



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

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

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

This meeting will be an electronic meeting without an anchor location as permitted by Utah Code Open and Public Meetings Act section 52-4-207(4) as amended June 18, 2020, and Park City Resolution 18-2020, adopted March 19, 2020. The written determination of a substantial health and safety risk, required by Utah Code section 52-4-207(4) is attached as Exhibit A. Planning Commission members will connect electronically. Public comments will be accepted virtually as described below.

To comment virtually, raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record, but not read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org/public-meetings.

Exhibit A: Determination of Substantial Health and Safety Risk

The Board Chair has determined that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. Utah Code section 52-4-207(4) requires this determination and the facts upon which it is based, which include:

- Statewide COVID cases and hospitalizations remain high;
- Based on metrics established by the statewide COVID-9 Transmission Index, Summit County moved to the High Risk designation on October 22, 2020; and
- Park City is a resort community continually hosting visitors from areas which may be experiencing rapid COVID-19 spread.

This determination is valid for 30 days, and is set to expire on February 20, 2021.

Dated: January 20, 2021

MEETING CALLED TO ORDER AT 5:30 PM.

1.ROLL CALL

2.PUBLIC COMMUNICATIONS

3.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4.REGULAR AGENDA

- 4.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. This Hearing Will Focus on an Update on the Applicant's Circulation Scenarios, the Applicant's Updated Architectural Plans, Building Height and Setbacks. PL-20-04475.

Public Input will be taken via e-comments

(A) Public Hearing, No Action Will Be Taken

[PCM Base Staff Report 01202021](#)

[Exhibit A: Background Information Related to Transportation](#)

[Exhibit B: Regional Park and Ride Map 2021](#)

[Exhibit C: Applicant's Circulation Scenarios and Analysis](#)

[Exhibit D: Updated Architectural Plan Set 1/5/2021](#)

[Exhibit E: Comparison Chart](#)

[Exhibit F: Public Comments](#)

[Exhibit G: MPD Process](#)

5.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 – Sustainability
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
John Robertson – City Engineer
Julia Collins – Senior Transportation Planner
AECOM – Transportation Consultant to the City
Date: January 20, 2021
Type of Item: Administrative Public Hearing – MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a public hearing with a focus on potential transportation and circulation scenarios currently being evaluated, as well as the applicant's [Updated Architectural Plans](#).

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 public hearings for this project are scheduled for February 17, 2021, and March 17, 2021. Schedule updates will be posted here as soon as they are available:

<https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project>

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

Bus Rapid Transit (BRT)
Comfortable Carrying Capacity (CCC)
Condition of Approval (COA)
Conditional Use Permits (CUP)
Development Agreement (DA)
Finding of Fact (FOF)
Land Management Code (LMC)

Level of Service (LOS)
Master Planned Development (MPD)
Park City Mountain Resort (PCMR)
Park City Mountain (PCM)
Recreation Commercial (RC)
Recreational Open Space (ROS)
Return on Community (ROC)

Traffic Impact Study (TIS)
Transportation Network Companies (TNCs)
Utah Department of Transportation (UDOT)

Transportation Demand Mng't. Plan (TDM)
VR CPC Holdings, Inc. (VRCPC)

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

Transportation and circulation was last discussed on [September 23, 2020](#), with the Planning Commission requesting that the applicant put more emphasis on:

- Transit;
- The City's goals for the base area;
- The impact of the one-way circulation pattern on surrounding streets and emergency vehicle response time; and
- Pedestrian access across Lowell Avenue.

The architecture of Parcel B was last discussed on [November 18, 2020](#), with the Planning Department and Planning Commission requesting pedestrian access through Parcel B, as well as more information on how the proposed plans compare to the 1998 plans, including building height and setbacks.

Background Information

On July 8, 2020, the Planning Commission determined the applicant's site plan was a "Substantive Modification" to the 1998 Master Planned Development, as defined in [LMC § 15-6-4\(K\)\(2\)](#), and would therefore justify review of the entire Master Plan and Development Agreement (DA).

Although unit Density is vested under 1998 DA, the applicant's site plan has been newly applied for and is being reviewed under the current [MPD Code](#). Exceptions to Setbacks and Building Height have also been newly applied for and will be evaluated under the current MPD Code. Without limiting the Planning Commission's review of the full MPD, staff understands current expectations of the Commission are to focus primarily on the following:

Topic	How Reviewed	Relevant Code
Unