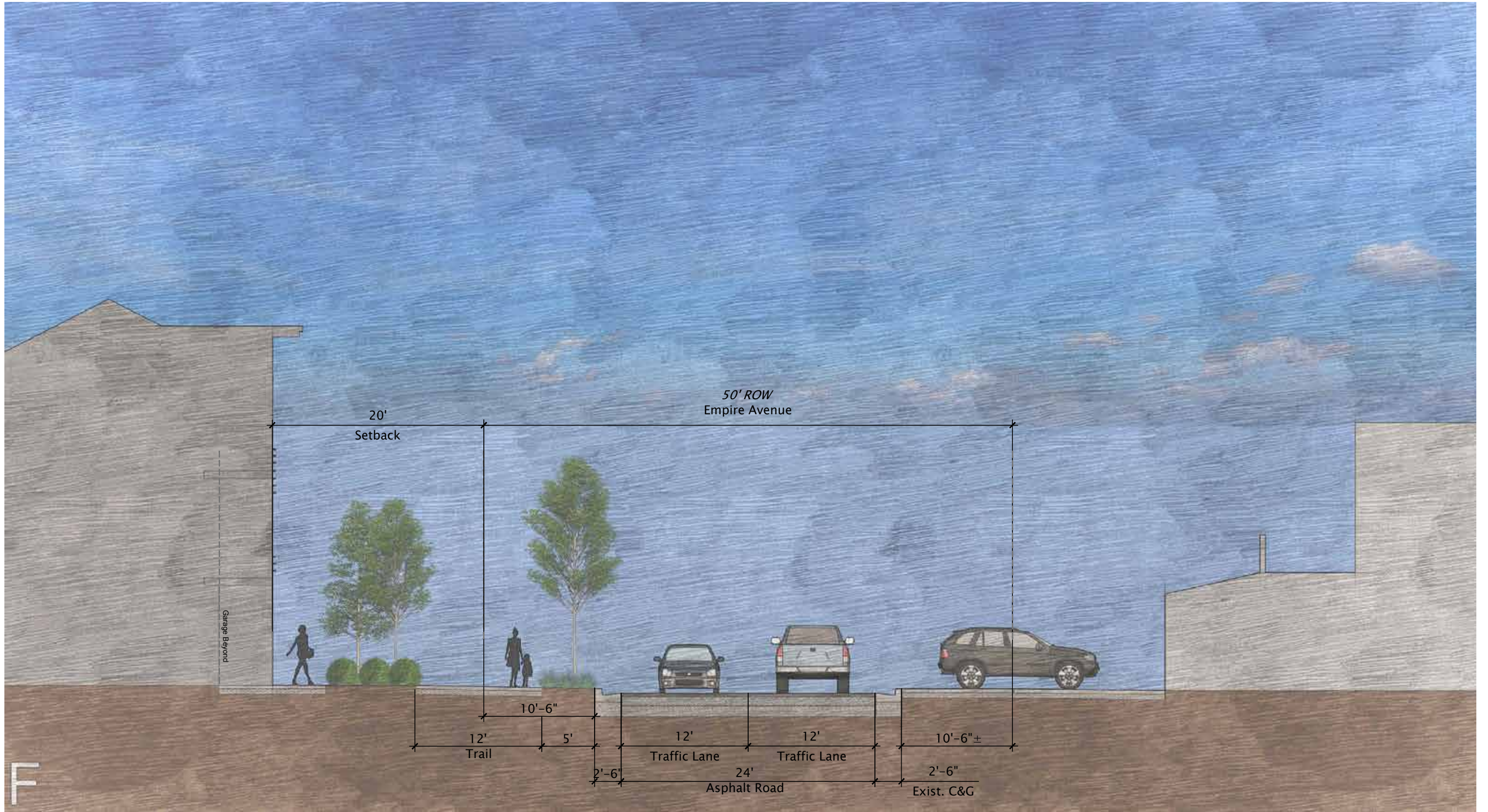


PARCEL B SETBACKS





PARCEL B - SETBACK DIAGRAM



PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

SECTION F - EMPIRE AVENUE

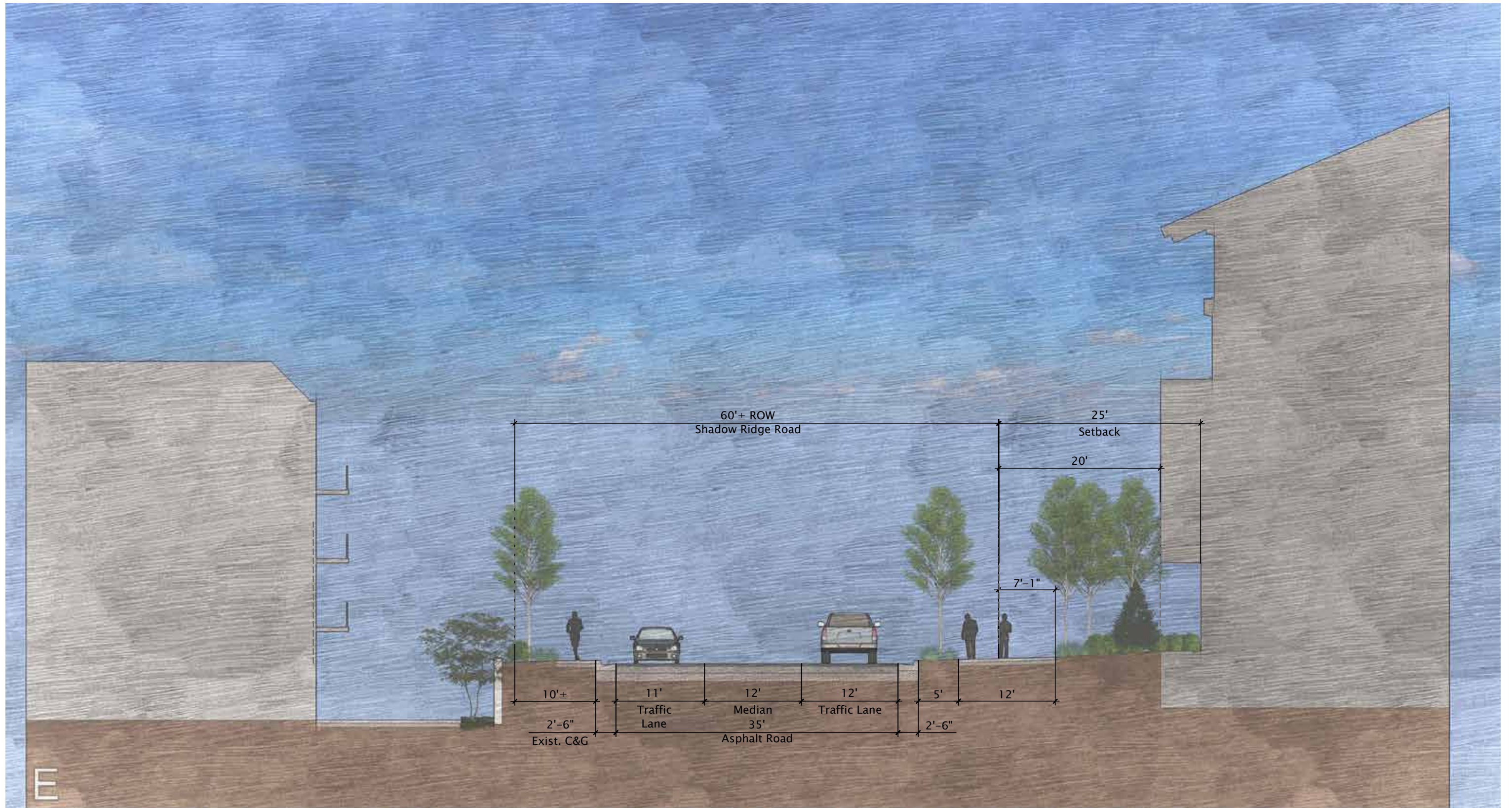
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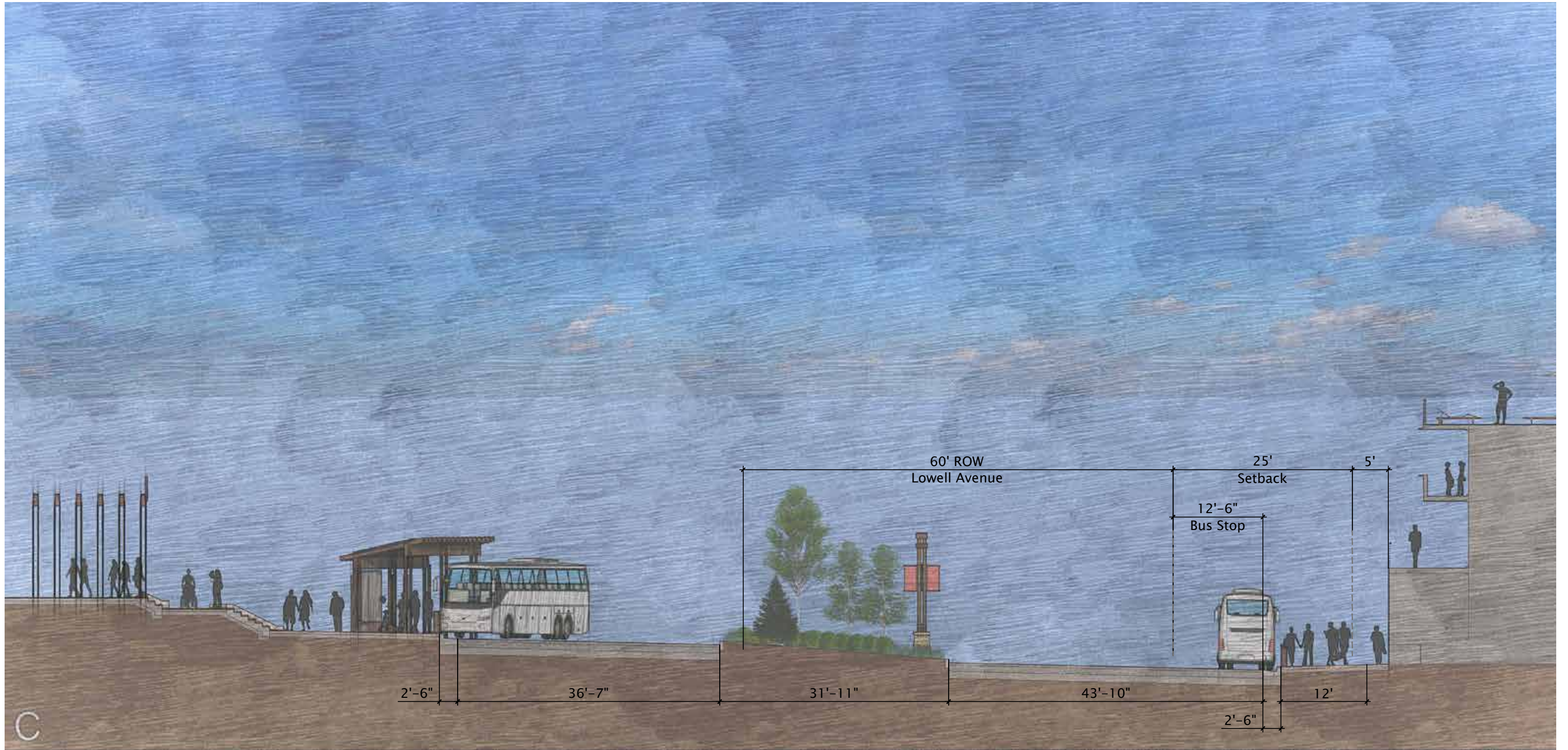
SECTION E - SHADOW RIDGE
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PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

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PARK CITY MOUNTAIN RESORT BASE AREA MASTER PLAN

SECTION C - LOWELL AVENUE NTS

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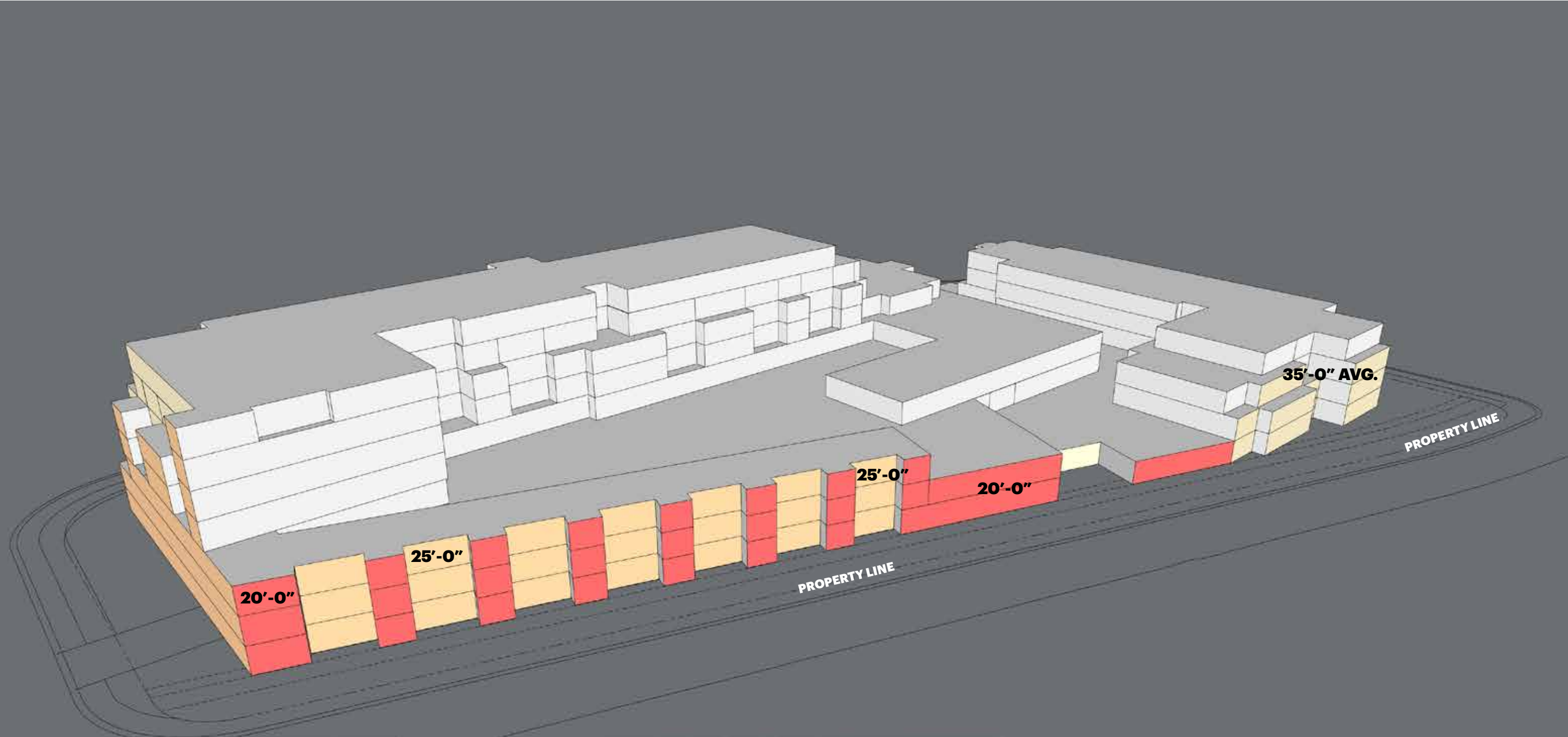
SECTION D - MANOR WAY
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PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

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SETBACK DIAGRAM - PARCEL B

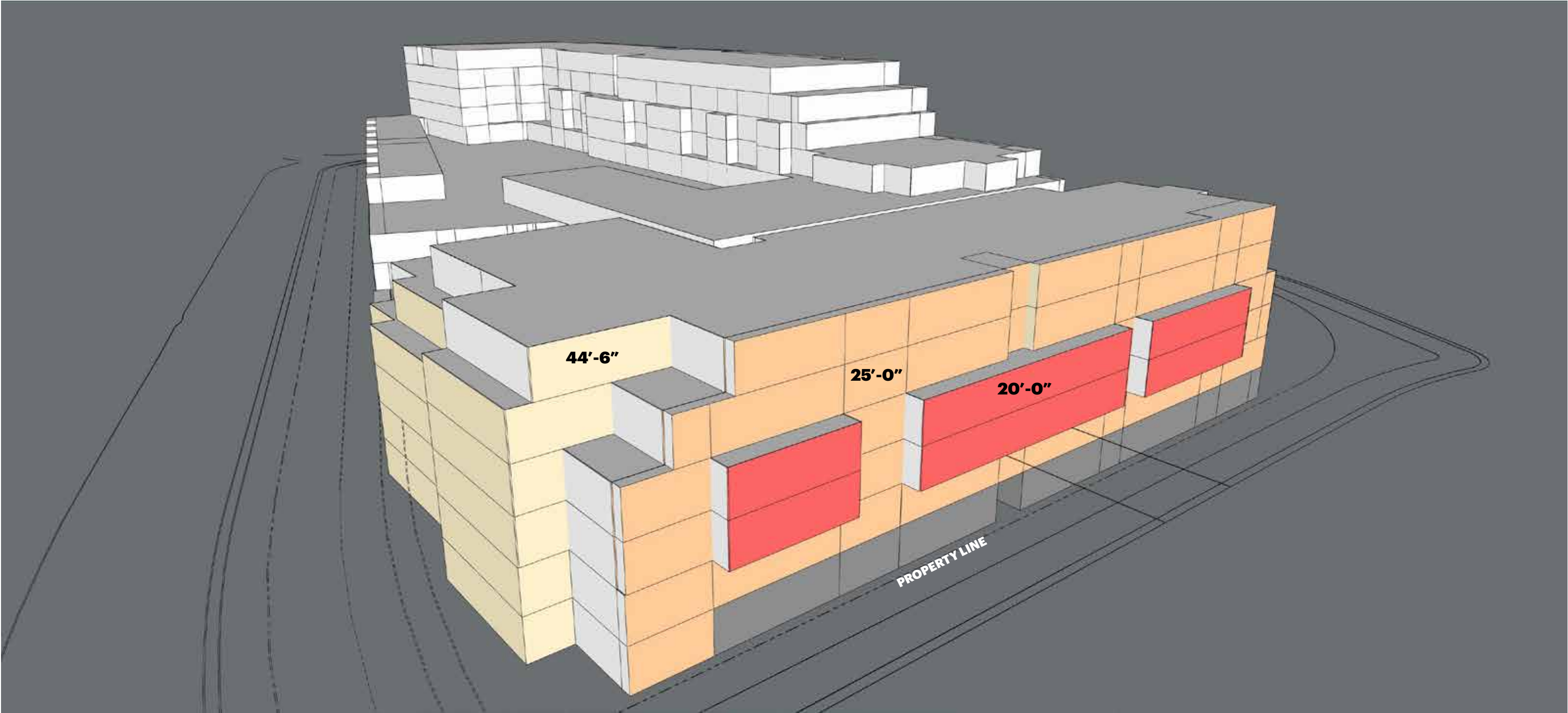


EMPIRE AVENUE ELEVATION WITH 20'-0" SETBACK EXCEPTION

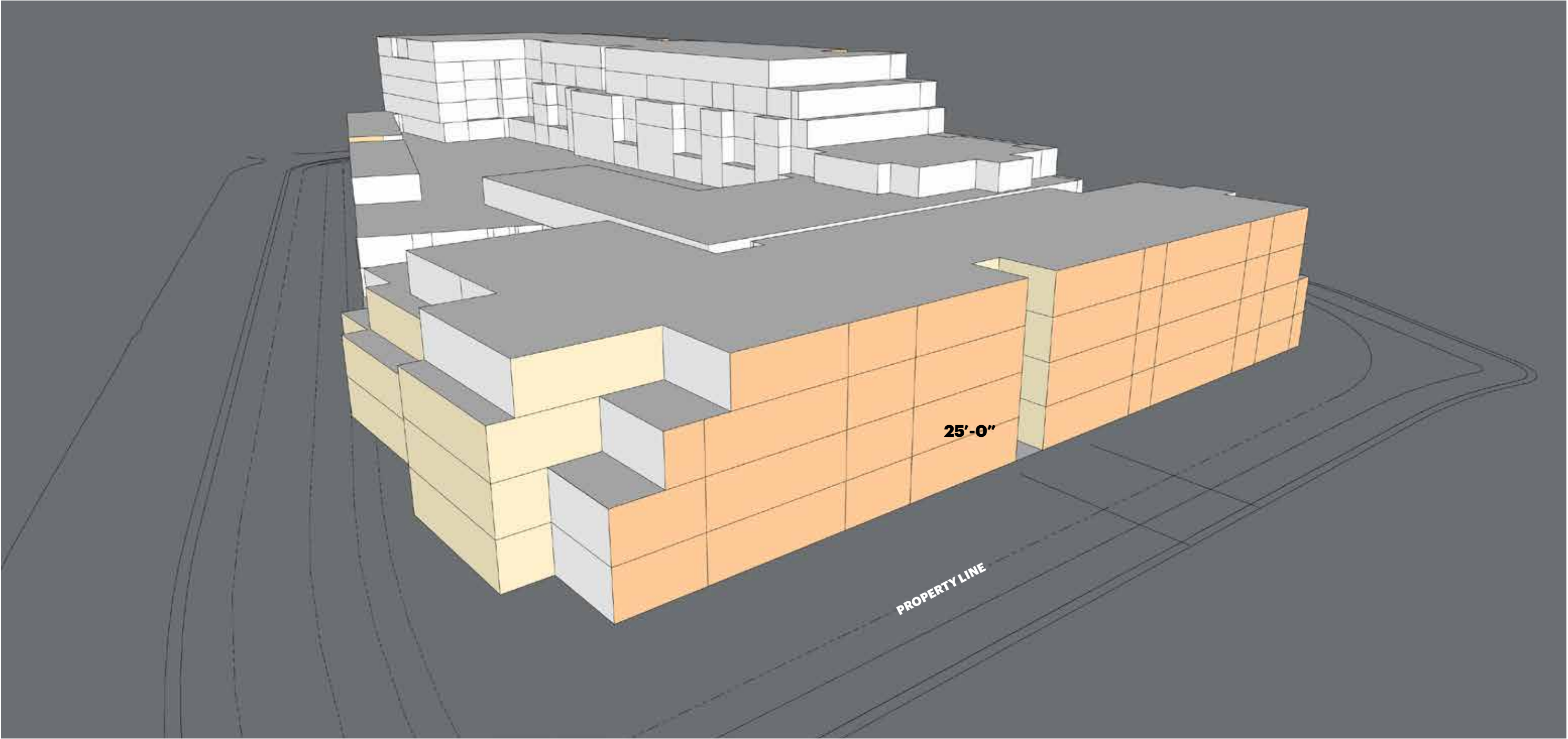
SETBACK DIAGRAM - PARCEL B



EMPIRE AVENUE ELEVATION WITH 25'-0" SETBACK



SHADOW RIDGE ROAD ELEVATION WITH 20'-0" SETBACK EXCEPTION



SHADOW RIDGE ELEVATION WITH 25'-0" SETBACK

SETBACK DIAGRAM - PARCEL B

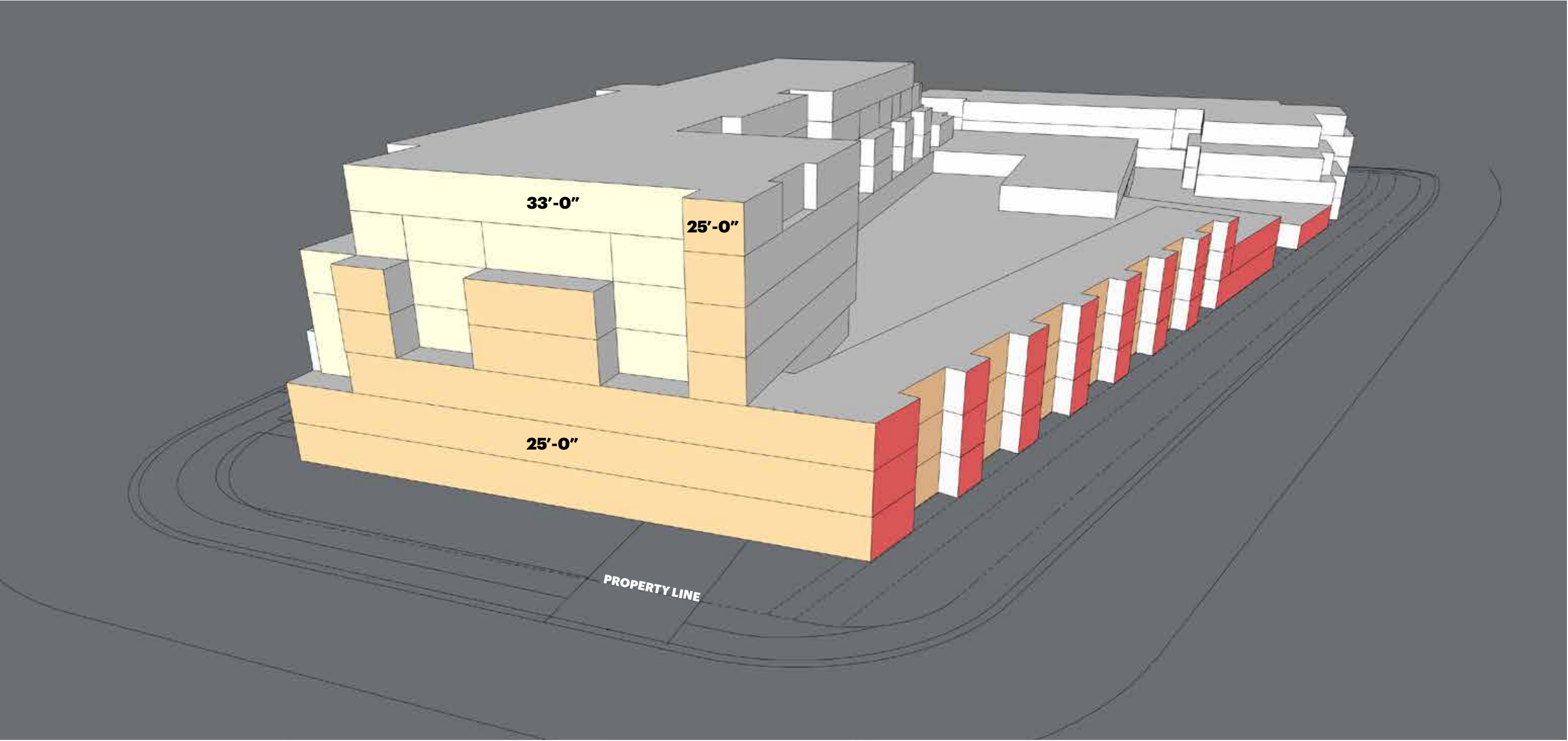


LOWELL AVENUE ELEVATION WITH 20'-0" SETBACK EXCEPTION



EMPIRE AVENUE ELEVATION WITH 25'-0" SETBACK

SETBACK DIAGRAM - PARCEL B



MANOR WAY ELEVATION

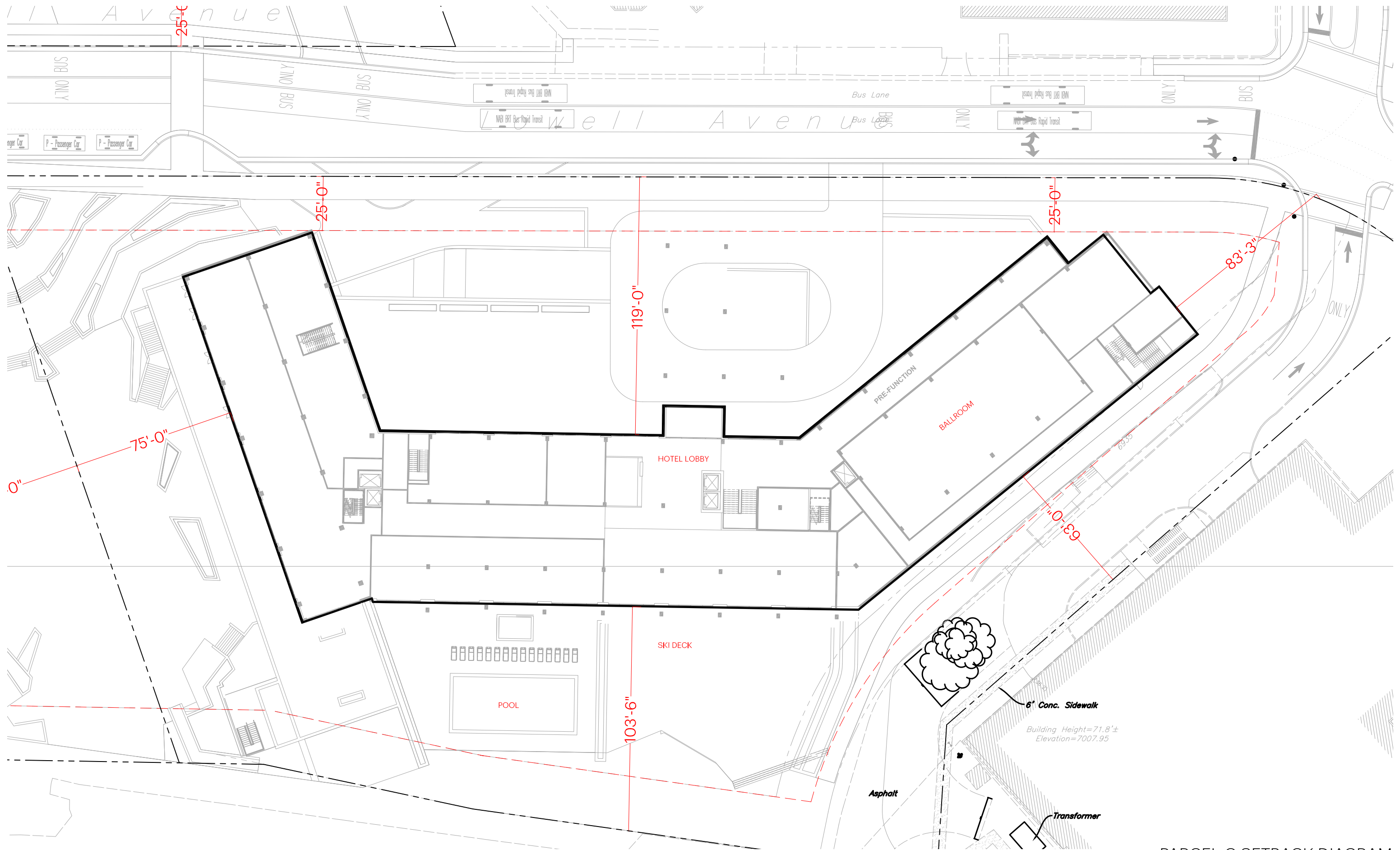


MANOR WAY ELEVATION

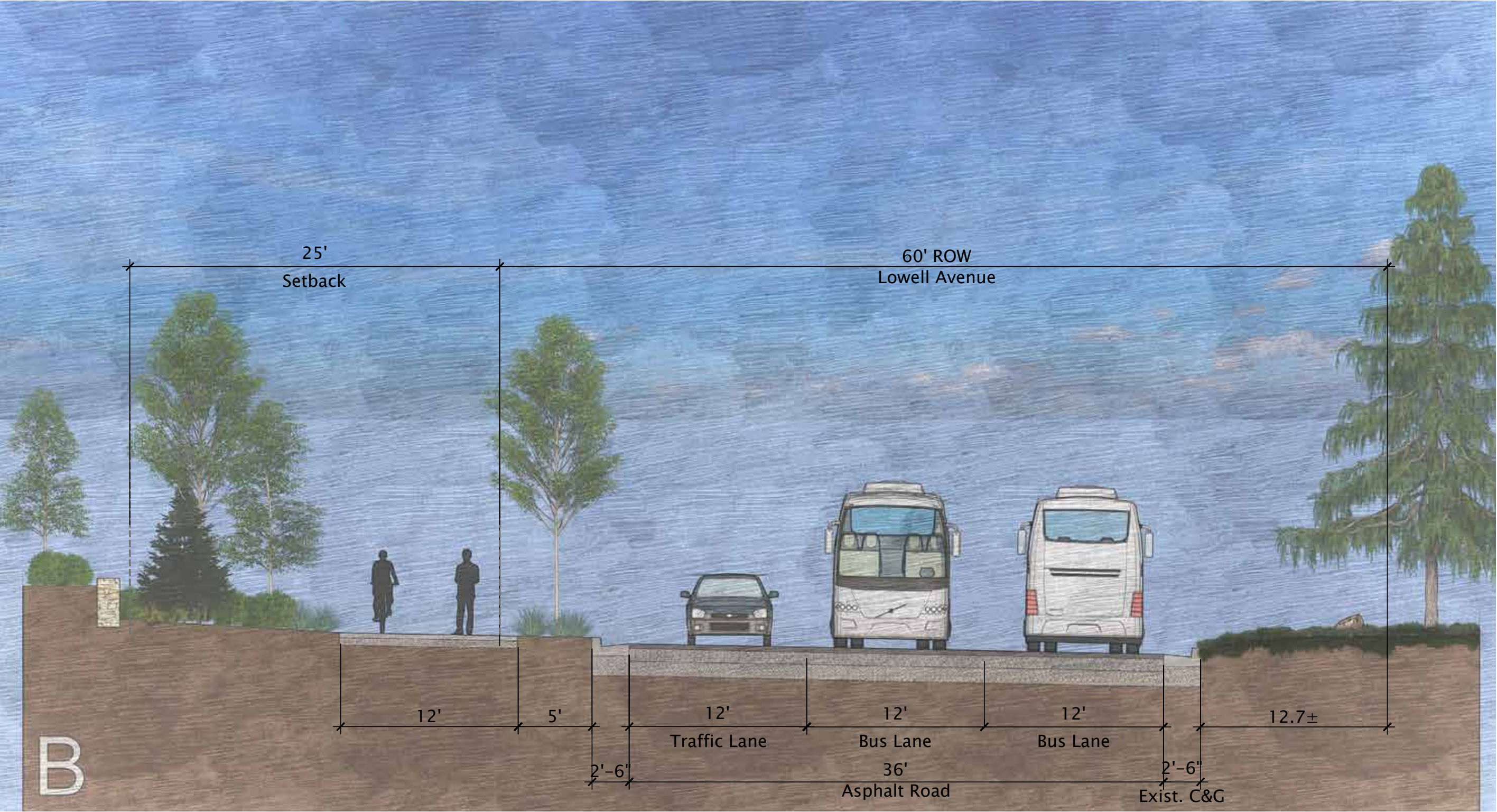


PARCEL C SETBACKS





PARCEL C SETBACK DIAGRAM



SECTION B - LOWELL AVENUE

NTS

PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

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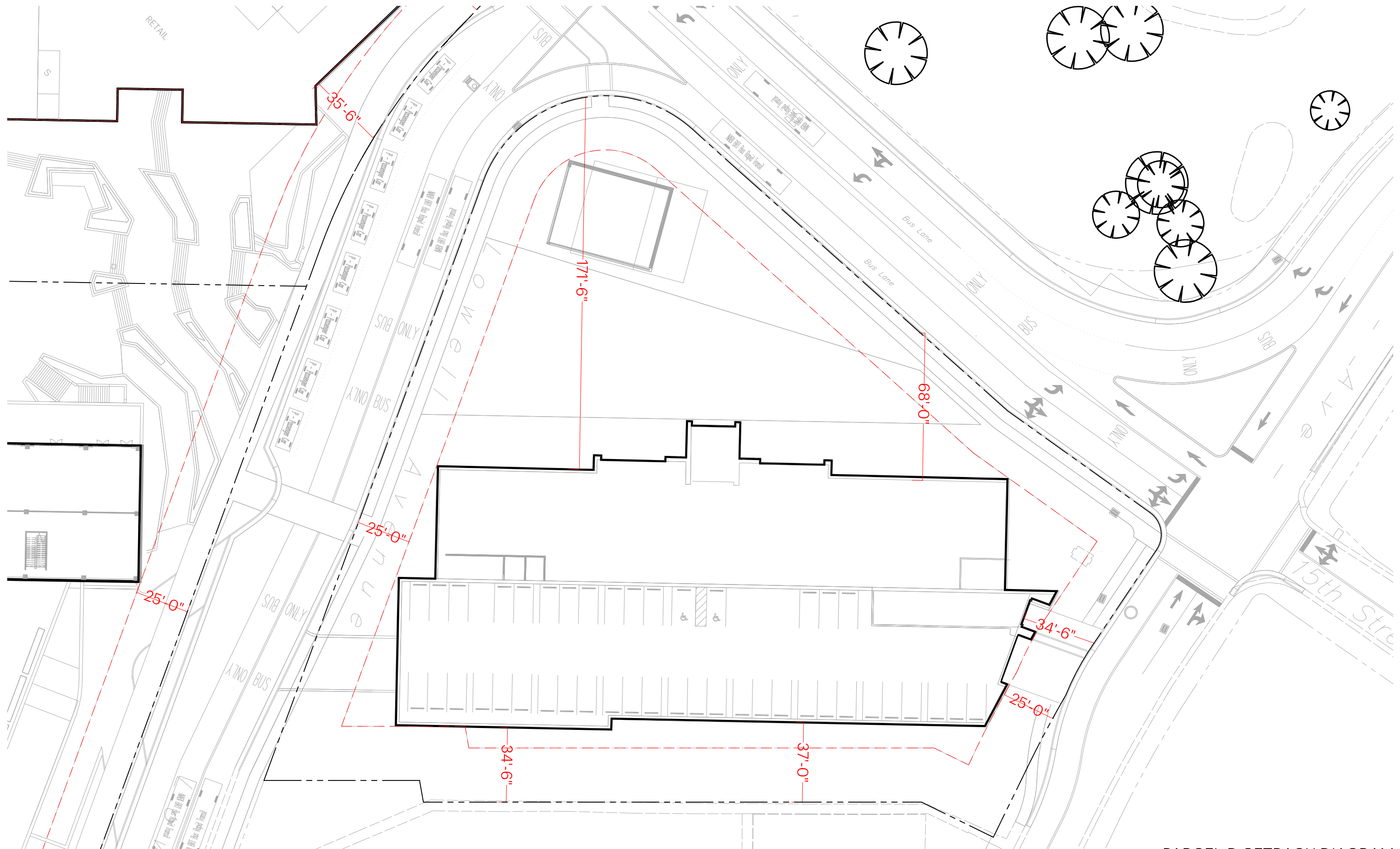


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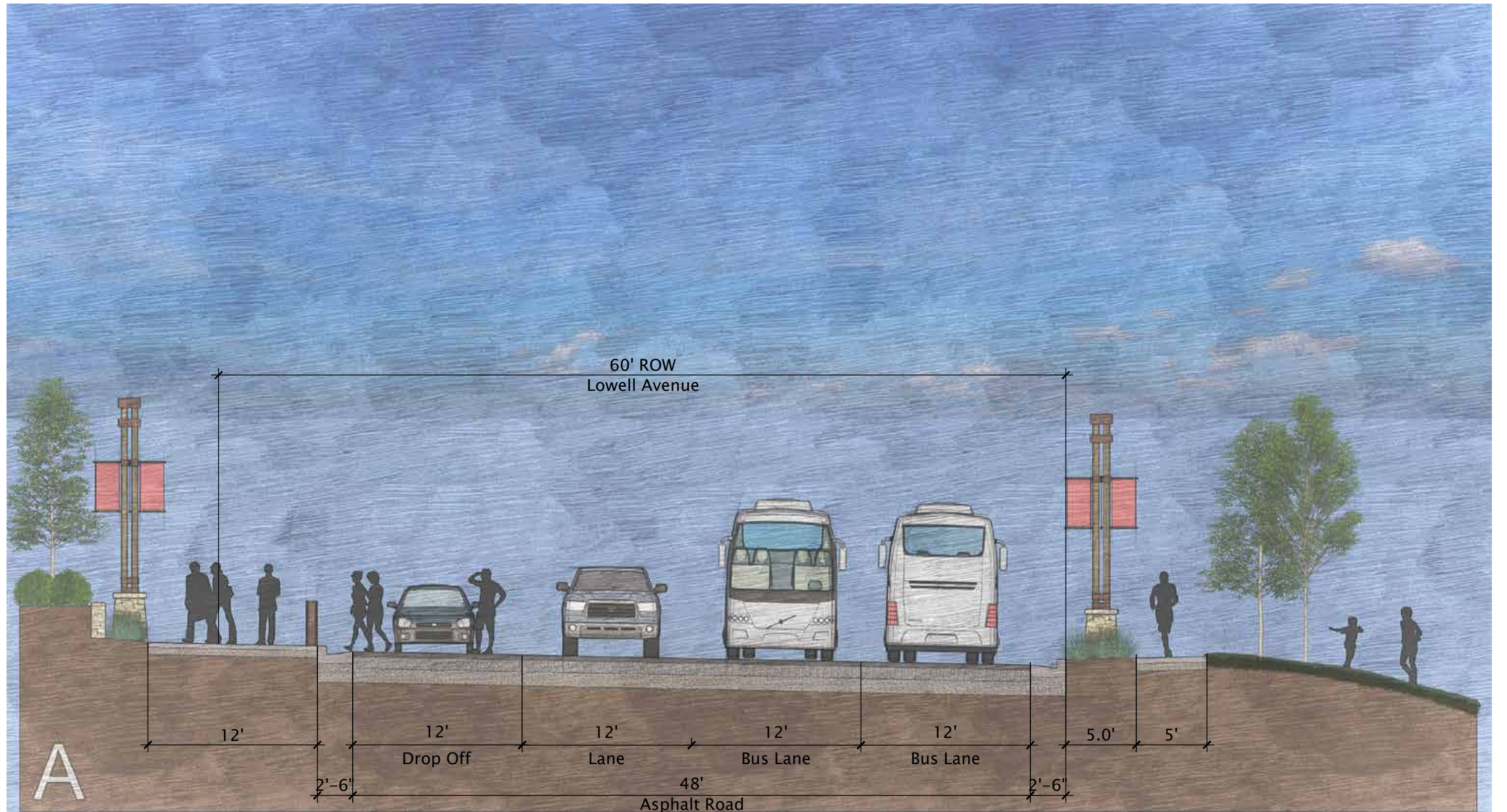


PARCEL D SETBACKS





PARCEL D SETBACK DIAGRAM



SECTION A - LOWELL AVENUE
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PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

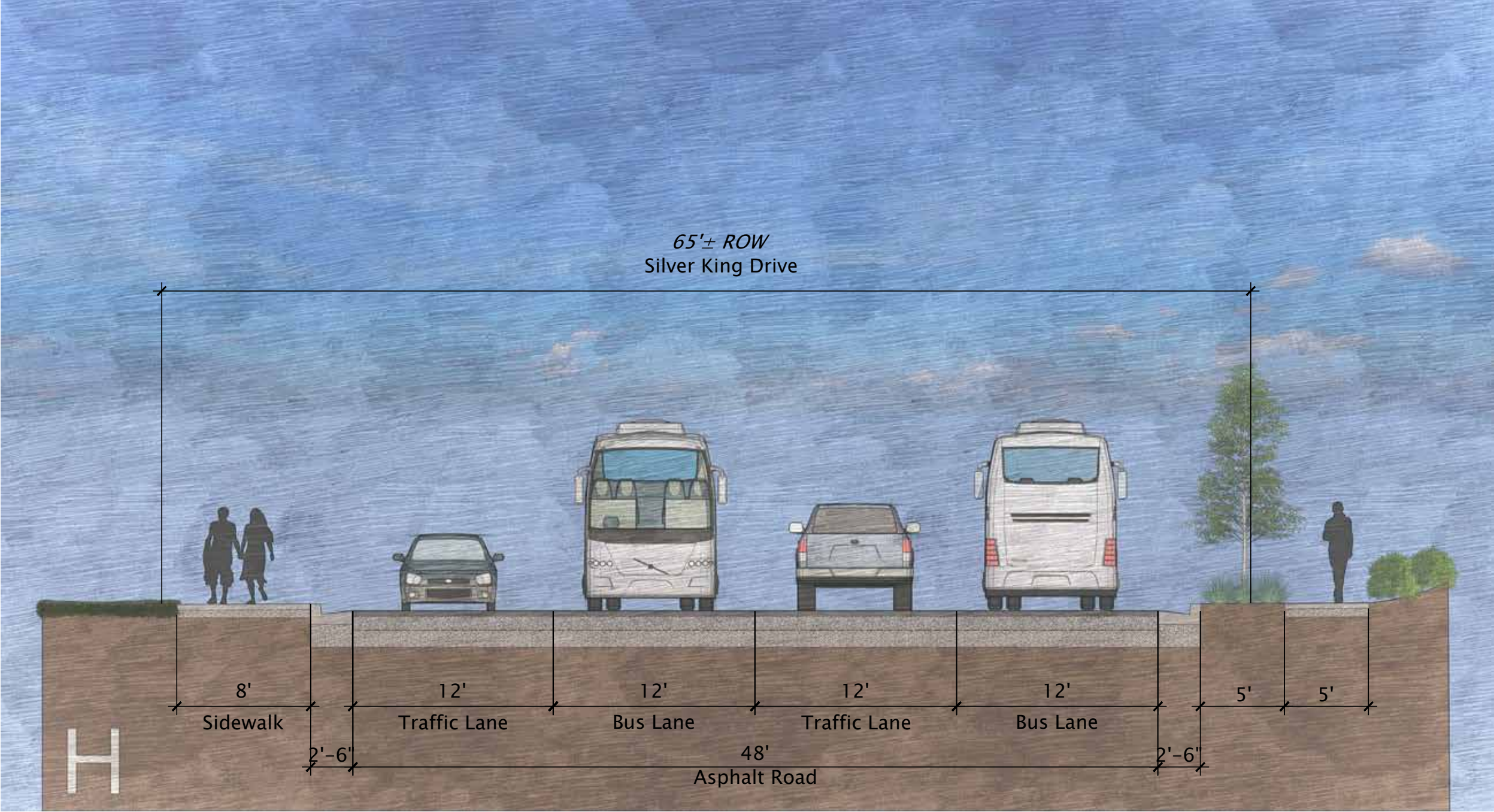
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SECTION H - SILVER KING
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PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

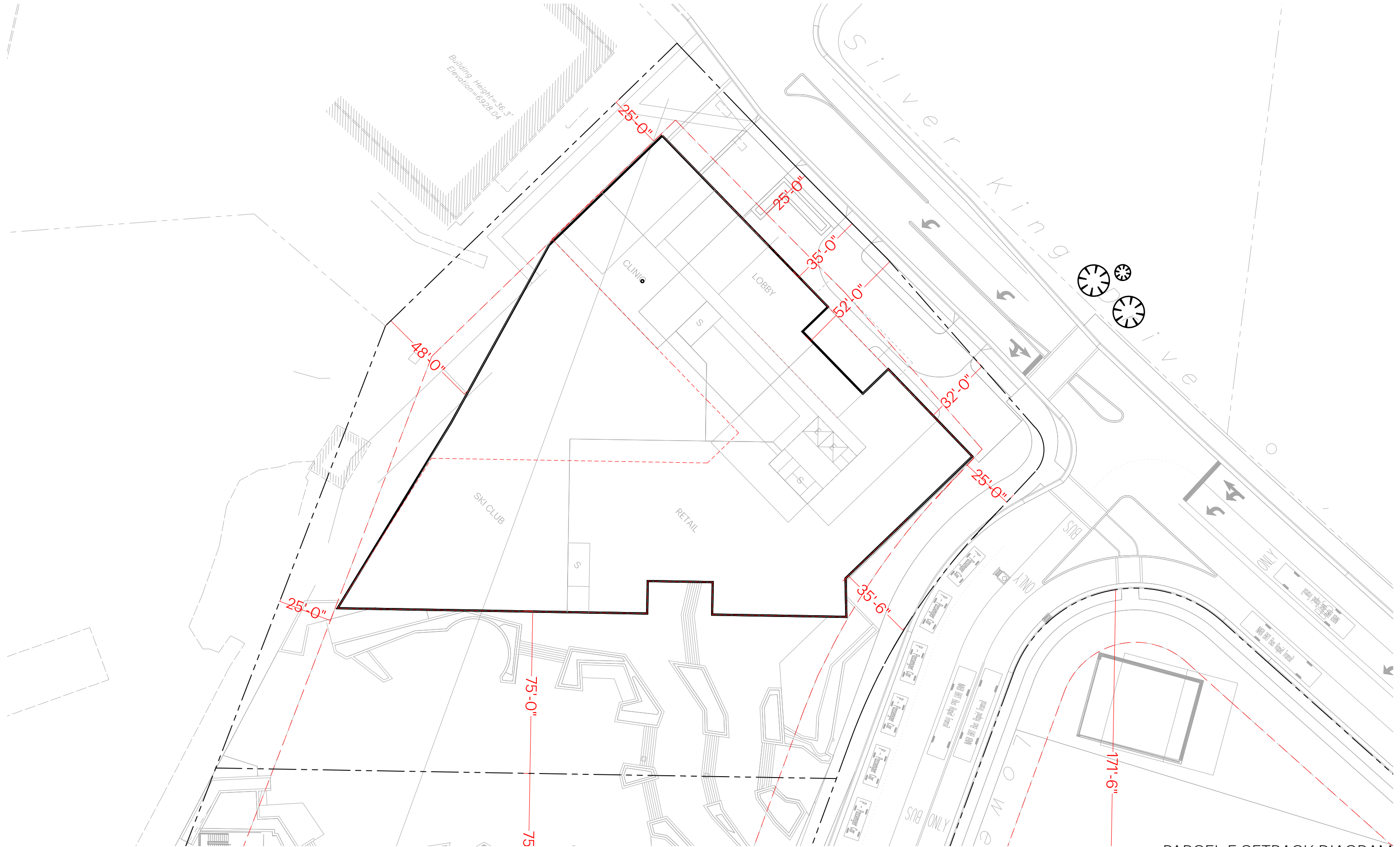
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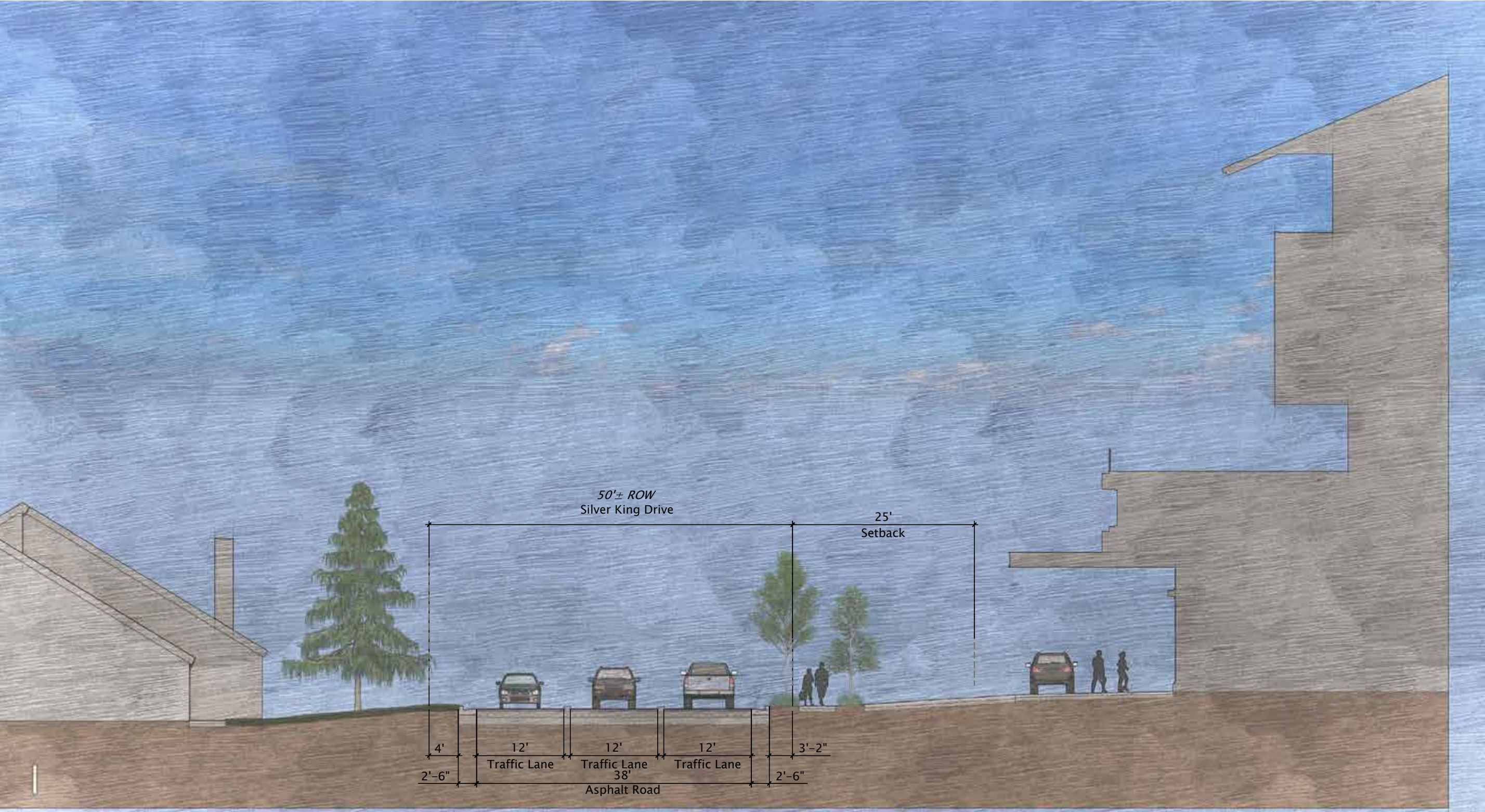


PARCEL E SETBACKS





PARCEL E SETBACK DIAGRAM



SECTION I - SILVER KING
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PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

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SETBACK EXCEPTION FINDINGS

The 2021 Concept Master Plan is consistent with the volume and height restrictions established by the Development Agreement and the PCMR Concept Master Plan and the proposed adjustments utilize effective methods to transition the scale of the resort buildings away from neighboring single-family residential buildings.

Subject to modification as set forth therein, the Land Management Code initially identifies a 25-foot perimeter setback for Master Planned Developments greater than two acres in size. Section 15-6-5(C).

With the approval of the Planning Commission pursuant to Section 15-6-5(C) of the Land Management Code, the general 25-foot perimeter setback can be reduced to the applicable zone-specific setback of the underlying zoning district when required to provide architectural interest and variation.

The Planning Commission may also reduce Setbacks within the project boundary, but not perimeter Setbacks, from those otherwise required in the Zoning District to match an abutting zone-required Setback, provided the project meets minimum International Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale, and spacing between Structures, and meets Open Space criteria set forth in Section 15-6-5(D)

The underlying zoning district is the Recreation Commercial District.

The Recreation Commercial District imposes a 20-foot front yard minimum setback.

The PCMR Concept Master Plan proposes buildings generally located within a 25-foot perimeter setback line, with only limited architectural elements extending into the applicable front yard beyond the 25-foot setback line along Empire Avenue, Shadow Ridge and Lowell Avenue.

The architectural elements extending into the applicable front yard beyond the 25-foot setback line along Empire Avenue, Shadow Ridge and Lowell Avenue are similar to those allowed to extend into the front yards pursuant to the Recreation Commercial District (i.e. decks, porches, bay windows, roof overhangs, eaves and cornices).

The limited areas of 20-foot setback provided in the PCMR Concept Master Plan allow both vertical and horizontal architectural articulation while generally constraining the approved density within the building envelopes created by the application of a 25-foot perimeter setback.

The 2021 Concept Master Plan proposes a 25-foot minimum setback around the perimeter of the Site with a proposed reduction to a 20-foot setback (i.e. the front yard setback for the Recreation Commercial District) for certain above-ground level encroachments and other minor surface level encroachments extending beyond the 25-foot setback line. This reduction is consistent with the underlying zoning district setbacks. Section 15-6-5(C)-5.

The 2021 Concept Master Plan provides adequate space for generous sidewalks, park strips and snow storage, even in the limited area where architectural elements extend beyond the 25-foot setback line. An exception to the 25-foot perimeter setback is necessary in the specific locations shown on the 2021 Concept Master Plan to provide architectural interest and variation because:

- a. Architectural articulation is required to provide the desired architectural variation and, more importantly, to reduce the perceived height and scale of the buildings;
- b. The 2021 Concept Master Plan provides 1,200 spaces of structured parking and proposes meaningful and expanded public spaces, plazas and sidewalks promoting public access and pedestrian connectivity through the project site;
- c. Vertical development in the remaining building envelopes is, therefore, inevitably focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation, which architectural interest and variation is required by Section 15-5-8 of the Land Management Code;
- d. Without the setback exception, the proposed project could be constructed but only with reduced horizontal articulation resulting in less interesting facades with a larger perceived scale;
- e. In order to approximate but not exceed the allowed density within the context of further limited building heights and envelopes dictated by the increased public spaces and plazas, an exception to the setback standards is required and necessary.



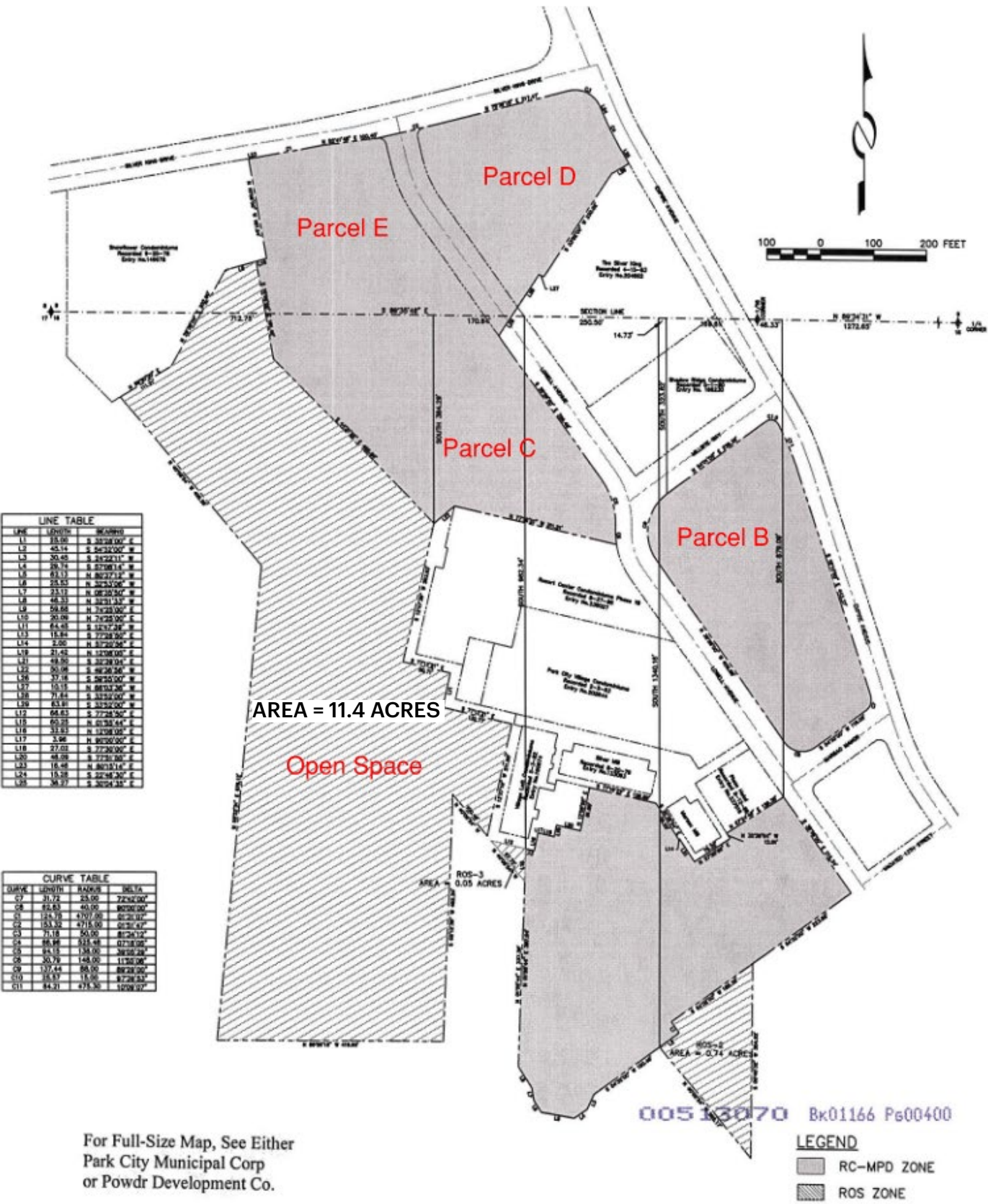
BUILDING HEIGHT EXCEPTION

BUILDING HEIGHT EXCEPTION CRITERIA - LMC SECTION 15-6-5 (F)

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;**
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;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
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.

1.0 - DEVELOPMENT CREDIT TRANSFER

	1998 DA (SF)	Proposed Design (SF)	% Change
Parcel B			
Gross Residential SF	294,000	223,500	-24%
Res. Support and Com. And Acc. Uses (10%)	29,400	15,000	-49%
Resort Accessory Use	-	-	
Retail/Commercial	-	2,100	
Total Parcel B	323,400	240,600	-26%
Parcel C			
Gross Residential SF	159,000	143,000	-10%
Res. Support and Com. And Acc. Uses (10%)	15,900	48,000	202%
Resort Accessory Use	18,000	15,500	-14%
Retail/Commercial	-	6,520	
Total Parcel C	192,900	213,020	10%
Parcel D			
Gross Residential SF	93,000	57,000	-39%
Res. Support and Com. And Acc. Uses (10%)	9,300	1,700	-82%
Resort Accessory Use	-	-	
Retail/Commercial	-	21,148	
Total Parcel D	102,300	79,848	-22%
Parcel E			
Gross Residential SF	141,000	88,500	-37%
Res. Support and Com. And Acc. Uses (10%)	14,100	14,500	3%
Resort Accessory Use	32,000	5,500	-83%
Retail/Commercial	-	12,500	
Total Parcel E	187,100	121,000	-35%
Total Development	805,700	654,468	-19%



2.0 - BUILDING SITING/MASSING- PARCEL B

While generally compatible with the building height and massing of the approved 1998 master plan, the proposed Parcel B massing mitigates the impact on the adjacent properties as following:

- The building height massing and height along Empire Avenue has been significantly reduced compared to 1998 masterplan to relate to the residential context and scale
- The building height and massing along Shadow Ridge has been reduced to relate to the residential context
- The overall density has been reduced by approximately 26% creating a lot more open space in the center of the site.
- The building height and massing has been maximized along Lowell Avenue relating to the existing scale of the resort building.



- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

EMPIRE AVENUE & SHADOW RIDGE PERSPECTIVE

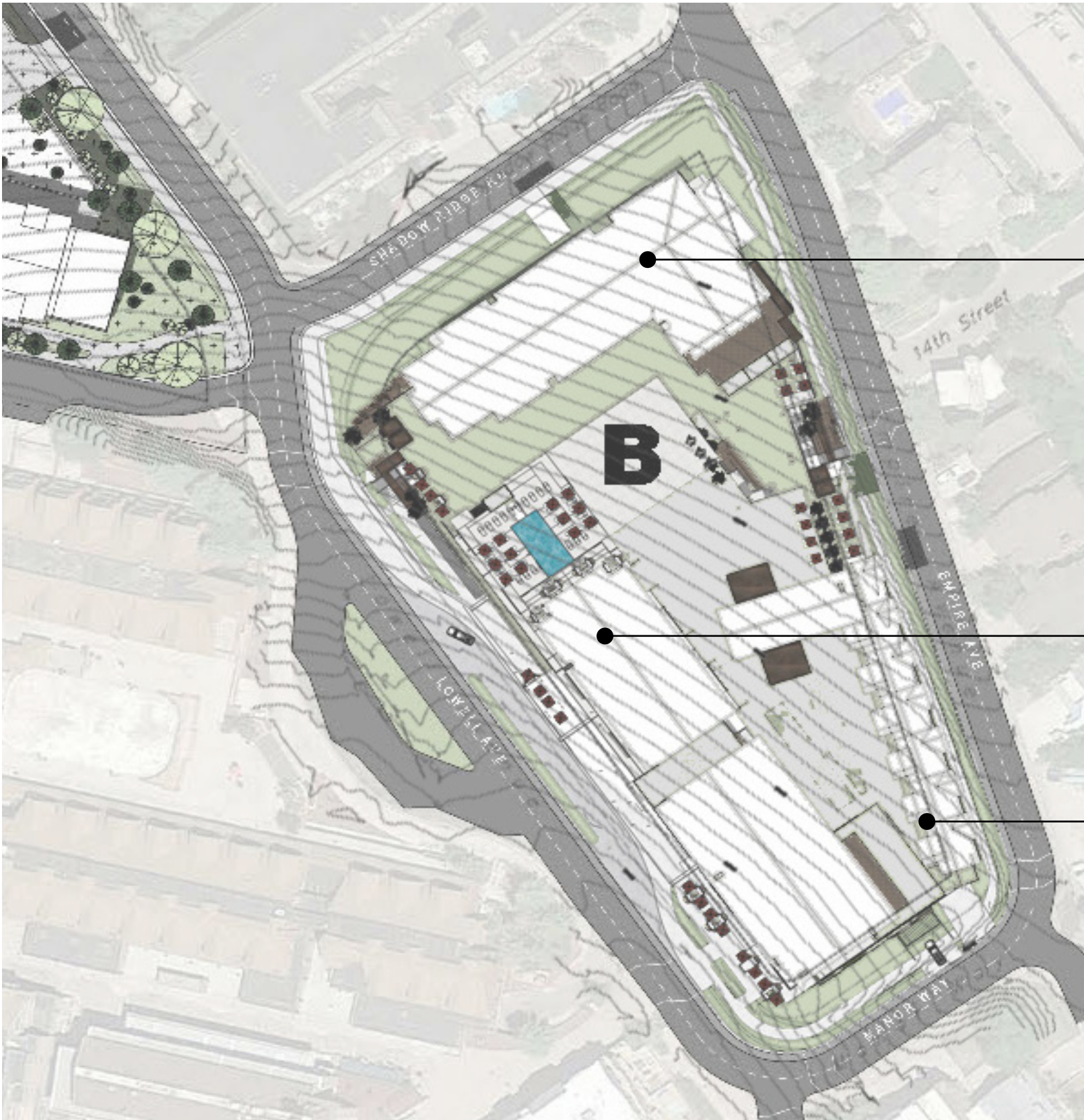
2.1 - BUILDING SITING/MASSING- PARCEL B



- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

LOWELL AVENUE & MANOR WAY PERSPECTIVE

2.2 - PARCEL B - BUILDING HEIGHT COMPARISON



PROPOSED RIDGE HEIGHT (SEA LEVEL): 6999'
MAX BUILDING HEIGHT (FROM NATURAL GRADE): 75'
1998 RIDGE HEIGHT (SEA LEVEL): 7013'
BUILDING HEIGHT DIFFERENCE = **-4'-0"**

PROPOSED RIDGE HEIGHT (SEA LEVEL): 7029'
BUILDING HEIGHT FROM NATURAL GRADE: 87'
1998 RIDGE HEIGHT (SEA LEVEL): 7027'
BUILDING HEIGHT DIFFERENCE = **+2'-0"**

PROPOSED RIDGE HEIGHT (SEA LEVEL): *6979'
BUILDING HEIGHT FROM NATURAL GRADE: 43'
1998 RIDGE HEIGHT (SEA LEVEL): 7017'
BUILDING HEIGHT DIFFERENCE = **-38'-0"**

*TOWNHOMES STEP WITH GRADE ALONG EMPIRE

2.3 - BUILDING SITING/MASSING- PARCEL C

Parcel C building massing is generally compatible with the approved 1998 master plan and mitigates the impact on the adjacent properties as following:

- The footprint of the building generally follows the approved 1998 approved volumetric by placing the tallest resort porton against the mountain and away from single family homes and adjacent streets.
- The building height and density have been maximized allowing Parcel D to be reduced in height by an entire story.
- The master plan proposes a full service hotel to provide additional lodging options at the resort base which require higher accessory use than the original master plan that contemplated residential use.



-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

LOWELL AVENUE PERSPECTIVE

2.4 - BUILDING SITING/MASSING- PARCEL C



- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

PRIVATE ROAD PERSPECTIVE

2.5 - PARCEL C- BUILDING HEIGHT COMPARISON



PROPOSED RIDGE HEIGHT (SEA LEVEL): 6990'
BUILDING HEIGHT FROM NATURAL GRADE: 82'
1998 RIDGE HEIGHT ELEVATION: 6966'
BUILDING HEIGHT DIFFERENCE = **+24'-0"**

PROPOSED RIDGE HEIGHT (SEA LEVEL): 7013'
BUILDING HEIGHT FROM NATURAL GRADE: 103'
1998 RIDGE HEIGHT ELEVATION: 6996'
BUILDING HEIGHT DIFFERENCE = **+17'-0"**

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6996'
BUILDING HEIGHT FROM NATURAL GRADE: 67'
1998 RIDGE HEIGHT ELEVATION: 6996'
BUILDING HEIGHT DIFFERENCE = **0'-0"**

2.6 - BUILDING SITING/MASSING- PARCEL D

Parcel D generally follows the approved 1998 volumetric and reduces the impact on the adjacent properties as following:

- The residential building density has been reduced by 39% compared to the 1998 master plan creating a lot more open space.
- The open space is designed and intended to be a neighborhood amenity to host community events year round creating a transition from the resort use and scale to the residential neighborhood.
- The open space preserves the mountain view corridor creating a sense of arrival at the Park City Mountain Resort.



-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

LOWELL AVENUE PERSPECTIVE

2.7 - BUILDING SITING/MASSING- PARCEL D



- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

EMPIRE AVENUE PERSPECTIVE

2.8 - PARCEL D - BUILDING HEIGHT COMPARISON



PROPOSED RIDGE HEIGHT (SEA LEVEL): 6959'
BUILDING HEIGHT FROM NATURAL GRADE: 71'
1998 RIDGE HEIGHT ELEVATION: 6955'
BUILDING HEIGHT DIFFERENCE = **+4'-0"**

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6954'
BUILDING HEIGHT FROM NATURAL GRADE: 57'
1998 RIDGE HEIGHT ELEVATION: 6955'
BUILDING HEIGHT DIFFERENCE = **-1'-0"**

2.9 - BUILDING SITING/MASSING- PARCEL E

Despite significantly smaller parcel footprint, compared to the 1998 master plan, Parcel E generally follows the 1998 approved volumetric and mitigates the impact on adjacent structures as following:

- The building area has been reduced by 35% compared to the approved 1998 master plan.
- The proposed building massing allows Lowell Avenue to remain in its current location avoiding utility relocation.
- The building height along Silver King has been kept low in scale to minimize impact on the street and residential context across the street.
- The building steps in height as it approaches the mountain away from the adjacent streets and residential context.



- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

SILVER KING PERSPECTIVE

2.10 - BUILDING SITING/MASSING- PARCEL E



- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

MOUNTAIN PERSPECTIVE

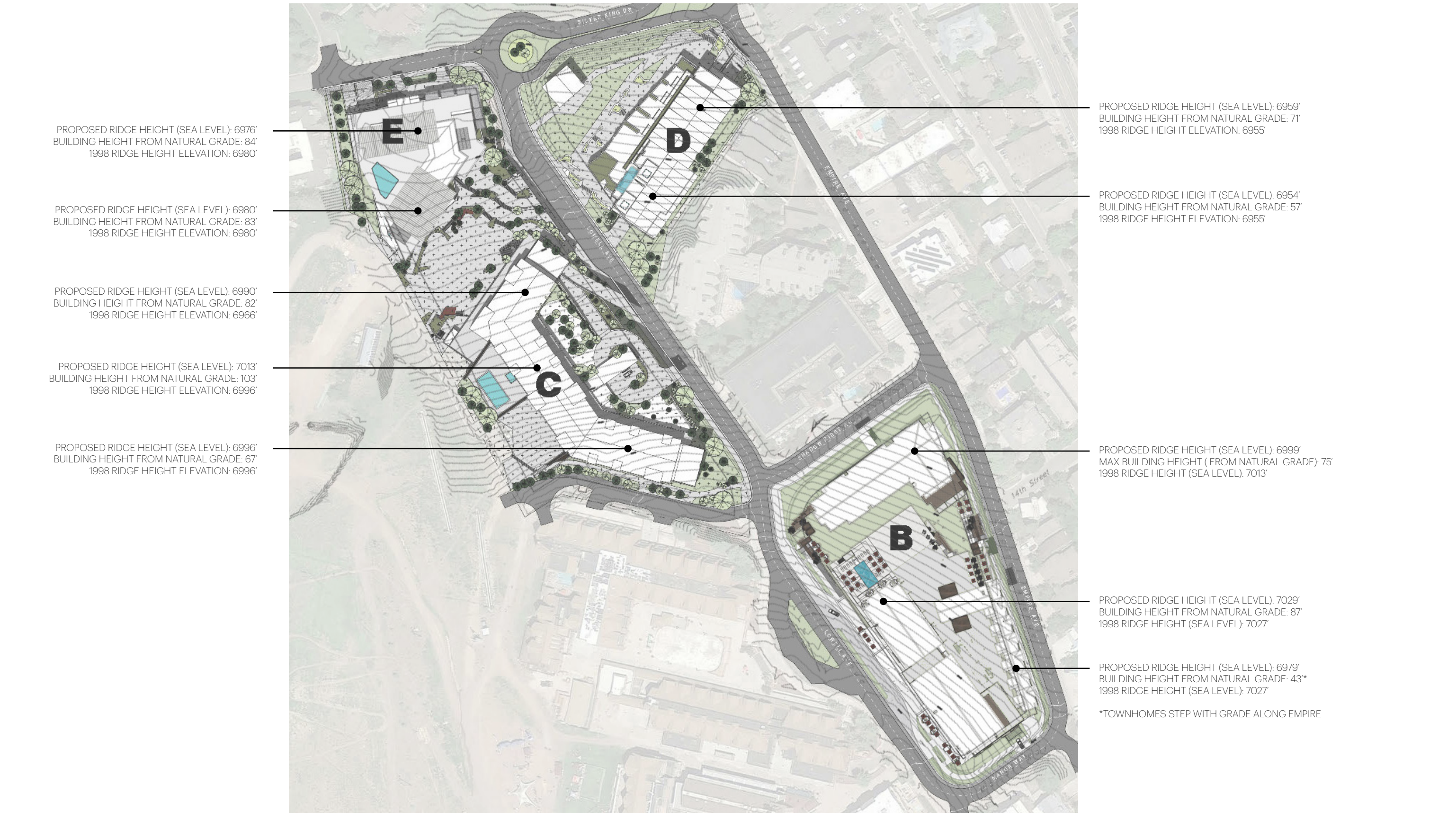
2.11 - PARCEL E - BUILDING HEIGHT COMPARISON



PROPOSED RIDGE HEIGHT (SEA LEVEL): 6976'
BUILDING HEIGHT FROM NATURAL GRADE: 84'
1998 RIDGE HEIGHT ELEVATION: 6980'
BUILDING HEIGHT DIFFERENCE = **-4'-0"**

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6980'
BUILDING HEIGHT FROM NATURAL GRADE: 83'
1998 RIDGE HEIGHT ELEVATION: 6980'
BUILDING HEIGHT DIFFERENCE = **0'-0"**

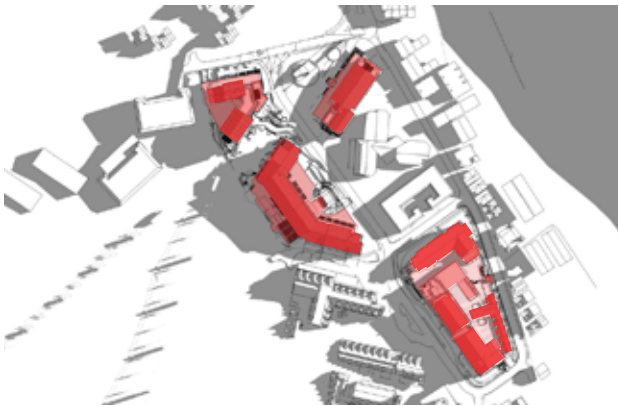
2.12 - BUILDING HEIGHT DIAGRAM



2.13 - SOLAR STUDIES

1 hour after
sunrise

Summer Solstice



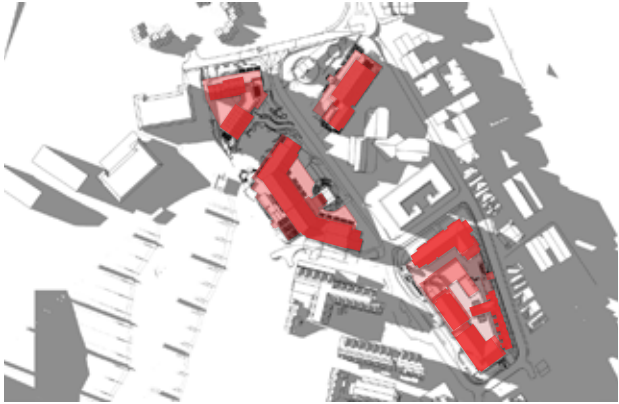
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10:00 am

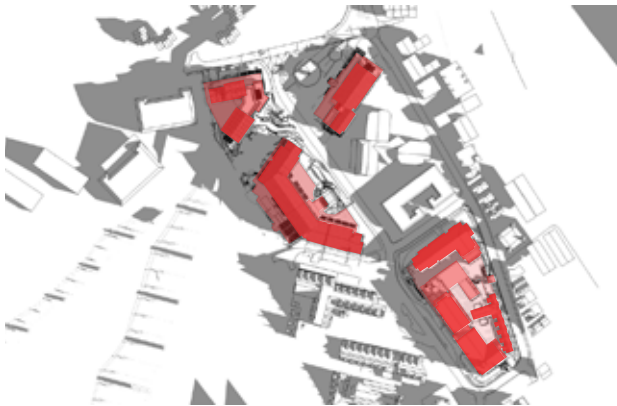


2:00 pm



6:45 pm

Fall Equinox



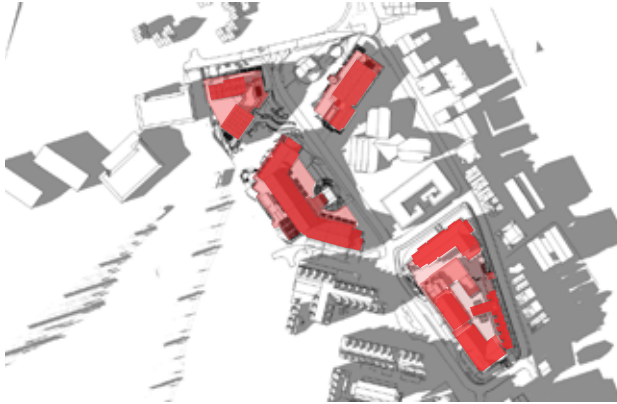
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10:00 am

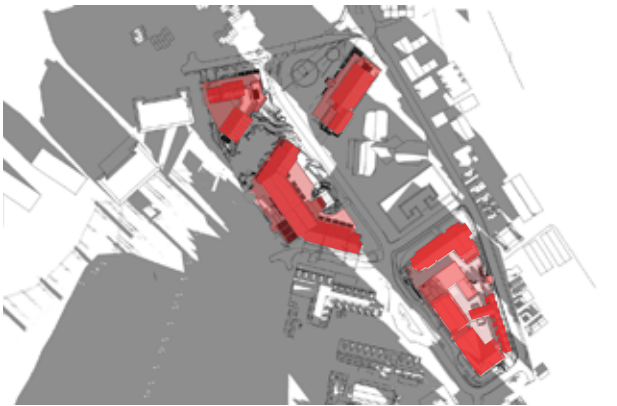


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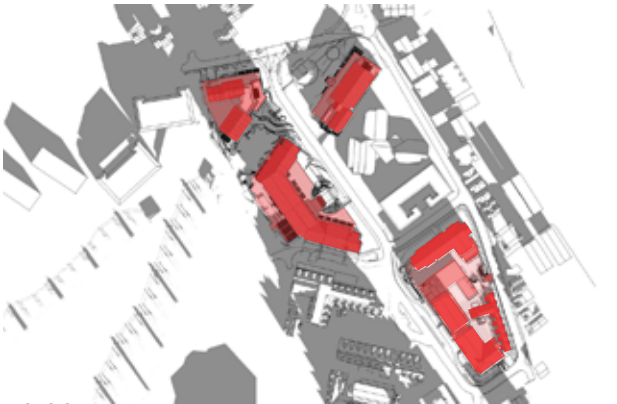


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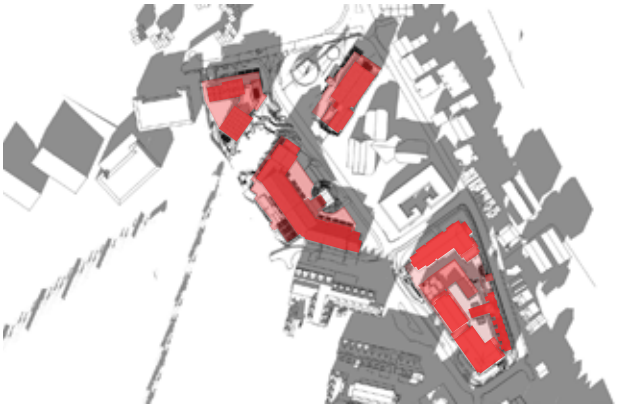
Winter Solstice



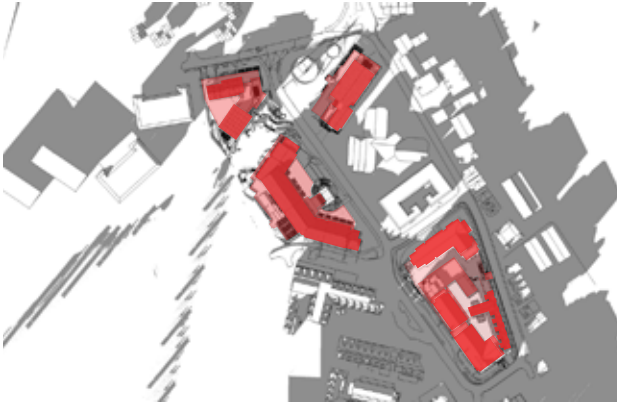
9:00 am



10:00 am

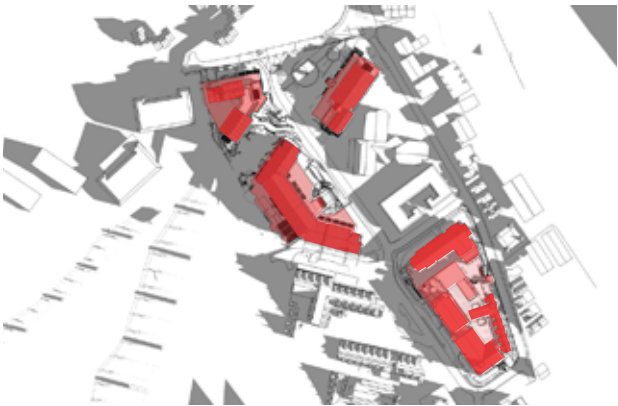


2:00 pm



3:10 pm

Spring Equinox



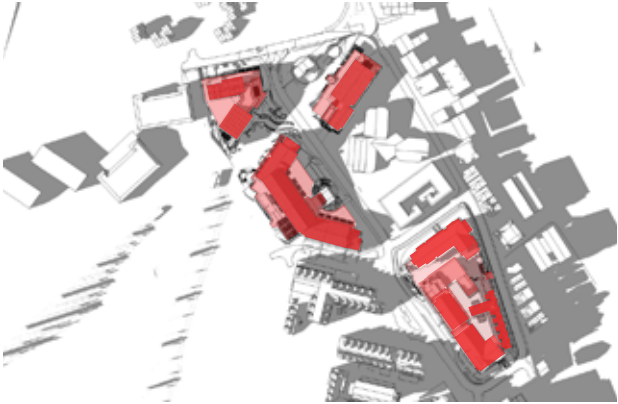
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10:00 am



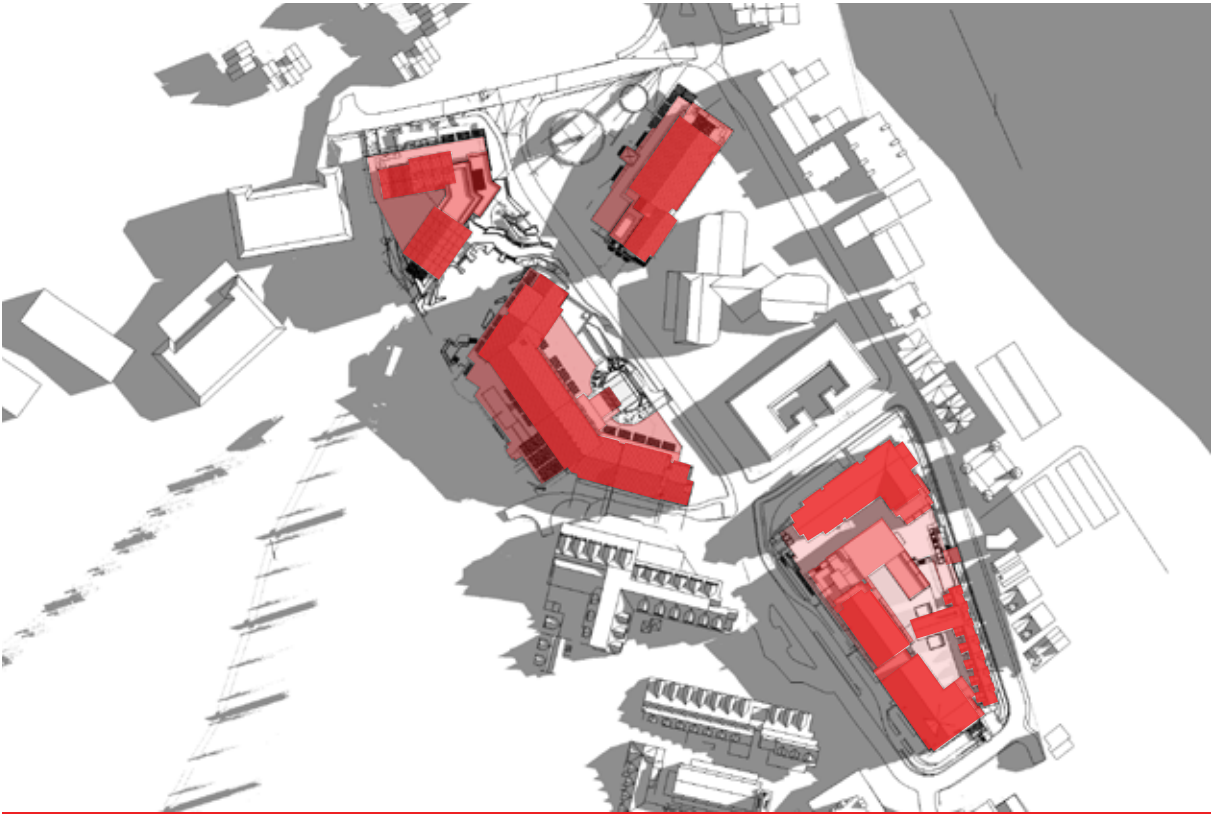
2:00 pm



4:45 pm

1 before
sunset

2.14 - SOLAR STUDIES - SUMMER SOLSTICE JUNE 20



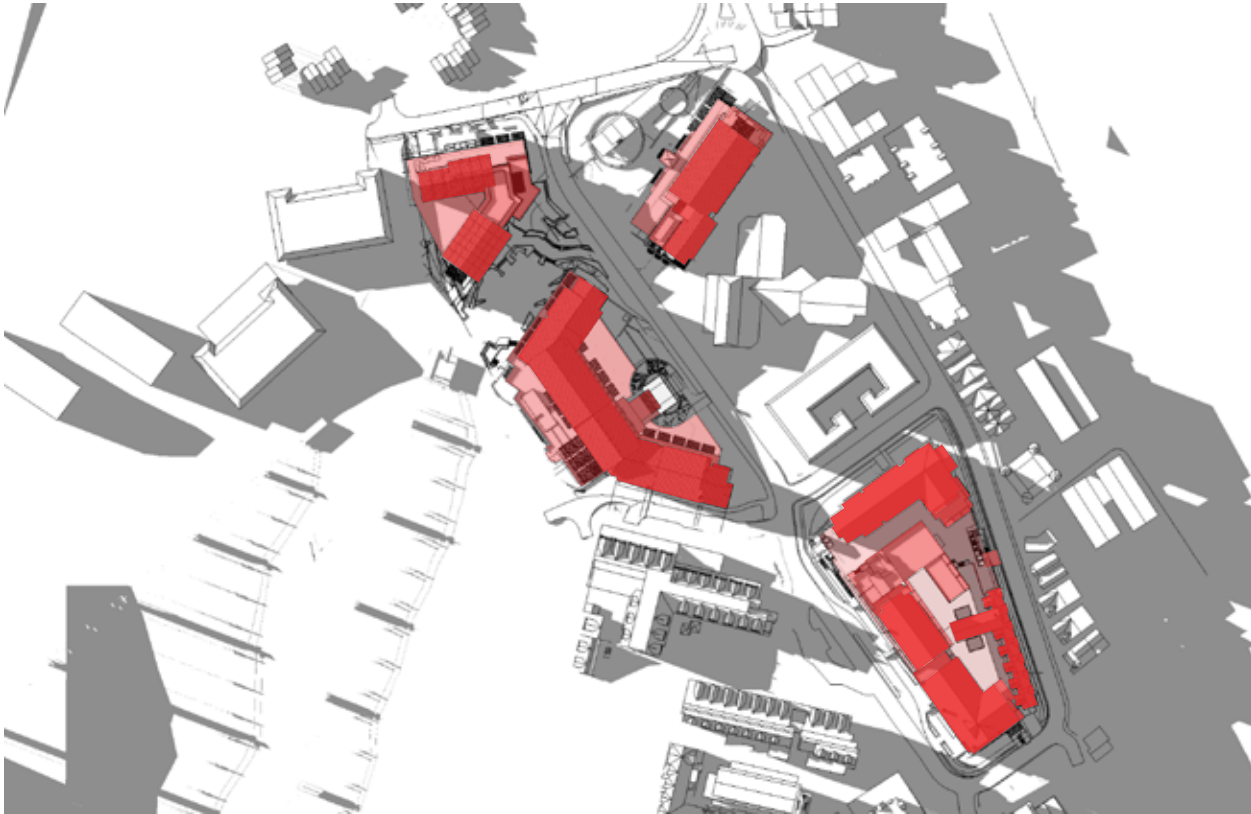
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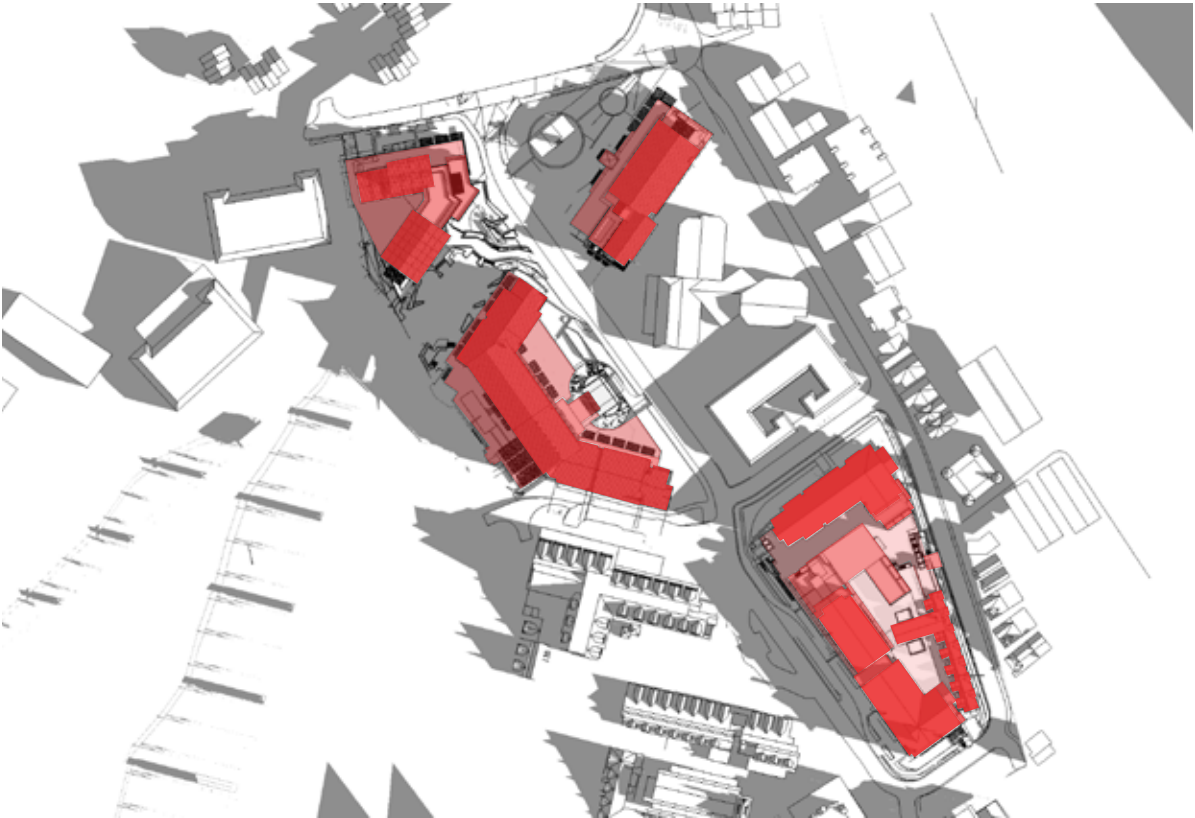


2:00 pm



6:45 pm

2.15 - SOLAR STUDIES - FALL EQUINOX - SEPTEMBER 22



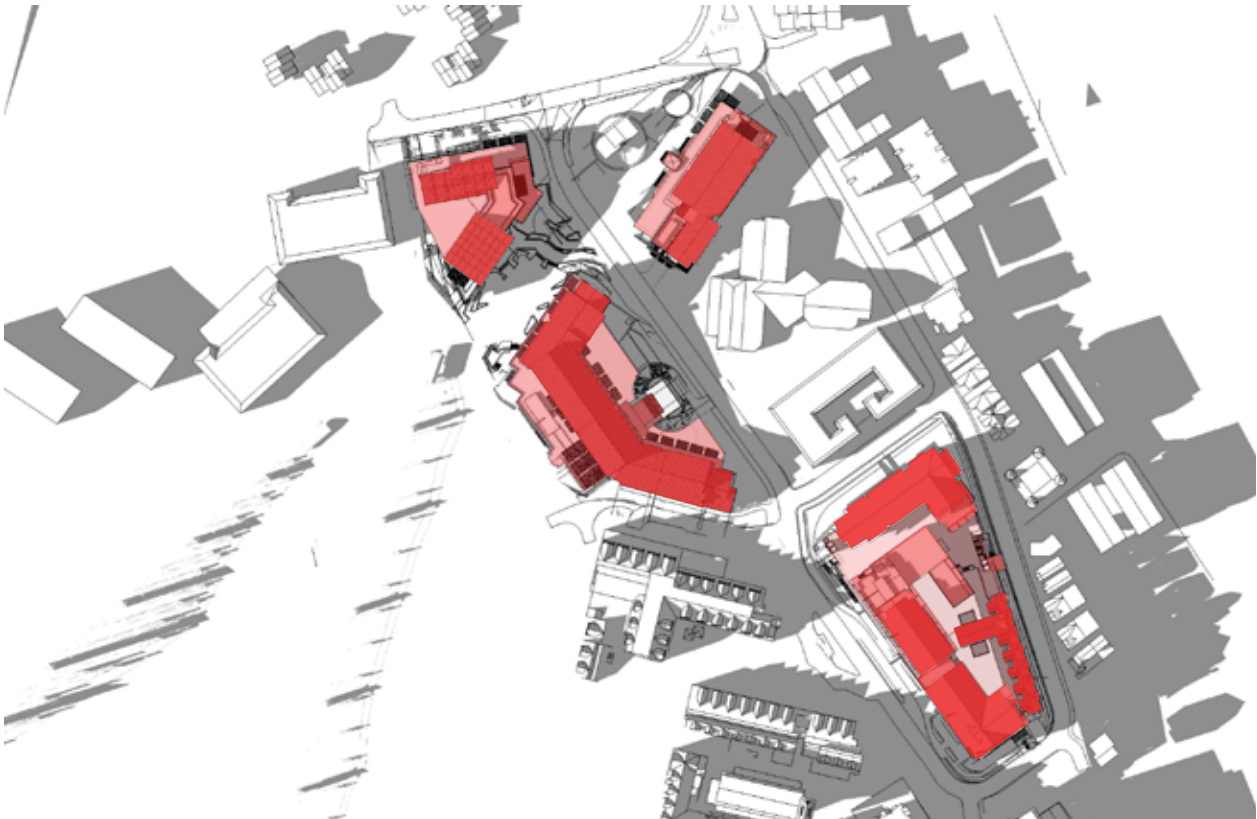
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10:00 am

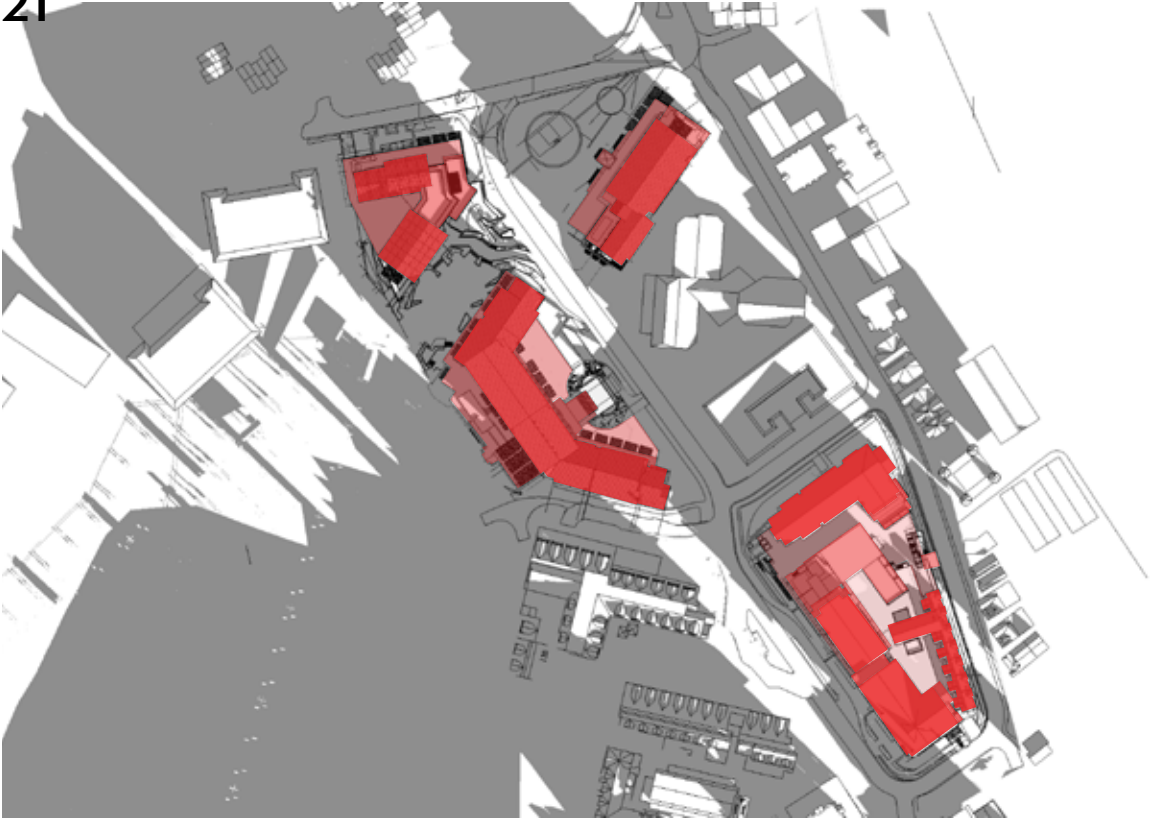


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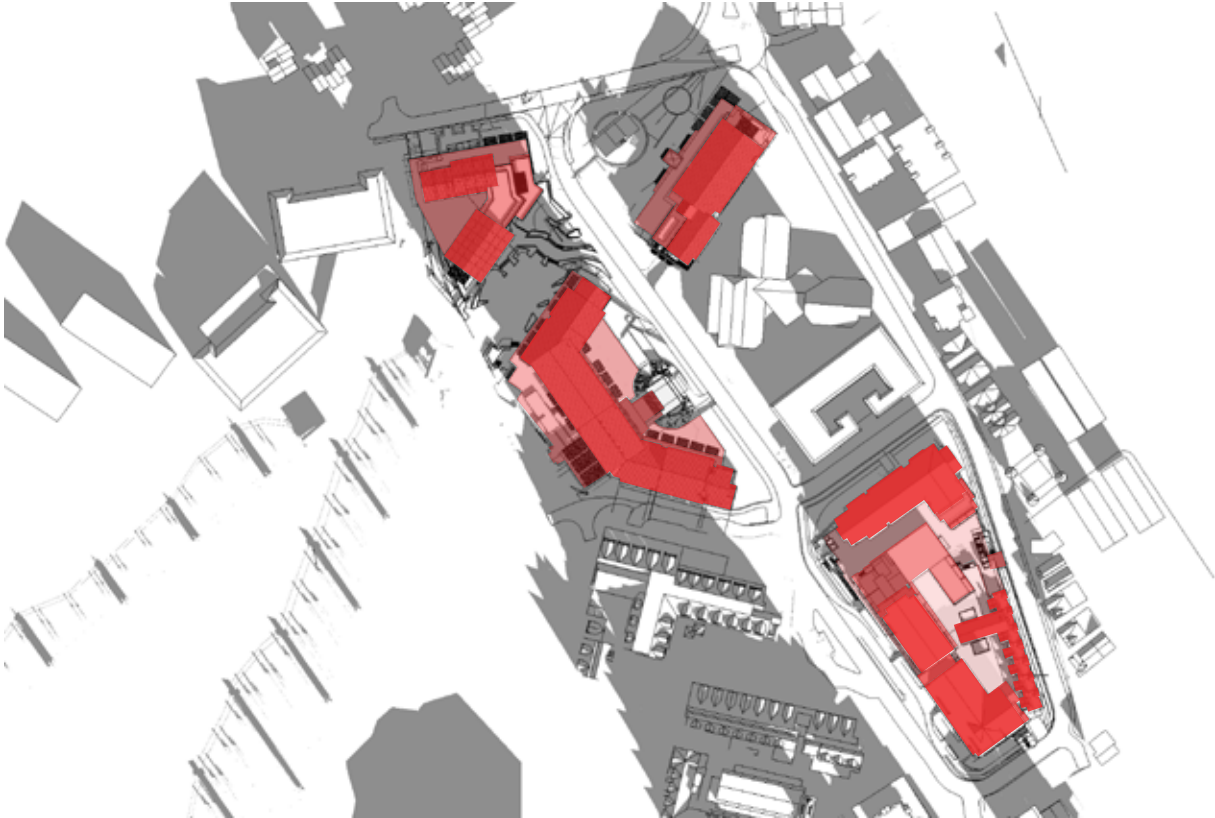


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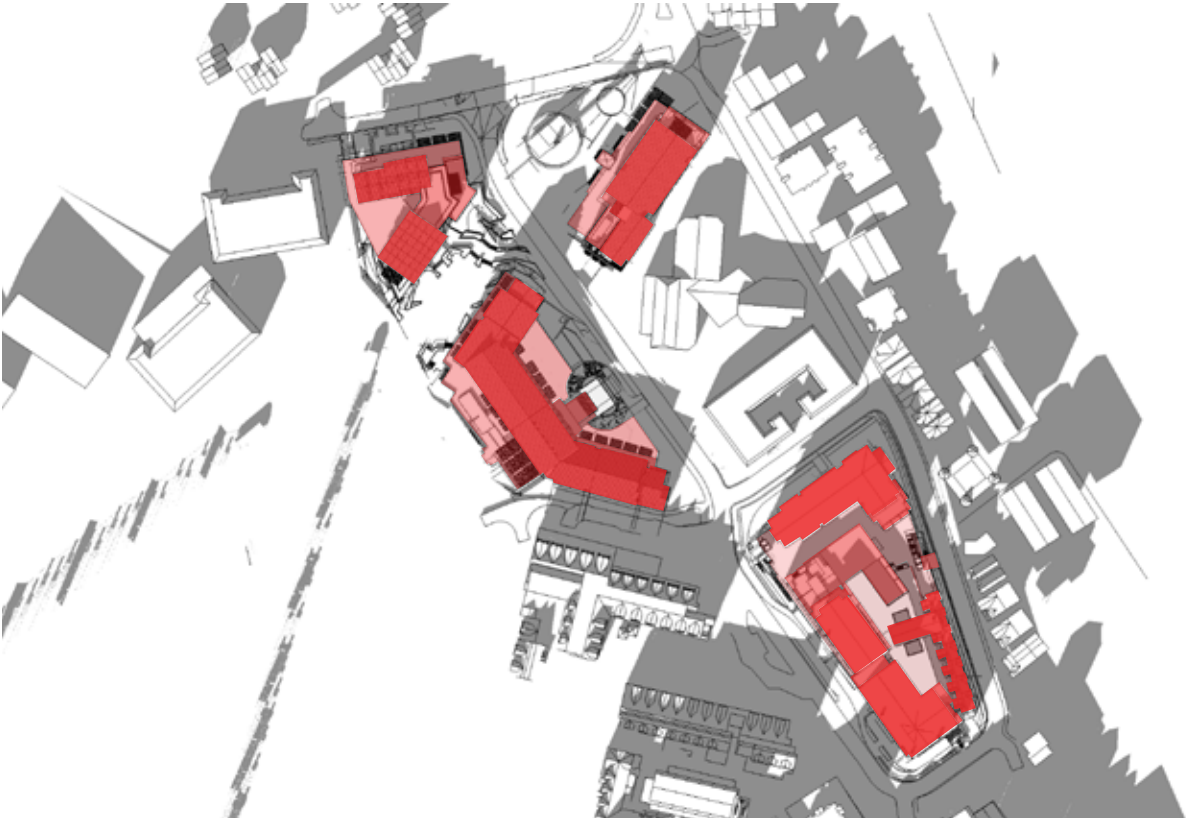
2.16 - SOLAR STUDIES - WINTER SOLSTICE DECEMBER 21



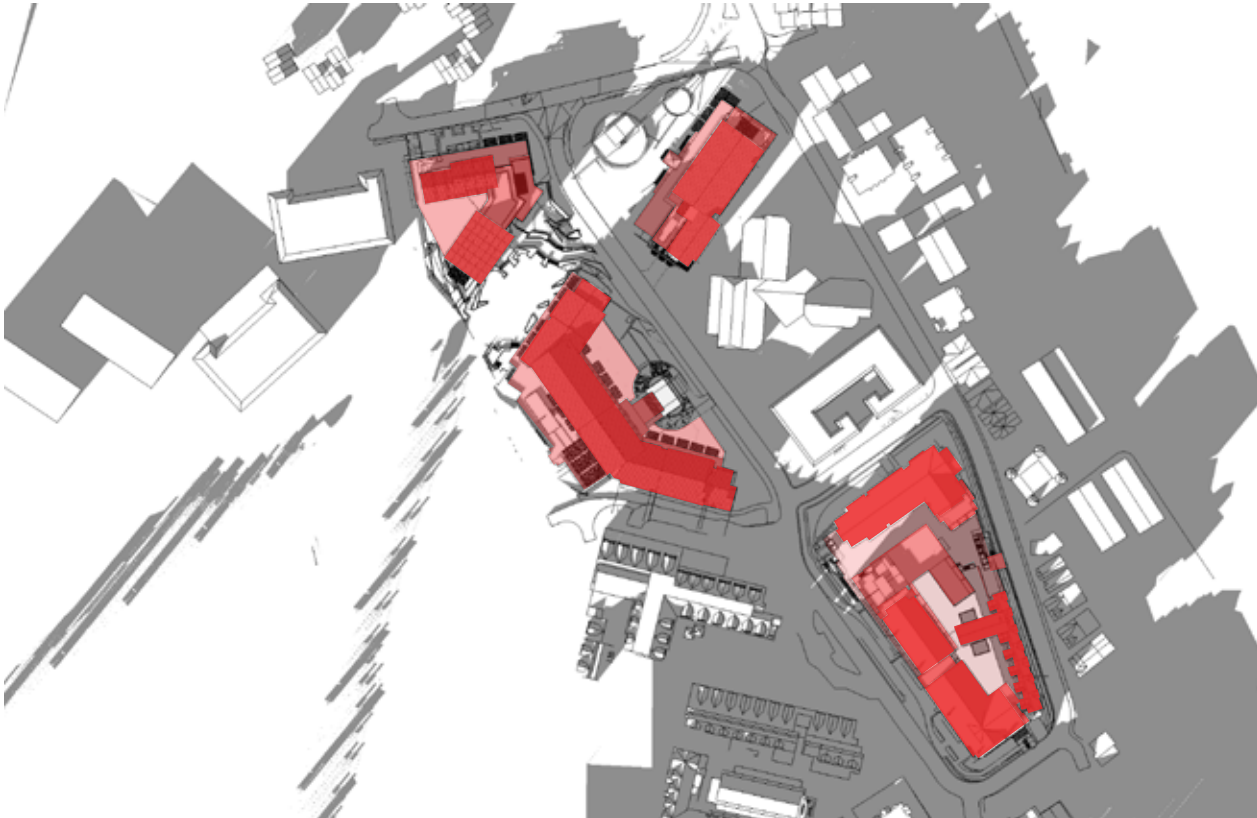
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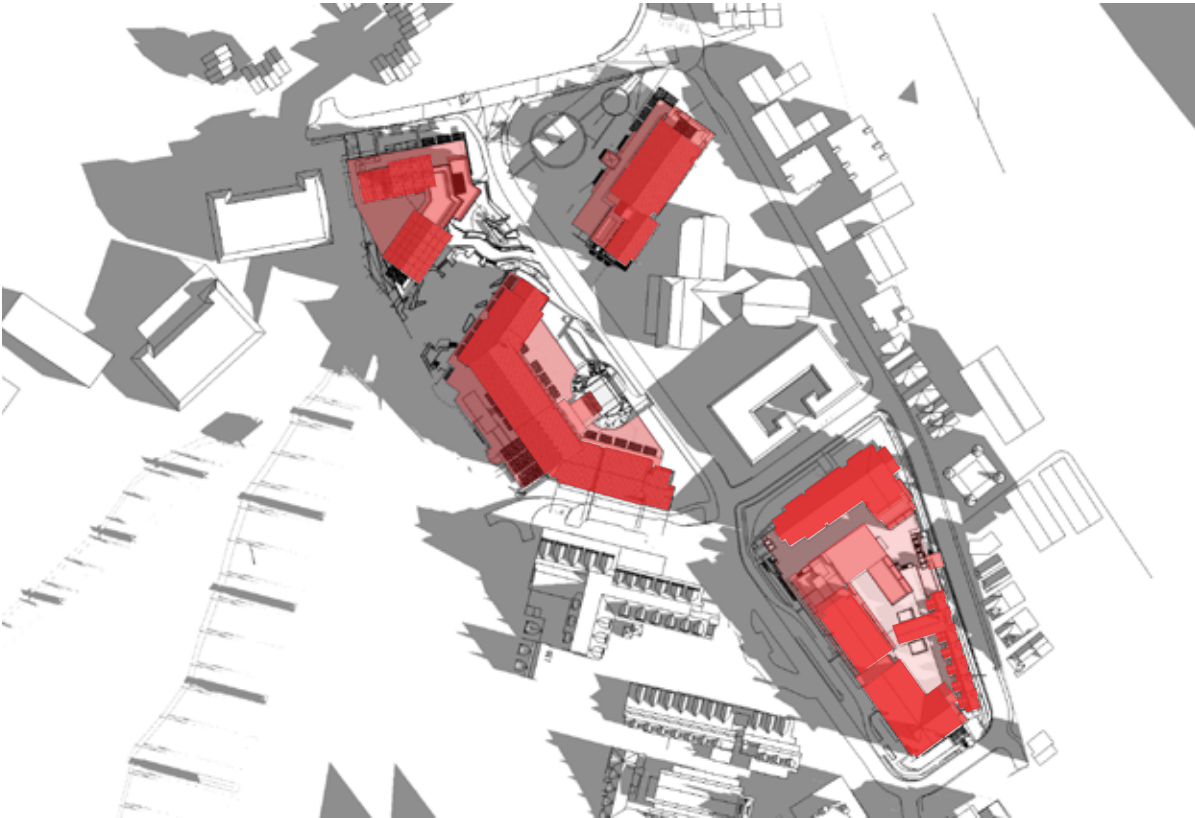


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3:10 pm

2.17 - SOLAR STUDIES - SPRING EQUINOX - MARCH 23



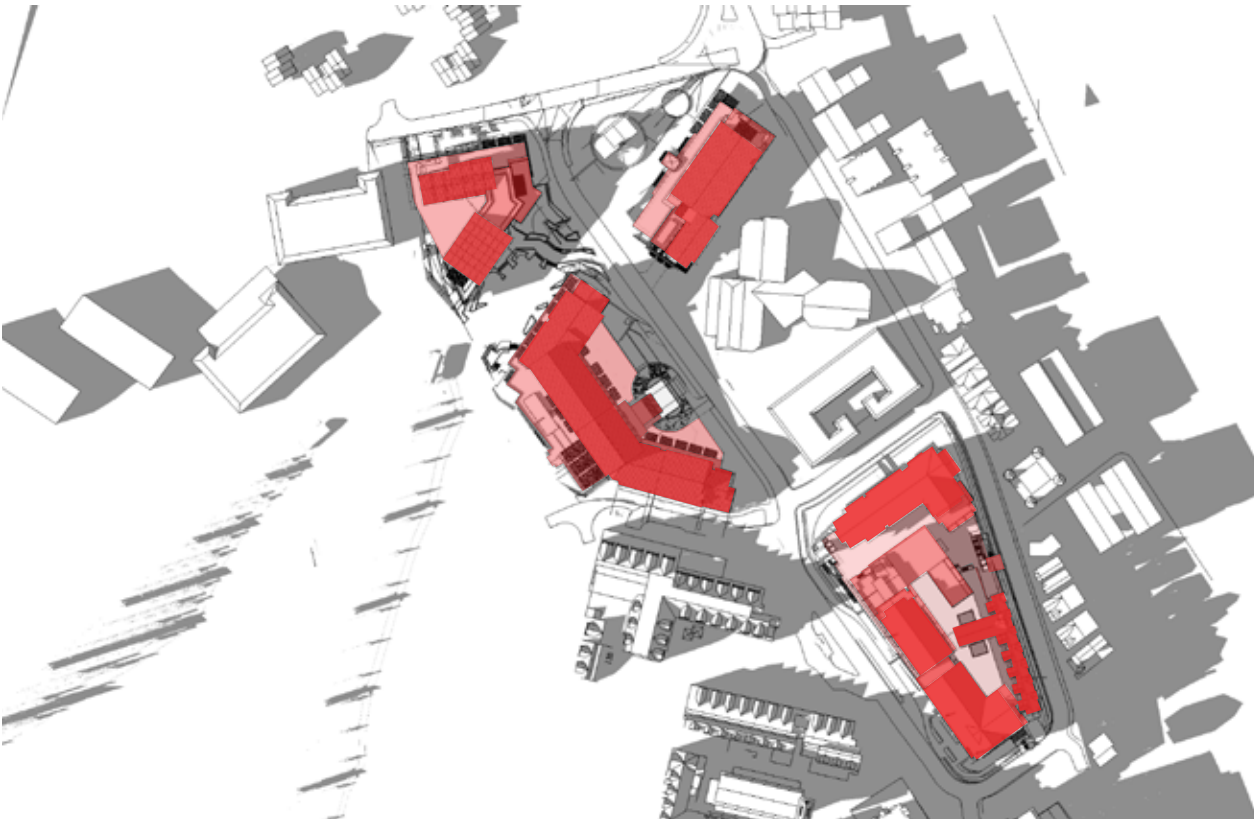
8:00 am



10:00 am



2:00 pm



4:45 pm

3.0 - LANDSCAPING AND BUFFERING FROM ADJACENT PROPERTIES AND USES



PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN

0 80 160 FT

LS.01 05/12/2021 22328.001



3.1 - LANDSCAPING AND BUFFERING - PARCEL B



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

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



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3.2 - LANDSCAPING AND BUFFERING - PARCEL C



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN - PARCEL C
0 40 80 FT
LS.03 05/12/2021 22328.001



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3.3 - LANDSCAPING AND BUFFERING - PARCEL D + E



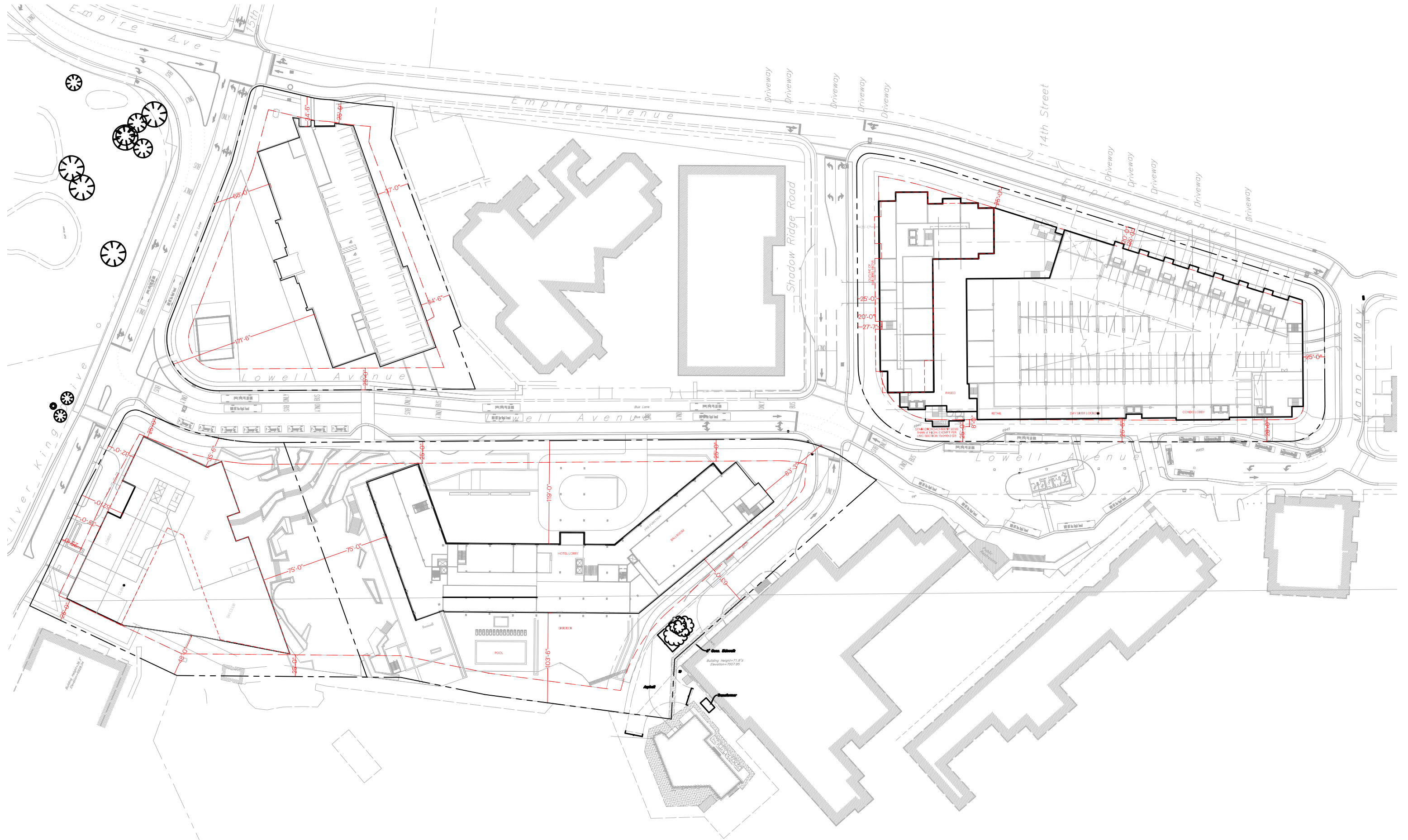
PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN - PARCEL D+E
0 40 80 FT
LS.04 05/12/2021 22328.001



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4.0 - SETBACKS



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

OPEN SPACE

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

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

TYPE OF OPEN SPACE

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

5.1 - OPEN SPACE - SITE PLAN



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN

0 80 160 FT

LS.01 05/12/2021 22328.001

5.2 - OPEN SPACE- PARCEL B



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

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

5.3 - OPEN SPACE- PARCEL C



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN - PARCEL C
0 40 80 FT
LS.03 05/12/2021 22328.001

5.4 - OPEN SPACE- PARCEL D + E



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN - PARCEL D+E
0 40 80 FT
LS.04 05/12/2021 22328.001



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5.5 - OPEN SPACE - PARCEL B



14TH STREET & EMPIRE AVENUE PERSPECTIVE

5.6 - OPEN SPACE - PARCEL B



LOWELL AVENUE PERSPECTIVE

5.7 - OPEN SPACE - PARCEL C



LOWELL AVENUE PERSPECTIVE

5.8 - OPEN SPACE - PARCEL D



SILVER KING PERSPECTIVE

5.9 - OPEN SPACE CALCULATIONS

The 2021 Concept Master Plan preserves the Open Space required to be preserved pursuant to the General Plan, the Development Agreement and the PCMR Concept Master Plan and with respect to which the density limitations and volume and height restrictions for the RL remaining parcels were established pursuant to the Development Agreement and the PCMR Concept Master Plan.

The Open Space preserved pursuant to the 2021 Concept Master Plan meets the minimum requirements set forth in Section 15-6-5(D) of the Land Management Code, providing 75.3% percent Open Space in a mix and of a type appropriate for the Resort Core.

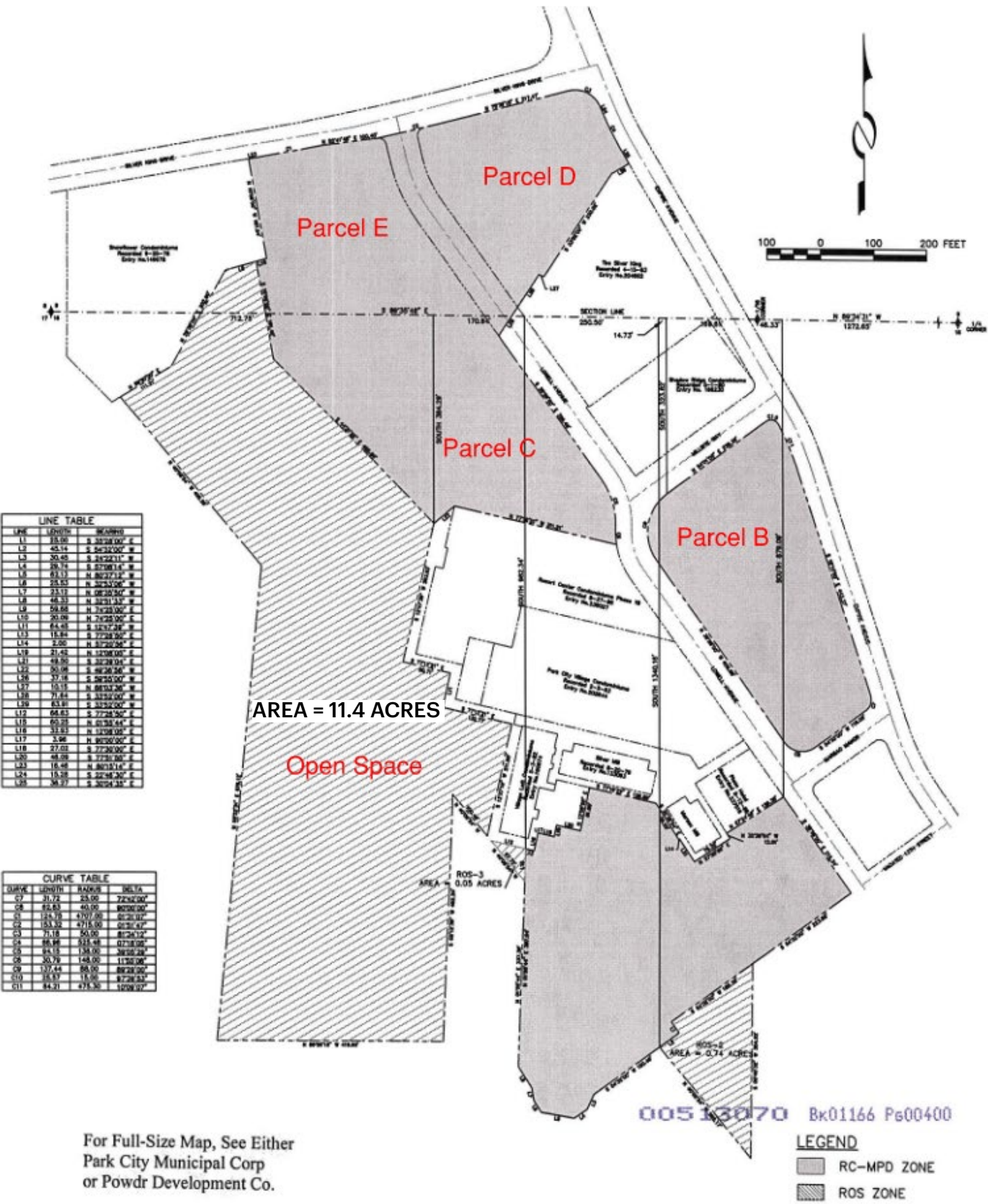
The Open Space shown on the 2021 Concept Master Plan is of a type and mix appropriate to the Resort Core and is hereby designated as the preferred type and mix of Open Space for the RC Remaining Parcels.

LINE TABLE

LINE	LENGTH	BEARING
L1	18.00	S 33°28'00" E
L2	45.14	S 54°32'00" W
L3	20.45	S 84°22'11" W
L4	29.74	S 25°08'11" E
L5	63.13	N 86°27'14" W
L6	23.53	N 36°53'06" E
L7	23.53	N 08°20'50" E
L8	46.33	N 32°11'32" E
L9	58.88	N 32°28'00" E
L10	26.08	N 75°28'00" E
L11	42.45	S 12°12'38" E
L12	15.84	S 77°28'00" E
L13	2.00	N 32°28'00" E
L14	21.45	N 12°08'00" E
L15	48.20	S 32°28'04" E
L16	50.08	S 48°36'36" W
L17	17.16	S 56°24'00" W
L18	10.11	N 08°12'30" E
L19	71.84	S 32°28'00" W
L20	63.91	S 32°28'00" E
L21	60.25	N 01°33'44" E
L22	33.83	N 12°08'00" E
L23	3.98	S 77°28'00" E
L24	27.03	N 80°20'00" E
L25	48.08	S 77°28'00" E
L26	16.48	N 80°12'14" E
L27	30.27	S 30°24'32" E

CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA
C1	21.72	25.00	72°42'00"
C2	14.43	40.00	80°00'00"
C3	124.19	4707.36	01°20'10"
C4	53.32	4715.00	01°20'47"
C5	71.18	50.00	81°24'12"
C6	46.18	55.00	07°18'00"
C7	84.15	138.00	28°55'24"
C8	20.79	148.00	11°26'00"
C9	107.53	58.00	88°28'00"
C10	10.53	58.00	87°28'52"
C11	84.21	475.30	10°28'32"



5.10 - OPEN SPACE CALCULATIONS

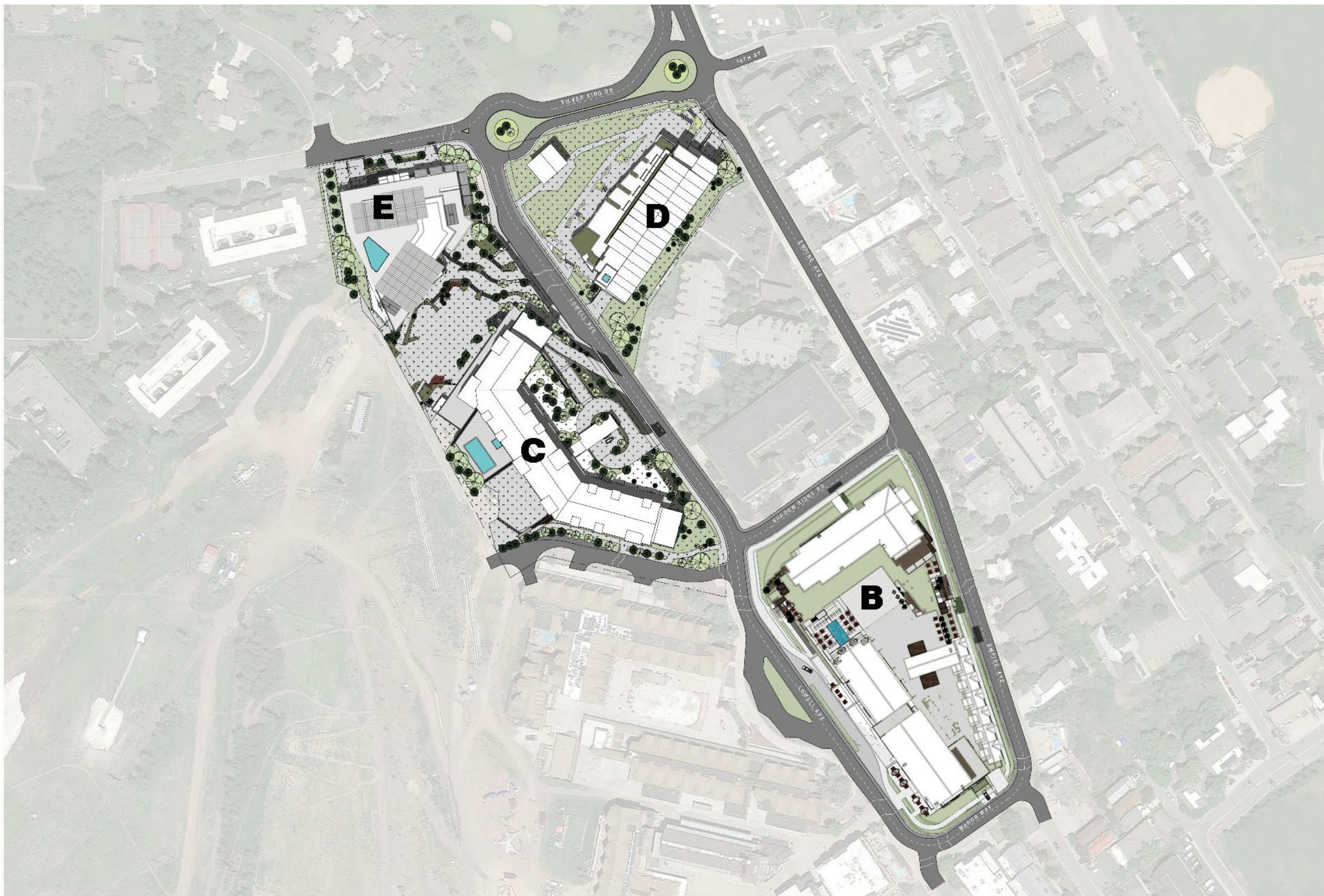


EXHIBIT A PARCEL	
OPEN SPACE	496,584 SF
PARCEL A	
BUILT AREA	148,975 SF
OPEN SPACE	-
PARCEL B	
BUILT AREA	103,300 SF
OPEN SPACE	49,600 SF
PARCEL C	
BUILT AREA	59,209 SF
OPEN SPACE	61,338SF
PARCEL D	
BUILT AREA	34,972 SF
OPEN SPACE	52,146 SF
PARCEL E	
BUILT AREA	36,400 SF
OPEN SPACE	55,980 SF
TOTAL MPD	
TOTAL BUILT AREA	382,856 SF
TOTAL OPEN SPACE	715,648 SF
TOTAL AREA	1,098,504 SF
OPEN SPACE	65.15%

6.0 - ROOF TRANSITIONS - PARCEL B



PARCEL B MANOR WAY & EMPIRE AVENUE PERSPECTIVE

6.1 - ROOF TRANSITIONS- PARCEL B



EMPIRE AVENUE ELEVATION

6.2 - ROOF TRANSITIONS - PARCEL C



LOWELL AVENUE PERSPECTIVE

6.3 - ROOF TRANSITIONS - PARCEL D



6.4 - ROOF TRANSITIONS - PARCEL D



6.5 - ROOF TRANSITIONS - PARCEL E



BUILDING HEIGHT JUSTIFICATION

The Recreation Commercial Zone imposes a thirty-five foot (35') Building Height limitation.

Section 15-6-5(F) of the Land Management Code permits the Planning Commission to increase the Building Height limitation upon a Site specific analysis, provided the Planning Commission finds the increased Building Height limitation satisfies the requirements of Section 15-6-5(F) of the Land Management Code.

Based upon the Site specific analysis approved in connection with the PCMR Concept Master Plan and a separate site specific analysis conducted in connection with the Planning Commission's review of the 2021 Concept Master Plan, the Building Heights proposed in the 2021 Concept Master Plan satisfy the requirements of Section 15-6-5(F) of the Land Management Code because, specifically:

- a. The proposed Building Heights in the 2021 Concept Master Plan do not result in increased square footage or Building volume above the Density allowed in the Recreational Commercial zone as determined pursuant to the Site Suitability Analysis and evaluation of the PCMR Concept Master Plan and the 2021 Concept Master Plan pursuant to the Master Planned Development process.
- b. The increase in Building Height results in increased square footage or Building volume by reason of the clustering of density and Open Space preserved pursuant to the Development Agreement and the PCMR Concept Master Plan and the 2021 Concept Master Plan proposes height limits consistent with the height limits approved pursuant to the Development Agreement and the PCMR Concept Master Plan;
- c. The buildings have been positioned to minimize visual impacts on adjacent Structures;
- d. 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 performed in connection with the review of the 2021 Concept Master Plan;
- e. There is adequate Landscaping and buffering from adjacent Properties and Uses;
- f. Increased Setbacks and separations are proposed on the majority of the RC Remaining Parcels, and the buildings step-back in height in areas that are adjacent to single-family residential uses;
- g. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
- h. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5 of the Land Management Code.



PARCEL D DESIGN UPDATE







~90' TO NEAREST ABUTTER

~50' TO NEAREST ABUTTER

~70' TO NEAREST ABUTTER

~80' TO NEAREST ABUTTER

~40' TO NEAREST ABUTTER

~100' TO NEAREST ABUTTER

~65' TO NEAREST ABUTTER

~110' TO NEAREST ABUTTER

~105' TO NEAREST ABUTTER



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.”

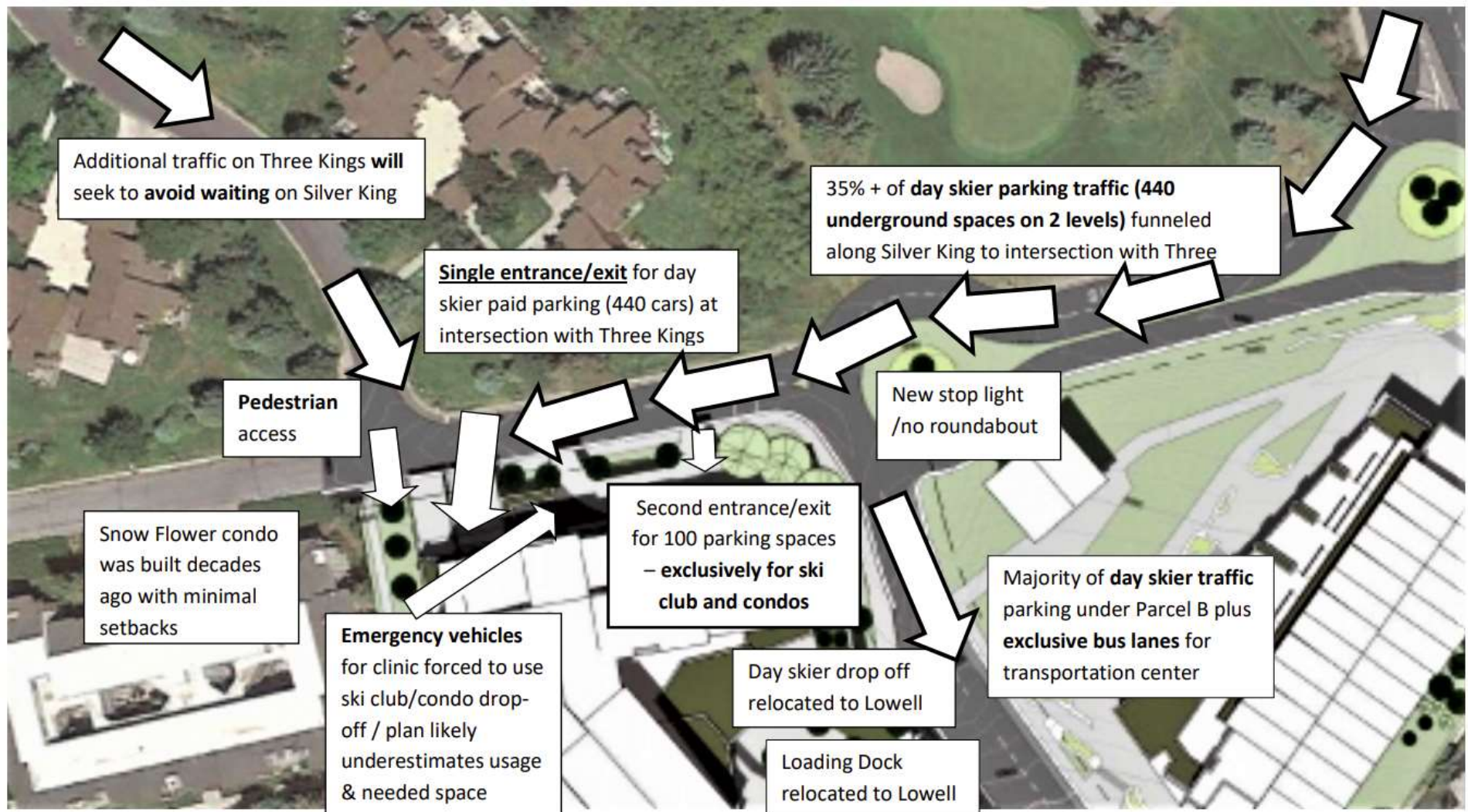
Robert Schmidt PEG: “Yeah, we hear the concerns ... hope we will have at least a proposal, and if we need to make other alterations, we certainly can explore how we get vehicles in and out of this parking structure. We’ve had conversations about do we take them off of Lowell Avenue, do we treat the access 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.



Too Much Happening at the Intersection of Three Kings Drive and Silver King?

May 11, 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—Parking

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 response to the May 7, 2021 Planning Staff Report issued by the City in advance of the May 12, 2021 Planning Commission meeting.

Premature to Consider Parking Capacity Before Circulation and Transit

The Planning Commission cannot effectively analyze parking needs or the developer's requested reductions without having a solid transportation/transit plan in place. That is far from being the case. The developer has yet to address the numerous concerns raised by AECOM and Planning Staff with respect to its latest plans. Attempting to carve-out parking requirements from the overall transportation and transit plans is ill-advised and will not result in an accurate analysis or workable project.

The Developer Has Failed to Meet the LMC Requirements for Parking Space Reductions

Planning Staff correctly notes in its report that the developer's requested parking space reductions can only be granted in accordance with LMC § 15-6-5(E) by providing a parking analysis "at the time of the Master Planned Development submittal" that meets the "minimum" enumerated requirements. Although the developer has provided a PMP and TDM, the AECOM report repeatedly expresses concerns that both are too high-level to provide meaningful detail or support for the stated assumptions.

In response, the developer asks the Planning Commission to ignore the mandatory language of § 15-6-5(E) and instead allow it to delay providing the necessary reports until it seeks a Certificate of Occupancy. The Planning Commission does not have the legal discretion to allow that. The developer must provide legally compliant plans that enable staff and commissioners to fully analyze the requisite factors under the LMC before the Planning Commission can approve any parking reductions under the LMC.

Furthermore, although Planning Staff correctly listed the report criteria that must be satisfied before a reduction can be granted, they fail to specifically analyze any of the criteria in their report. They are as follows:

a) The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

Although the developer has stated the number of vehicles it believes would be required based on occupancy and use, it has not provided sufficient data to back-up those assumptions, as AECOM repeatedly notes in its report, and many of the assumptions it makes are incorrect:

For example:

- AECOM stated in its report that the “proposed TDM lacks detail with respect to achieving the necessary 20% vehicle reduction and modified modal-split goals needed to reduce congestion at the base area.” The data provided to-date simply does not support the developer’s claims that it can achieve the minimum 20% reduction based on what it has proposed. It has simply provided feel-good numbers designed to get the project pushed through without serious scrutiny. If the claimed 20% vehicle reduction is unfounded, then the parking demand numbers floated by the developer will be artificially low as well.
- The developer claims it will achieve an increase in day skier AVO from a current assumed rate of 2.3 to 2.7, and then to 3.1 based on a “modal shift.” But it provides no factual support for these pie-in-the-sky numbers. The sole basis for the marked shift is implementing paid parking for day skiers, without any factual basis to determine what the actual AVO increase might be and what it would take to achieve it.
- The developer also claims it will reduce traffic by increasing shuttles by 10% with no concrete data showing that it can do so or that doing so will increase ridership. The shuttles are currently underutilized, so merely increasing the number of shuttles will do little to increase ridership.
- The developer wrongly assumes that the Town Lift will be upgraded to a high-occupancy lift and bases its claimed parking capacity surplus on that assumption. Even if you disregard just that one false assumption, and accept all the rest as true, the claimed parking capacity goes from a surplus of 126 spaces to a deficit of 70 spaces. Furthermore, if the developer is not able to support a claimed AVO to 2.7, and there is no analysis to support how the developer might achieve this as noted above, the deficit could be as large as 203 to 358 spaces.

b) A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.

The developer relies on comparisons between the Canyons Resort and PCMR to support its assumptions, but that is comparing apples to oranges. The two sites have virtually nothing in common except that they are both ski resorts. The Canyons Resort is not located in a community, like PCMR, and certainly not in a historic old-town

neighborhood with narrow residential streets and many small businesses. The Canyons is a destination resort with little non-skier visitation. Nobody walks to the Canyons. Most arrive by car and park in the lower lot with gondola access, or they stay on site at the Canyons resort base area. The Canyons simply does not have the same type of vehicular and pedestrian traffic or parking issues that Park City and PCMR does. Furthermore, the Canyons data on which the developer relies is based on a study involving just four days between 2017 and 2019 and consequently does not provide enough data to back up the broad assumptions.

c) Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.

The same flaws with the developer's reliance on inadequate data and false assumptions, including non-comparable data from the Canyons and fictional upgrades to the Town Lift, apply here as well.

d) An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

Abstract commitments or staff recommendations to explore shared-parking arrangements are not enough to satisfy this criteria. The developer must detail what shared-parking options are available and how they could be implemented. Only then can the Planning Commission determine whether they will work and what conditions for shared parking it can impose that will suffice. Even assuming that the claimed 90% parking occupancy rate is accurate, Planning Staff acknowledges that it is only workable "if ... shared parking agreements are in place between all uses including day skier parking." Such agreements must therefore be a condition of approval for any parking space reductions at the MPD phase.

e) A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

The staff report states that "[t]he TCM Plan provides limited information on how day skiers will be incentivized to carpool or take transit." In fact, there is no concrete plan upon which this factor could possibly be evaluated at the MPD stage, as required. And it cannot be delayed to the CUP phase, as staff suggests.

Furthermore, this issue is inextricably tied to the ultimate transportation, circulation, and transit plans, which are still in the early stages. Many concerns with the plans to-date have been raised by staff, commissioners, and AECOM, which the developer has not resolved. Until there is a reasonable plan in place that can be demonstrated to successfully reduce motorized vehicle use in favor of transit, the Planning Commission cannot know how many parking spaces will be needed for the project. Simply assuming that paid parking will take care of everything and result in the claimed reductions without any proof of that does not meet the requirements of the LMC.

Additionally, the summertime parking plans for cyclists are not workable. The only parking that will accommodate vehicles with bikes racks on top or with bike trailers behind is on Parcel E. But to use that parking lot, bikers will first need to pass by the entrance to the

parking garage to the bike drop-off area. There, they will need to park their vehicles long enough to unload their bikes and lock them up at a bike rack. Then they will need to get back into their vehicles and drive through the entire resort to circle back to the parking garage entrance of Parcel E. Then they will need go get their bikes, carry them up the stairs and walk a considerable distance up a steep grade to get to the trail. Then they will need to do the same thing in reverse when they leave. The plans are simply not feasible for summer bike use.

f) Provisions for overflow Parking during peak periods.

No provisions have been made for overflow parking during peak periods. At most, the developer and staff have floated ideas of things to “consider” or “explore” without any concrete plans, commitments, or requirements. And many of these proposals are merely illusory. For example:

- Planning Staff recommend that the City preserve the ability to restrict ticket sales at PMR if there is inadequate parking in the future. But PCMR is not the applicant here, and the City must ensure that any such conditions it imposes in the MPD approval will somehow be binding on and enforceable against PCMR once the developer steps out. Regardless, the same restriction was included in the development agreement with Powdr Corp. and has never once been enforced by the City despite parking capacity issues and related problems during the winter. It is not reasonable to think that the City will be willing to suddenly take this drastic measure with this new project, despite what the MPD approval says.
- Similarly, the staff report references shared parking and parking mitigation efforts and expenses between PCMR and the City, including PCMR-supplemented bus service, and recommends that these be considered by the Planning Commission. Again, the City must be certain that any imposed conditions will be binding and enforceable against PCMR, given that it is not the applicant or developer. The same is true of any off-site parking and shuttling for PCMR employees. And the requirements must be concrete and not simply a commitment to “consider” or “explore”.
- Planning Staff also suggests that the developer “consider expanding the parking facility at Richardson Flats.” Again, unless this is a condition of approval and not merely a recommendation, it will be unenforceable. Regardless, it is unclear what impact the City’s claim to a conservation easement over the Richardson Flats property would have in that regard.
- Planning Staff also recommends as a condition of approval that “actual parking and traffic be reviewed with the City on an annual basis to ensure benchmark goals are met over time.” This would only help if those benchmarks are included now as a condition of approval and only if there is a mechanism in any MPD approval for requiring and enforcing corrective action against the developer if they are not. As noted above, the City cannot impose requirements against PCMR or any other third party in an MPD approval to which it is not a party.

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

It does not appear that the Planning Staff has considered this factor in its report. To the extent Planning Staff relies on existing parking restrictions in residential areas to mitigate the impact of reduced parking spaces, the reality is that the City has been unable to meaningfully enforce the frequent violations of existing residential parking restrictions due to lack of manpower and resources. Merely posting more signs will do nothing.

Given that the developer will get an unexpected windfall from the very steep parking fees it will have to charge to even put a dent in day-skier parking demand, the Planning Commission should require the developer to remit those fees to the City as one of the mitigation measures to go towards enforcement and/or to fund remote offsite parking facilities and shuttle services. Of course, without any idea of what the parking fees will be, it is impossible to know whether they will work, how much revenue they will generate, or whether that amount will be sufficient to pay for the needed off-site measures to make up for the reduced parking capacity.

Conclusion

In short, the Planning Commission must require a legally sufficient report with reliable back-up data at the MPD phase to justify a parking space reduction, as the LMC provides. It cannot punt the issue down the road—either to the CUP phase or to some future date when it turns out that parking is inadequate. Once the project is fully constructed, the options for mitigating lack of parking capacity become slim indeed. The developer is banking on the fact that once built, the City can and will do nothing and that may well be true. These issues must be resolved now.

Thank you for your consideration of RRAD's concerns.

Sincerely,



Nicole M. Deforge

Encl.

cc: client; alexandra.ananth@parkcity.org

From: [J Moira Howard](#)
To: [Alexandra Ananth](#)
Cc: [John Phillips](#); [Laura Suesser](#); christin.vandyne@parkcity.org; [Douglas Thimm](#); [John Kenworthy](#); [Sarah Hall](#)
Subject: PEG Proposed Development
Date: Thursday, April 22, 2021 8:25:37 PM

Please add to public comments.

Re 4/21/21 Zoom meeting:

*Re delivery dock in Building D:-

Apart from delivery convenience, is it wise to have a dock so close to a very busy intersection? On the drawings, it appears dock is long and narrow. Does it have turning space or will trucks have to reverse out? Could provision be made for a 'drive through' with trucks exiting on to Lowell or does grade prohibit?

*Can the corner of Empire/Silver King be kept attractive and welcoming in winter or will we end up with the usual dirty snow berm?

*Where is all the space coming from for the required setbacks, sidewalks, landscaping and buffering? Does it realistically leave space for roads!

*Instead of asking for setback exceptions, PEG should be reducing their footprint *and* skyprint.

*I think setbacks at ground level are more important than what's 30ft above.

*PEG requests a setback exception at the corner of Lowell. As this is right on Lowell Ave., one of the main roads, it surely cannot be considered internal even tho' Lowell runs up the middle of the development.

*The Peak Building Height Comparison table shows the differential for Building C incorrectly. It should be 17ft not 13ft.

*Like others, I would like to see ***scale eye level views which include all neighbouring buildings*** instead of misleading, unrepresentative higher/aerial impressions. At present, many of PEG's illustrations show non-existent swaths of green which make things look more attractive and open. I believe current Resort Centre will be rendered invisible from ground level if PEG is permitted to build to their desired heights.

*At the end of the meeting, Mr Schmidt told us where clinic entrance and ambulance access are planned. Still no mention of a helipad!

Thank you all for your time, effort and consideration.

Moira Howard

April 20, 2021

Dear Planning Commission –

I am writing to express my utmost opposition to the proposed PEG development as it is now presented to the Commission for exceptions and changes. It is irresponsible and lacks consideration for existing property owners, businesses and the town.

Building heights – up to 83 feet where approved height is 35 feet? This is abnormal, will affect the beauty and feel of old town forever. There are many homeowners that this will greatly affect visually whereas properties had previously been purchased with the knowledge it was just a 35 foot potential.

Setback – there already is not enough space on Lowell and Empire, 14th, etc. It also will give a look of being too crowded in a Mountain town where we are so preservative of our space.

Traffic – mitigation is already a huge issue in and around Park City. The area has become a driving destination more so with Covid and may certainly continue in the future. The cost of an EPIC pass has been reduced 20% which will also increase skier visits and traffic. How will this new traffic be accommodated with the existing problems? The density is already too great to add to the existing traffic.

Parking – More public parking space needed. Is parking taking into account employees of the new developments that will also be driving? There is not enough parking currently for skiers and others working at or visiting the resort. And there will be increased need.

Tax revenue should not be taken into consideration assisting in funding The Arts & Culture District. They are unrelated projects and using this as an excuse to fund a development that lacked financial planning is irresponsible.

I participated in the Leadership 101 webinar last Friday. Matt Dias (cc'd) produced a slide in his portion that included a quadrant of *PROTECT MITIGATE REINVENT REDEVELOP*. It seems to me that the reinvent and redevelop is significantly in charge and no thought given to the protection of the old town atmosphere and charm, not protecting the nearby property owners, not protecting those who need to get to the resort to work, the skiers, the summer enthusiasts, the existing business owners, or anyone who the proposed monstrosity will have sight of. Mitigate? My comments on that have been expressed – and again it doesn't appear that it is being responsibly taken into consideration.

The Park City Municipal website Executive page has a side banner which includes: *Integrity, Respect, Engagement, Accountability, Communication, Humour*. Additionally verbiage of - "We have the courage to consistently do what is right, honest and ethical". "We value every person at PCMC and citizen of Park City and understand their contribution is critical to our success". "We take pride in being accountable...". Please assure that these values will be upheld. I imagine you are familiar with Teri Orr's article of last week's Park Record – I echo her sentiments.

In conclusion, I am not opposed to all development and feel that something should be done with the parking lot parcels. However, what I am opposed to is irresponsible development that will affect so many residents, property owners, businesses, visitors and will also change the look and feel of old town forever.

Sincerely,

Bobbi Whitehead/Silver King Condos

Subject: Park City Mountain Base Development

Dear Planning Commissioners:

My name is Arnie Rusten; my wife and I reside at 1058 Lowell Avenue. We have followed the hearings regarding the development of the PCMR Base. It our understanding that the applicant is seeking approval for this project soon. If so, we strongly urge that this application, as presently presented, be denied

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

Planning for a project such as this should be focused around movement of people, cars, buses, trucks and emergency vehicles. That means you must start with pedestrian access, road improvements and additions, staging areas, bus routing and bus stops. After workable solutions to these issues have been developed you fit the buildings to the new site. This project however, has instead focused on cramming buildings onto the three lots to the maximum footprints and size possible, including counting on approval for significant height variance and reduction in setback requirements. This has led to totally unworkable and unsafe solutions to pedestrian safety and traffic circulation.

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

RRAD has presented very valid points regarding violations to the 1998 Development Agreements and non-adherence to the Land Management Code. These points are well known and should be addressed properly. During the application process, we feel that RRAD's issues have not been heard, and if considered, can only lead to one conclusion and that is to deny this application.

We ask the Planning Commissioners to not be swayed by the appearance that the Developer has made a lot of concessions from the initially proposed plan. This is a common developer tactic; you start with something very big and elaborate, and when reductions are proposed, the approval agency is given the impression of having "gotten" something. This is false, as nothing on the three sites have been built. It should be planned properly and adhere to the development agreement of 1998 and the requirements of the current land management code.

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

Sincerely,

Arnfinn and Jane Rusten

1058 Lowell Avenue

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Sincerely,

Arnfinn and Jane Rusten

1058 Lowell Avenue

Commissioners,

We are writing to voice our serious concerns over the proposed Developer Plans for Park City's Base Mountain parking lots.

Our perspective is as full time residents of Old Town. We take the bus, our bikes, or walk everywhere we can including PCMR or Deer Valley.

We are not experts on architectural design, traffic flow, density concerns, height restrictions, or the number of parking spaces needed to serve the PCMR community. We are skiers, hikers, and riders who use the Mountain often, and who love our Community.

Even a casual reading of the information in the public domain suggests that the developers do not share the love and goodwill we feel for our Community, and the satisfaction and happiness that PCMR brings to Parkites and visitors. It seems that they have a desire to build a monstrosity that doesn't fit with our community, and that will tie up traffic in knots. Once they are finished, it is the Community that will be dealing with the fallout and ugliness left in its wake.

Our major concern is traffic; ensuring that buses, dropoffs, and pedestrians can flow effortlessly and safely. The new design does not seem to address this adequately.

Our next concern is density; the unbroken facades, the heights of the buildings and the sheer size and breadth. It seems like the buildings will overwhelm our Old Town neighborhood, which the historical society strives so hard to maintain.

We encourage the Commissioners to take a hard line with the developers and make sure it is the Community and visitors that will embrace the finished product. No development is better than bad development.

Thanks you for your time.

Randi Spinowitz
7481 Fiddlers Hollow
Park City, Utah

A handwritten signature in cursive script, reading "Randi Spinowitz". The signature is written in dark ink and is positioned to the right of the typed name.

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Thanks you for your time.



Al Kabus
3108 East Wapiti Canyon Road
Park City, Utah 84098

From: jimlauk@aol.com
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
Date: Wednesday, May 12, 2021 3:04:11 PM
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.

From: [Nancy Lazenby](#)
To: [Alexandra Ananth](#); [John Kenworthy](#); [John Phillips](#); [Sarah Hall](#); [Laura Suesser](#); christin.vandyne@parkcity.org; [Douglas Thimm](#)
Cc: [Gretchen Milliken](#)
Subject: April 21st Planning Commission Meeting
Date: Friday, April 16, 2021 7:07:50 PM

Dear Commissioner and Staff:

I am writing today to share my thoughts and concerns about the proposed Architectural Designs from PEG for the PCMR parking Lot Development scheduled to be considered at the April 21st Planning Commissioner's Meeting.

My hope is that the Planning Commission will prioritize the community and its residents by honoring the City's established height restrictions and building code by limiting the building heights of the proposed project to 35 feet, or at the very most, limiting them to 55 feet which is in line with the tallest buildings currently in the proposed area.

You are all very familiar with PCMR, so for a moment I ask you to picture yourself as you are leaving the resort after a great day of skiing or mountain biking. You are walking toward the parking lot after coming down the hill at Payday/Crescent lifts. To your right you pass the Legacy Lodge, as you continue walking thru the courtyard you pass the Corner Store on your right, then Baja Cantina on your left. As you approach the parking lot, The Lowell Condominiums are on your right and The Lodges and their driveway are on your left.

If the proposed design is built, you won't notice the Lodges or Lowell Condominiums anymore because a massive new residential and parking structure will stand directly in front of you on Lowell Avenue on Parcel B. At 87 feet tall, it will tower over the entire area, dwarfing the Lowell Condominiums by more than 25 feet. The Lodges will get plenty of shade, as the colossal building is more than 35 feet higher, the building will be 3-4 stories higher than the Lodges condominiums. Imagine that.

Today, as you are standing in this exact same spot, facing east, you have a picturesque view of Old Town, with the PC Hill and the Aerie Hill in the background. This proposed plan completely obliterates that view.

Currently, the only building in this area that exceeds 55 feet is the Marriot Mountainside Condominiums. The tallest portion of that building is pushed all the way up in the resort by the Payday Lift and is tucked in next to the mountain making it very unobtrusive. This makes for a very different look than the proposal of dropping the new 85-foot buildings in the middle of the parking lots. The Marriott Mountainside steps down as it comes closer to the existing residences and is actually only 4.5 stories when it reached Lowell Avenue.

Now, moving around Parcel B, picture yourself standing on the Manor Way and Empire corner. From this perspective, which is slightly downhill from your previous viewpoint, the height of the project will seem even more shocking. From your vantage point at this lower elevation, the proposed condominium on Lowell will appear to be at least 100 feet tall and will cast a long shadow over the existing residential community.

Moving to the corner of Shadow Ridge and Empire Avenue, the proposed 75-foot building will stand 20 feet higher than the Shadow Ridge Condos and will be 40-50 feet higher than all the surrounding homes! The proposed project will literally rob and wall off the entire Old Town neighborhood, from Empire Avenue to Park Avenue and all the streets in between, of any view of the mountain.

This same story continues with every building in this proposed plan. On Silver King Avenue, the building on Parcel E is 84 feet high and all but consumes the Three Kings Condos and the Snowflower Condominiums that were built within the city's building ordinance of 25 to 35 feet tall.

To add insult to injury, the Parcel D building will tower over the Silver King Condos and over the homes on Empire by 25 to 45 feet.

The hotel proposed on Parcel C is an enormous 103 feet tall and will completely block this view of the mountain for everyone who lives or visits Park City. With the exception of two narrow "view corridors" between these giant buildings, we will forever lose this view of our mountain.

I realize this is a difficult decision that has been put on your shoulders and I know you are all feeling the weight of it.

Visitors and tourists come to Park City for its romantic, Minor's town ambiance. The beautifully preserved, historic two and three-story commercial buildings on Main Street and the small minor's homes that give Old Town Park City its authentic charm. The essence of the Old West as it was in the late 1800's literally lingers in the air and leaves a lasting impression on the area's visitors and residents alike. You are now being asked to risk destroying this historic treasure by allowing a development that not only does not fit the environment – but egregiously out-scales the entire town.

The developer likes to compare this proposed development to the Canyon Ski Resort area, but that's comparing apples to oranges. The Canyons was not built within an existing residential neighborhood. The Canyons was built as a standalone resort with no existing homes around it. This is quite different than what is now being proposed at PCMR and within Park City's Old Town existing homes and environment.

If these high-rise buildings are approved, we risk the loss of our Town's character and we put our tourism revenue in jeopardy. Once the perception of the town has changed, it will be impossible to recover that feeling. With little left to differentiate this mountain from other mountains, we expose ourselves to becoming just another generic ski destination.

As a member of RRAD (Responsible Resort Area Development), this Coalition continues to strive to be the voice for the community. We are not against this development but want it to be done in a successful and responsible way for all Park City citizens and visitors.

With that in mind, I solemnly, sincerely, and with great concern, request that if you choose to approve this plan you limit the building heights to no more than 5 stories or 55 feet. This is reasonable and will be in keeping with the existing, surrounding buildings without "walling off" the town and everyone from the mountain.

At five-stories, the developer may need to find other solutions for parking, like putting it all underground, and/or moving the affordable housing to a different location, but by doing this it will allow the developer to reach its desired density without absolutely destroying our community and its authenticity.

Thank you for reading this letter, I appreciate your time and effort. Thank you for your consideration and for your continued support of our beloved Park City town.

Sincerely,
Nancy Lazenby
RRAD Member
Proud Old Town Local and Parkite

From: [Glidefar](mailto:glidefar.com)
To: deborah@glidefar.com
Cc: Glenise.Hickey@glidefar.com, Shirley.Austin@glidefar.com, Shirley.Cox@glidefar.com, Colleen.Baehner@glidefar.com, Deborah.Winter@glidefar.com, Elizabeth.Lindner@glidefar.com, Laura.Kuhnmeyer@glidefar.com, Debbie.Wooden@glidefar.com, Jessica.Nelson@glidefar.com, carol.hall@glidefar.com, John.Kennedy@glidefar.com, John.Phillips@glidefar.com, Mark.Pittman@glidefar.com, Laura.Sawyer@glidefar.com, Donna.Thorne@glidefar.com, Christa.VanDine@glidefar.com
Subject: Base Area OVERDEVELOPMENT BUILDING HEIGHTS
Date: Monday, April 19, 2022, 10:27:31 AM

Dear Planners:
We have read the PEG proposal for extending their building heights with total dismay.
We ask you to uphold the Park City Planning Commission's own by-laws regarding the maximum height of 35' for any new structure. It is your DUTY to UPHOLD the laws of this city. We live nearby and would have our mountain views annihilated with this over reaching development. You must consider the impact on the surrounding area.
If you approve of anything this outrageous, you will have set a precedent for all of PC to be massively overbuilt. **SAVE OUR TOWN FROM OVERDEVELOPMENT**, please.
TRAFFIC should be resolved first!! Then build accordingly. No voting until Traffic is resolved.
Best Regards,
Deborah and Patrick Hickey
Silver King Condominiums



On Mar 26, 2021, at 3:46 PM, deborah@glidefar.com <deborah@glidefar.com> wrote:

Dear Planning Commissioners:

Thank you for the recent meeting on Transportation for the Base Area Development.

I would like to invite all of you to a walkabout tomorrow morning at 9 am while the ski season is still in progress to view first hand the issues that are pending.

As a local resident facing Lowell Ave, I witness first hand the traffic issues, dangerous driving violations and jaywalking by large groups of skiers. Also, I witness the large diverse user groups who access the mountain from the lower lots. This includes after school youth skiers, early morning skin skiers, Snowed Inn Restaurant horses with trailer, helicopter and ambulance to the Medical Clinic, delivery trucks and snow day massive backups, etc.

We are pleading with you to take notice of the issues and the recognize how important your decisions are to GET THIS RIGHT for all of our community and tourists. The presentation from PEG with minimal innovation for Transportation is seriously not appropriate. Adding more density (hotel, condos, housing) with all existing traffic being pushed into parking structures, addition of 4 street lights with minimal cross walks will slow down the flow of transportation to a crawl. This density should not be allowed.

Please click on this private link below to see the collection of images I have created for YOU.

<https://www.glidefar.com/Collections/Base-Area-Traffic-High-Season-2-CvNa8p/>

I encourage you to see for yourselves this weekend as the ski season winds down. I am available to join you. RSVP.

Best Regards,
Deborah Hickey

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<DE4B8F5C-61FC-4DE3-B9C5-8AC8B6C7D8A6.jpeg>

From: [Greg Horn](#)
To: [Alexandra Ananth](#)
Subject: Comments on PCMR Parking Lot
Date: Wednesday, April 21, 2021 9:06:06 AM

Hi Amanda,

Thank you for a chance to comment on the proposed development at PCMR mountain base.

My perspective is shaped as a longtime resident/owner (for 25 years) of several units in the Snow Flower condominiums, which border the proposed development and my wife Laura moved to Park City in 1972 so we have a pretty strong history with the area and appreciate it's character.

Several of the criteria specified in Park City's Exhibit G: Master Planned Development process are explicitly not served with the current proposed project. The specific criteria on which the proposed development falls short include:

B. Ensure neighborhood Compatibility: A set of buildings which have variances in both height and setback from the property line are not compatible with the neighborhood, where current buildings have a maximum height of three stories. Furthermore, the roughly 1,000 parking space shortfall from what is needed (based on the parking study provided as an exhibit) will force day skiers into the driveways and garages of nearby residences including Snow Flower, which borders the proposed development.

C. Strengthen the resort character of Park City: Park City's resort character is in part based on accessibility for skiing. A 1,000 parking space shortfall will cause traffic congestion in and around the resort area as frustrated skiers fruitlessly search for a parking place, weakening the resort character of the community.

D. Result in a net positive contribution of amenities to the community: While there would be additional desirable amenities in the buildings, the massive increase in traffic caused by the parking shortfall will be a net negative amenity.

F. Provide the highest value of open space for any given Site: Allowing variances to both height and setback would enable a material reduction in the value of open space, as each of these would literally build more into open space.

G. Efficiently and cost effectively extend and provide infrastructure: A 1,000 parking space shortage would be a significant negative in terms of overall infrastructure.

H. Provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood: No structures are present or being re-used on the current parking lot. However, a set of buildings that are both taller than current code allows and have less setback than the current code allows are not at all compatible with the surrounding neighborhood. Snow Flower, for example, was built in compliance with code. If I wanted to add two more floors on top of my current top floor units there, Park City would not permit that even with a great economic argument for my future living situation or rental income. Yet even with two additional floors on top of my Snow Flower units, the height would be much lower

than the proposed buildings.

I. Protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement: The 1,000 parking space shortfall will have a significantly negative impact on the surrounding residential neighborhood, as up to 1,000 frustrated skiers per day who can't find a day parking place leave their cars in the driveways, private roads and parking spaces and garages of nearby complexes, including Snow Flower.

Thanks again and please include these comments in the planning meeting tonight.

Best regards,

Greg Horn
Snow Flower #157
Park City, UT 84060

From: [Jessica Nelson](#)
To: [Alexandra Ananth](#)
Subject: FW: New eComment for Planning Commission
Date: Wednesday, April 21, 2021 10:38:07 AM
Attachments: [image001.png](#)

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

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From: Michelle Kellogg <michelle.kellogg@parkcity.org>
Sent: Wednesday, April 21, 2021 9:19 AM
To: Jessica Nelson <jessica.nelson@parkcity.org>
Subject: FW: New eComment for Planning Commission

Here's another one.

Thanks,

Michelle Kellogg, MMC

she, her, hers

City Recorder

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5007 | c: 435.503.1662



From: noreply@granicusideas.com <noreply@granicusideas.com>

Sent: Wednesday, April 21, 2021 9:17 AM

To: Council_Mail <Council_Mail@parkcity.org>; Michelle Kellogg <michelle.kellogg@parkcity.org>;
Matt Dias <matt.dias@parkcity.org>

Subject: New eComment for Planning Commission

[SpeakUp](#)

New eComment for Planning Commission

Greg Horn submitted a new eComment.

Meeting: Planning Commission

Item: 7.A) Park City Mountain Resort Base Parking Lots - MPD Modification - 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 from 5:30-8:30 PM, followed by a public hearing from 8:30-10:00 PM, with a focus on the applicant's requested exceptions to Setbacks, Building Height and 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: G. Efficiently and cost effectively extend and provide infrastructure: A 1,000 parking space shortage would be a significant negative in terms of overall infrastructure. H. Provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood: No structures are present or being re-used on the current parking lot. However, a set of buildings that are both taller than current code allows and have less setback than the current code allows are not at all compatible with the surrounding neighborhood. Snow Flower, for example, was built in compliance with code. If I wanted to add two more floors on top of my current top floor units there, Park City would not permit that even with a great economic argument for my future living situation or rental income. Yet even with two additional floors on top of my Snow Flower units, the height would be much lower than the proposed buildings. I. Protect residential uses and residential neighborhoods from the impacts of non- residential Uses using best practice methods and diligent code enforcement: The 1,000 parking space shortfall will have a significantly negative impact on the surrounding residential neighborhood, as up to 1,000 frustrated skiers per day who can't find a day parking place leave their cars in the driveways, private roads and parking spaces and garages of nearby complexes, including Snow Flower. Thanks again for the chance to comment, and for your consideration.

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From: [planning](#)
To: [Alexandra Ananth](#); [Gretchen Milliken](#)
Subject: FW: New eComment for Planning Commission
Date: Wednesday, May 12, 2021 5:37:12 PM

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

[SpeakUp](#)

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.

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From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: New eComment for Planning Commission
Date: Wednesday, May 12, 2021 1:19:55 PM

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Tuesday, May 11, 2021 2:08 PM
To: planning <planning@parkcity.org>
Subject: New eComment for Planning Commission

|

New eComment for Planning Commission

Bruce Kasanoff 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: I have been reading a lot about the plan to replace all the free parking at PCMR with paid parking, to discourage driving and encourage riding sharing, etc. This plan assumes that everyone is either wealthy or has a LOT of free time. For many locals, neither is the case. I have spent years gathering in PCMR lots, to and from skiing for 1-2 hours before going back to work. Many, many other locals do the same thing. It is frustrating to watch over-development push out locals, for the sole motivation of profit. This entire development is a relic of the past and makes no sense today.

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From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: New eComment for Planning Commission
Date: Wednesday, May 12, 2021 1:19:32 PM

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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From: [Jessica Nelson](#)
To: [Alexandra Ananth](#)
Subject: FW: New eComment for Planning Commission
Date: Wednesday, April 21, 2021 10:38:20 AM
Attachments: [image001.png](#)

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

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From: Michelle Kellogg <michelle.kellogg@parkcity.org>

Sent: Wednesday, April 21, 2021 9:18 AM

To: Jessica Nelson <jessica.nelson@parkcity.org>

Subject: FW: New eComment for Planning Commission

Hi Jessica,

I hope you had a good time in CO, considering the circumstances! I am getting eComments for the Planning meeting. Can you please change that in Granicus?

Thanks!

Michelle Kellogg, MMC

she, her, hers

City Recorder

Park City Municipal Corporation

www.parkcity.org

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Park City, UT 84060

o: 435.615.5007 | c: 435.503.1662



From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Wednesday, April 21, 2021 9:15 AM
To: Council_Mail <Council_Mail@parkcity.org>; Michelle Kellogg <michelle.kellogg@parkcity.org>;
Matt Dias <matt.dias@parkcity.org>
Subject: New eComment for Planning Commission

[SpeakUp](#)

New eComment for Planning Commission

Greg Horn submitted a new eComment.

Meeting: Planning Commission

Item: 7) WORK SESSION

eComment: Thank you for a chance to comment on the proposed development at PCMR mountain base. My perspective is shaped as a longtime resident/owner (for 25 years) of several units in the Snow Flower condominiums, which border the proposed development and my wife Laura moved to Park City in 1972 so we have a pretty strong history with the area and appreciate it's character. Several of the criteria specified in Park City's Exhibit G: Master Planned Development process are explicitly not served with the current proposed project. The specific criteria on which the proposed development falls short include: B. Ensure neighborhood Compatibility: A set of buildings which have variances in both height and setback from the property line are not compatible with the neighborhood, where current buildings have a maximum height of three stories. Furthermore, the roughly 1,000 parking space shortfall from what is needed (based on the parking study provided as an exhibit) will force day skiers into the driveways and garages of nearby residences including Snow Flower, which borders the proposed development. C. Strengthen the resort character of Park City: Park City's resort character is in part based on accessibility for skiing. A 1,000 parking space shortfall will cause traffic congestion in and around the resort area as frustrated skiers fruitlessly search for a parking place, weakening the resort character of the community. D. Result in a net positive contribution of amenities to the community: While there would be additional desirable amenities in the buildings, the massive increase in traffic caused by the parking shortfall will be a net negative amenity. F. Provide the highest value of open space for any given Site: Allowing variances to both height and setback would enable a material reduction in the value of open space, as each of these would literally build more into open space.

[View and Analyze eComments](#)

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From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: PCMR Base Paid Parking Proposal
Date: Wednesday, May 12, 2021 1:28:03 PM
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

From: [Gretchen Milliken](#)
To: [Alexandra Ananth](#)
Subject: FW: PEG
Date: Tuesday, April 20, 2021 11:39:02 AM
Attachments: [image001.png](#)

FYI

Gretchen Milliken

Planning Director

Park City Municipal Corporation

<https://www.parkcity.org/departments/planning>

Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5008 | c: 435.659.4591



From: Steve McComb <smmcomb@gmail.com>
Sent: Tuesday, April 20, 2021 10:45 AM
To: John Kenworthy <johnkenworthy@comcast.net>; Gretchen Milliken <gretchen.milliken@parkcity.org>
Subject: PEG

Re: Parking for the PEG Development

Dear Commissioners:

If you have read the letters from Vail to Baja Cantina, you will see that a severe parking problem already exists. The future of the Baja Cantina will depend on some form of affordable parking at the Resort at peak times. As you can see, none exists now. There are no ride-sharing spots if people want to car pool. Vail's solution to the parking problem is to just not allow my employees to park. I can only imagine what happens if somebody wants to park and meet someone for lunch.

I am not sure what the requirements are for parking on a million square feet with the international building code, but just replacing the existing parking is going to greatly exaggerate an existing problem. PEG will require 800 employees, 200 of which will be housed in affordable housing. I can only assume that some of them will have cars and the other 600 employees will need parking as well. It is totally irresponsible to allow this project to go forward with just replacing existing parking. There needs to be a master plan for getting tourists and employees to the Resort. Just putting bus service in, with no bus lanes and no parking, isn't feasible. If you want people to get out of

their cars there needs to be an incentive to take public transportation. The Ecker Hill and Montage lots have been an epic failure.

I envision hundreds of cars circling the Resort in a massive traffic jam, looking for a place to park. I hope to remain a viable business, because at the end of April Baja will be the second-longest open, full-service, sit-down restaurant in Park City.

Thank you for your consideration.

Stephen M. McComb

Baja Cantina

1772 N Valley Hills Blvd

Heber City, Ut. 84032

435 287 5248

From: [ruzica djerki](#)
To: [Alexandra Ananth](#); [John Kenworthy](#); [John Phillips](#); [Sarah Hall](#); [Laura Suesser](#); christin.vandyne@parkcity.org; [Douglas Thimm](#)
Cc: [ruzica djerki](#)
Subject: Fwd: Commissioners Approval Power?
Date: Saturday, April 17, 2021 8:50:20 PM

Dear all,

I just heard that Planning Department is moving full steam ahead to get positive recommendations from the Planning Commission for City Council approval.

I have a few concerns/ questions:

- How is that possible when the existing proposal doesn't meet most of the requirements?
- Proposed traffic solution seems to be not an improvement but just the opposite for the city and our neighborhood.
- Why would commissioners, in spite of the above issues, look into ways to approve the project at this stage? I thought part of their responsibility is to hold the developers accountable to fulfill given requirements.

This is such an important project with the long-lasting consequences for everyone in PC that is hard for me to understand decisions not made in the best interest of everyone.

Regards

Ruska Djerki

1382 Empire Avenue

RRAD Member

PS

At this stage, I am not sure that my concerns mean anything to you and this project. I did write to you a few times but never got any reply.

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

From: **ruzica djerki** <ruskadjjerki@gmail.com>
Date: Thu, Jan 21, 2021 at 7:08 PM
Subject: Commissioners Approval Power?
To: Alexandra Ananth <alexandra.ananth@parkcity.org>

Dear Alex,

I have a question for you and the commissioners:

Is it clear what are the commissioners' duties, i.e. responsibilities? It seems not to be clear for some of them as it came yesterday at the end of our meeting as a question from one of them.

It is a really unfortunate situation that at this time, after so many meetings, we had a question like that. The situation assessment from the RRAD lawyer seems very clear to me (what could be approved and what couldn't under given circumstances) but it seems it is not the same way heard or understood by all commissioners. It seems that commissioners have no full understanding what is their approval power.

The most damaging thing, coming from this misunderstanding, is that developers are getting mixed signals- almost approvals from commissioners and contrary opinions from others. This only prolongs and complicates this complex process in itself.

Looking forward to your reply. I would really appreciate your answer before our next meeting. It would be also very helpful if you could clarify this at the beginning of our next meeting with the developers. I believe it would be useful for all parties.

Thank you very much for your help!

Warm regards
Ruska
RRAD Member

From: [Victoria Huerta](#)
To: [Alexandra Ananth](#)
Subject: Inquiry: 04-21-21 Planning Commission meeting
Date: Thursday, April 22, 2021 10:11:26 AM

Good Morning Ms. Ananth,

I'm intersted in the PEG Park City Mountain Resort project. I'm watching the meeting video posted on the agenda site and I'm confused by the presentation. I understand no vote was taken, but I'm wondering what PEG's next steps will be/what is being asked of them? Any information would be appreciated. Thank you for your time in advance and I look forward to hearing from you.

Kind Regards,

Victoria Huerta-Jones

From: [Michael Grimme](#)
To: [Alexandra Ananth](#)
Subject: Need your help
Date: Sunday, April 18, 2021 9:40:41 AM

Alexandra,

I am getting extremely frustrated with developers pushing changes that don't fit what Park city is all about. Why are we giving in to them???? The latest being the parking lot at the Park City Mountain Resort.

This proposed development CAN NOT be approved as the applicant has not met the criteria required by the LMC or the 1998 DA.

The proposed Building Design and Architecture CAN NOT be approved as the applicant fails to meet the LMC criteria for Building Height and Setback exceptions.

The proposed Building Design and Architecture CAN NOT be approved as the square footage for Parcel C is significantly over the maximum square footage allowed in the 1998 DA.

The proposed Building Design and Architecture CAN NOT be approved as the applicant hasn't provided a final site circulation plan. The applicant has not effectively considered traffic and transit in its Building Design.

The proposed development CAN NOT be approved as the applicant fails to meet the criteria for a reduction of over 1,100 parking spots including 600 for day skiers.

The proposed development CAN NOT be approved as the applicant has not located all parking underground as required by the 1998 DA in Exhibits J and K.

The proposed development CAN NOT be approved as the proposal has not sufficiently addressed the increased traffic and pedestrian safety issues this project will create.

Michael J Grimme
Owner since 2005
1001 Lowell Avenue

From: noreply@granicusideas.com
To: [planning](#); maymary1@msn.com; [Alexandra Ananth](#)
Subject: New eComment for Planning Commission
Date: Wednesday, April 21, 2021 4:27:43 PM

[SpeakUp](#)

New eComment for Planning Commission

Sherie Harding submitted a new eComment.

Meeting: Planning Commission

Item: 7.A) Park City Mountain Resort Base Parking Lots - MPD Modification - 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 from 5:30-8:30 PM, followed by a public hearing from 8:30-10:00 PM, with a focus on the applicant's requested exceptions to Setbacks, Building Height and 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: Proposed building heights for Park City Mountain Resort Base Parking Lots have seen a multitude of changes over the past year. The community is being subjected to the "Whac-A-Mole" arcade game. It's a "Brain Out!" Most recently Parcel D was whacked and the mole popped up at Parcel C! First of all, buildings exceed the 35 ft limit. They are too tall for our community. Second, natural topography used to be a consideration. What happened? Park City code states, "complement the natural features" ... The mountains are our precious natural feature. Reality is they are blocked from view by these too tall monolithic buildings. PEGs premise was, "Massing steps with the topography." And higher buildings closer to the mountain. The latest proposed building heights are variably high, higher, and highest from 76' to 103' placed with no regard for natural grade. Natural topography is consistently down to the north. An interactive model of the development in its natural, existing environment is a brilliant way to view and comprehend the actual impact of these monoliths. I urge the Commissioners to take their time. Progress is being made. This will have a major impact on Park City forever.

[View and Analyze eComments](#)

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From: [Rich and Linda Dolan](#)
To: [Alexandra Ananth](#)
Subject: Parking at PCMR
Date: Wednesday, May 12, 2021 2:21:48 PM

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

From: [Wendy Rolfe](#)
To: [Alexandra Ananth](#)
Subject: PC Base Area
Date: Tuesday, April 20, 2021 8:39:55 PM

Evening Alex,

My name is Wendy Rolfe and I am a full-time Parkite.

I'm deeply saddened at the thought that Park City Mtn and this town I moved my son to 10 years ago, could turn into one of the ski base monstrosities that I moved away from.

I've seen the plans. I was at the first public meeting and met with the people PEG hired. I asked the questions. I stated my concerns. I shared my ideas. And still, the proposed development and building/architecture design appears to put the desire to put more bodies in the base area above respect for the mountain's feel and safety of the people who live and/or visit the mountain.

You know what's planned. You've been to the meetings. You've heard your constituents' "voices" and *still* you're considering allowing the development of buildings with excessive heights, limiting the parking spaces in an already stressed parking situation, allowing parcel C to be bigger than original stated plans, AND you're considering putting pedestrian safety at risk because PEG hasn't insured a safe and effective traffic and transit plan. Why?

We all know that this proposed development has not met the criteria required in the original 1998 plans. Why are you even considering accepting PEG's proposed plans? Why aren't you using RRAD's proposed plans which support the development in a conscientious way? You have a family. You have friends. You want them walking around the base area with cars not paying attention to pedestrians because a pedestrian safety plan wasn't installed? I don't. I don't know that I'd return to PCMR. I may go to Deer Valley.

One reason I chose to live here is for the sophisticated yet intimate ski town feel. I lived in Lake Tahoe, California for 20 years and Aspen/Snowmass for four years. I spent my entire adult life in and around ski towns. I know what developers can do to a ski town when development is not done responsibly. I hope you do the responsible thing for Park City (a place you represent): work with RRAD to make this development project successful for all involved and don't support the developer's plans as they stand.

Wendy Rolfe

From: [deb](#)
To: [Alexandra Ananth](#)
Subject: PCMR - Parking Review
Date: Wednesday, May 12, 2021 12:15:15 PM

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

From: [deb](#)
To: [Alexandra Ananth](#); [planning](#)
Subject: PCMR Base Area Project - Parking
Date: Tuesday, May 11, 2021 2:19:38 PM

Dear Planning Staff,

Upon review of the packet for this upcoming meeting regarding the Parking aspects of the PCMR Base Area Project, I was disappointed the review did not compare the applicant's submission to the current LMC criteria or the COA #14 from the 1997 approved MPD. Based on such a review, the applicant's submission does not meet the minimum criteria for approval nor can such review and approval be delayed until the CUP process as requested by the applicant and recommended by the Planning Staff. In support of this claim, I have provided those criteria for your review in this letter. The language is taken straight from the code and MPD with my comments in italics to differentiate.

Requirements under current LMC Section 15-6-5(E): The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. **The Parking analysis shall contain, at a minimum, the following information:**

- The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy. *Comment: Applicant has provided this data in a spreadsheet using current LMC requirements; however, they are requesting a reduction. An additional spreadsheet has been provided along with narrative attempting to justify.*
- A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking. *Comment: This criteria has not been met. The comparison data is from the Canyons which is neither comparable in size or occupancy type.*
- Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site. *Comment: This criteria has not been met. The conclusions in the applicant's submittal are based on a study of the Canyons which is not comparable.*
- An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction. *Comment: I am unclear on this one, but believe there are some outstanding issues with it being met. Based on reduction of number of spaces allotted for market, affordable and employee housing, HOA covenants will be required limiting owners and renters in order for this to be effective and not cut into the day-skier parking.*
- A plan to discourage the Use of motorized vehicles and encourage other forms of transportation. *Comment: This criteria has not been met. The Applicant and Staff have identified some ideas, but provided little or no statistical data proving such methods will be effective other than paid parking. No rate structure for the paid parking has been provided which is critical considering the impact it will have on the community and visitors alike.*
- Provisions for overflow Parking during peak periods. *Comment: This criteria has not been met. Staff has made recommendations but applicant has not agreed to detailed plans, specifically helping finance additional satellite parking. Applicant has only committed to "working with" interested parties.*
- An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts. *Comment: This criteria has not been met. Applicant has provided NO detail with regards to this matter in this submission and flipboard signs currently in use are not effective.*

The Planning Department shall review the Parking analysis and provide a recommendation to the Commission. The Commission shall make a finding during review of the Master Planned Development as to whether the Parking analysis supports a determination to increase or decrease the required number of Parking Spaces. *Comment: This is taken straight from the LMC which is why the applicant cannot wait until the CUP process – it's to be completed during the review of the MPD.*

Requirements under 1997 MPD

Master Planned Development Findings:

#2. The Park City Mountain Resort Large Scale Master Plan includes...

- Addition of day-skier parking in underground structures *Comment: This matter is not even being discussed any further even though it is clearly stated multiple times throughout the 97 MPD & 98 DA. Parking on Parcel A is underground.*

COA # 14: Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:

- A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement. The applicant is expected to be responsible for parking enforcement costs beyond that which would normally be provided by Park City. *Comment: As required by the LMC and explained above (g), this criteria has not been met.*
- A parking operations plan, including specifics of the pay for parking system. *Comment: This criteria has not been met. Applicant states payment will be on foot or via an application, but provides no details regarding rates which is critical.*
- A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians. *Comment: This criteria has not been met. The interior design of the parking structure and circulation within to and from access points has not been provided. Details on pedestrian paths within the garage and access to elevators and stairs are also lacking.*
- Contingency plans for satellite large vehicle and overflow parking. *Comment: This criteria has not been met. Applicant has stated they will work with interested parties but made no other commitments.*
- A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solution for peak day special event parking. *Comment: This criteria has not been met as Vail is not a party to this agreement or the landowner. Consequently, ticket sales cannot be limited. This is a consequence of the bifurcation of the property.*

This plan shall be reviewed and modified, if necessary, as a part of the CUP for each phase to evaluate transit alternatives and demonstrated parking needs. *Comment: A complete detailed plan is required at the MPD review process, with further evaluation and revisions made as a part of the CUP for each phase. Postponing the requirement of a detailed plan until the CUP phase is in direct conflict with this criteria.*

Thank you for taking the time to consider these points; it should be clear more is required from the applicant before any approval on the requested exception for the reduction in Parking for this project can be approved.

Sincerely,
Deb Rentfrow

From: [deb](#)
To: [Alexandra Ananth](#)
Cc: [Gretchen Milliken](#)
Subject: PCMR Base Area Project
Date: Friday, May 14, 2021 10:18:56 AM

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

From: [Mary Ciminelli](#)
To: [Alexandra Ananth](#)
Subject: PCMR Base Area
Date: Friday, April 16, 2021 5:28:16 PM

Alexandra,

Thank you for reading this email and hearing my opinion. There are many flaws to the site plan. No plan is perfect and I am in favor of redeveloping the PCMR parking lots. HOWEVER, the current plan is not acceptable. We have height restrictions for a reason. We can not ruin Park City.

The proposed Building Design and Architecture CAN NOT be approved as the applicant fails to meet the LMC criteria for Building Height and Setback exceptions.

Thank you for your time.

Mary Ciminelli
Associate Broker, SRS, RSPS
Board of Regents Member Who's Who in Luxury Real Estate

To view my 5 star Zillow reviews, click here: [bit.ly/MaryReviews](https://www.zillow.com/profile/MaryCiminelli/reviews/)

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parkcityincomeproperty.com

From: [Susan Stutzman](#)
To: [Alexandra Ananth](#)
Cc: [Mark Stutzman](#)
Subject: PCMR Development
Date: Wednesday, April 21, 2021 11:10:04 AM

Hello:

We understand there is a meeting tonight to review plans for the Park City Mountain Resort development. As homeowners on Empire Ave, we are writing to express our strong disapproval for the plans as currently proposed for these reasons:

- The applicant fails to meet the LMC criteria for Building Height and Setback exceptions.
- The square footage for Parcel C is significantly over the maximum square footage allowed in the 1998 DA.
- The applicant has not effectively considered traffic and transit in its Building Design.
- The applicant has not located all parking underground as required by the 1998 DA in Exhibits J and K.
- The proposal has not sufficiently addressed the increased traffic and pedestrian safety issues this project will create.

We are not opposed to any development on the site, however we want the applicant to follow the law as well as the community's desire to preserve our mountain town with building design and architecture that reflects Park City's history and charm.

Thank you -

Susan & Mark Stutzman
936 Empire Ave

From: [Annie Lewis Garda](#)
To: [Alexandra Ananth](#)
Subject: PCMR Parking Lot proposal
Date: Saturday, April 17, 2021 5:44:36 AM

Alexandra, I have been reading the staff report for the April 21 meeting. What is “AECOM?” How can I see the exhibits?

Annie-Lewis Garda

From: [James Tedford](#)
To: [Alexandra Ananth](#)
Subject: PEG Parking Lot Proposal
Date: Friday, April 23, 2021 8:58:26 AM

Hi,

I would like to express my concerns about the PEG proposed parking lot projects. There is absolutely no valid reason to expand or change the original approvals granted back in the 80's, 90's. As an example the allowed height in this zone is 35 feet and they want to build 6 story buildings. Don't let the developers bribe you with more "workforce housing" in return for zoning exceptions.

Thank you,
James Tedford
Park City

From: [J Moira Howard](#)
To: [Alexandra Ananth](#)
Cc: [John Kenworthy](#); [John Phillips](#); [Sarah Hall](#); [Laura Suesser](#); christin.vandyne@parkcity.org; [Douglas Thimm](#)
Subject: PEG Proposed Development
Date: Monday, April 19, 2021 5:08:13 PM

Please add to public comments.

*A developer has one objective - make as much money as possible. They'll build and move on and Park City residents will be left looking at totally inappropriate, uncharacteristic, massive buildings blocking our views of the mountains. What we are left with is of no consequence to them.

*I read PEG now plans on incorporating 160 affordable housing units. If this is the case, it smacks of desperation and bribery.

Why not sell them land on which to build affordable housing? I suggest the land where Arts/Culture proposed. PEG could build the affordable housing part of that project and kill two or three birds with one stone.

*PEG talks of concessions:

They knew the dimensions of the land available. They knew the required setbacks. They knew the height limits. Why go ahead and design buildings that do not fit within the limits?!

Why are they now wanting - how can they expect to be granted permission - to put a one hundred and three foot!!! building at the foot of the ski slope?? This is almost THREE TIMES current code!!

Approaching the mountain, locals and visitors would be greeted by massive, overpowering walls of buildings with VERY limited view corridors. Not a pretty or enticing sight and totally out of character with the current fairly charming facade which would be rendered invisible!

*Per Vail:

"Providing the most convenient parking options for our guests is critical in providing a great guest experience here at Park City Mountain."

Pay a large parking fee or park offsite and take a bus - how convenient is that?

Queue up in lines of traffic on roads that are too narrow and congested to get you to the Resort in a timely manner - how convenient is that?

*Per Hales Engineering:

"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." Do employees not own cars? Are they not going to want to travel beyond the limits of transit? Do they not have a life outside work?

*Parking required for affordable units:

Have any surveys been conducted at current complexes to determine car ownership/realistic parking requirements?

*Re AECOM suggestion:

"Explore Shared Parking Scenarios with Current and Proposed Hotels and Businesses":

Has anyone investigated this capacity? I'm pretty sure current hotels and businesses are all overflowing at peak times.

*I concur with many others' concerns re mass, heights, views, shadowing, traffic flow, pedestrian/traffic conflicts.....

Thank you.

Moir Howard

From: [J Moira Howard](#)
To: [Alexandra Ananth](#)
Cc: [John Kenworthy](#); [John Phillips](#); [Sarah Hall](#); [Laura Suesser](#); christin.vandyne@parkcity.org; [Douglas Thimm](#)
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*I concur with many others' concerns re mass, heights, views, shadowing, traffic flow, pedestrian/traffic conflicts.....

Thank you.

Moir Howard

From: [David Gordon](#)
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
Date: Thursday, May 13, 2021 9:10:54 AM

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

From: jimlauk@aol.com
To: [Alexandra Ananth](#)
Subject: Re: Alexandra Ananth shared "20210421_PlanningCommission-ArchitecturalDesignUpdate.pdf" with you
Date: Wednesday, May 12, 2021 7:26:00 AM

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.

From: [Sid Embree](#)
To: [Alexandra Ananth](#)
Subject: RE: PCM Base Area Plan - Planning Commission Meeting
Date: Wednesday, April 21, 2021 3:36:03 PM

Hi Alex,

I hope you're well! I understand the Planning Commission meeting today is important, and I'm not sure I'll get a chance to make a comment. I just want to register for the record my main concerns about the proposed base area development:

- Building heights: The heights of new buildings should comply with existing zoning guidelines. This should help to keep the character of the base area consistent with existing buildings that surround the parking lots including the homes along Empire (not just the Shadow Ridge building).
- Vehicle traffic: I think I've written enough on this in my previous messages below, but my main comment is that I assume there will be an increase in number of vehicles to the base area. As you know, the volume is already crazy on some days (vacations, powder days, weekends), so the question is how to accommodate this in a way that respects the character of old town and keeps people safe. Ideally, there should be no increase in traffic, but if there will be then the majority should go underground. That goes for parking as well. I'm not even going to get into the GHG implications of increased traffic due to the development, as I assume there's some larger or longer-term plan in the works
- Pedestrian traffic: There has got to be a way to move or put **underground** some or most of the pedestrian traffic travelling to and from the PEG development to the base area as well. The main reason is to keep as much pedestrian traffic as possible off of Lowell.
- Is there a way for people who live in PC to park at the new development during off-peak times for free or low-cost? I'm concerned that I will lose access to parking to walk and hike with my dog. I can't take my dog on the bus, and so have to drive to the base, and that means I have to park (which I do now). This is fine, but will I have to pay to park to hike with my dog? If so, this development is less attractive to me because it will reduce the joy of living in PC and having easy access to its trails. What about everyone that hikes in the summer? Will we all have to pay for parking to go for a hike in the future? (If we can bring our dogs on the buses, then I'm OK with paid parking).

Thank you for your attention,

Cecilia (Sid) Embree

BES (Urban & Regional Planning), MES, MBA

From: Sid Embree <sid@atmosclear.org>
Sent: July 18, 2020 3:38 PM
To: 'Alexandra Ananth' <alexandra.ananth@parkcity.org>
Subject: RE: PCM Base Area Plan Continued to 8/26/2020

Thanks, Alex...

It's quite the project!

I joined the recent tour of the site and I would revise the diagram I sent to you a while back so that the main entrance and exit for traffic and parking are at the north end (off Silver King, where it would be coming in anyway) and that MOST resort-related traffic and parking should be underground. PEG says they haven't studied putting traffic underground.

Traffic could be routed straight through from south to north with a U at the south end (south end of Lot B) to direct departure traffic north (with some exiting onto Lowell, and Shadow Ridge, elsewhere). There could be some through traffic, of course, for locals, busses, shuttles, deliveries or the like. This would keep existing roads to local traffic only. Above ground could remain civil, local... below ground could be more like an airport terminal or train station!

I have no doubt that some people would say this can't be done because of expense and utilities under roads, but if it's possible to tunnel under rivers, there's no reason why PEG couldn't tunnel under Shadow Ridge Road. From the underground parking, there could be sub-terranean access(es) to the base. There are no shortage of examples of underground parking garages where one can see pipes etc in the ceilings (better access for utility maintenance). It think this would keep most parking below ground (and building heights lower especially for lot B).

I think they're ignoring that powderhounds will not start the day at first time. They'll be there early walking across empire and Lowell and up shadow ridge (and any way they can) over and around Lot B to get to crescent and pay day or maybe eagle.

Please let me know if you'd like an updated diagram...

Thanks for your attention!

C (Sid) Embree BES (Urb& Regl Planning), MES, MBA

From: Alexandra Ananth <alexandra.ananth@parkcity.org>

Sent: July 17, 2020 1:07 PM

Subject: PCM Base Area Plan Continued to 8/26/2020

Dear All,

I wanted to give a heads up to those I know who are following this project, that it will not be discussed at the 7/22 Planning Commission meeting, and will be continued to the 8/26 agenda. The review schedule is being pushed back one month.

Best,

Alex Ananth

Sr. Planner

Park City Planning Department



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From: [Clay Stuard](#)
To: [Council Mail](#); [planning](#); [Sarah Hall](#); [Laura Suesser](#); [John Kenworthy](#); [John Phillips](#); [Mark Sletten](#); [Douglas Thimm](#); [Christin VanDine](#); [Gretchen Milliken](#); [Alexandra Ananth](#)
Subject: Re: PEG-PCMR Parking Lot Proposal
Date: Thursday, April 22, 2021 10:09:58 AM

Planning Commissioners and City Council Members,

The PEG proposal and presentation exhibits are fraudulent and misleading. The proposed development fails to comply with the building volumetrics, density allocation among the various parcels, architectural articulation, parking requirements and other terms and conditions of the 1998 development agreement between the city and the landowner (which is now Vail Corp.) And what is PEG's motivation for seeking such an outrageous "over asking" of building height and mass, not to mention featureless architecture and insufficient parking? The simple answer is that PEG is attempting to maximize the "land residual value" of the underlying dirt, so as to achieve a financially viable project based on the negotiated land acquisition price PEG agreed to pay Vail Corp for the land; or to achieve a land residual value in excess of the negotiated land acquisition price and thereby enhance PEG's anticipated profit. It is as simple as that.

For a developer to say that it cannot achieve a financially viable project unless it receives more building height and/or mass than is allowed by an existing development agreement or adopted zoning, merely means it has agreed to pay (or has already paid) too high a price for the land component of the project cost. This is not a problem the planning commission, city council or citizens of Park City should be burdened with...it is a problem that can be solved by the land seller (Vail) adjusting the land sales price downward.

PEG and Vail should go back to the negotiating table, and calculate the land residual value (land sales price) based upon a redesigned project that conforms to the existing development agreement and adopted zoning. Don't ask the citizens of Park City to compromise their quality of life to accommodate your bloated profit expectations and outlandish project design.

Note: For those unfamiliar with the term or concept of "land residual value" it is the difference between the total anticipated project value (the sum of all project revenue from sales plus the capitalized value of the rental income portion of the project) MINUS the total project development costs (excluding land) and after allowing for a "reasonable" profit or Return On Investment (ROI). This is the "calculus" by which all real estate development acquisition decisions are made.

Clay Stuard
Former Planning Commissioner
Former Real Estate Developer & Builder
31 Year Resident Of Park City

2892 American Saddler Drive
Park City, Utah 84060
435-640-0075
|

From: [Juli Bertagnole](#)
To: [Alexandra Ananth](#)
Subject: Re: the development proposed for PCMR
Date: Friday, April 16, 2021 8:57:13 PM

Dear Planning Commission Members,

The proposed PCMR development should not be approved for many reasons:

As I understand it, the project fails to meet the City criteria for maximum square footage, building height, density, setback, parking for patrons (underground included), and traffic demands.

We go to a lot of trouble to protect our views and yet we are considering building an enormous wall between a significant portion of Park City and the mountain we all enjoy. What are we thinking?

If they must build in the parking lot, the building height should be held to the legal limit, which I understand is 35 ft. That would help mitigate the "wall" effect, although the remaining issues would still be a concern.

As a 50 year resident of Park City, I think I need to speak up. As I drive (slowly, given the traffic) around town I am reminded that I should have spoken up earlier and loudly.

Please just say NO.

Sincerely,
Juli Bertagnole
1600 Lucky John Dr.
Park City, UT 84060
435 901-2754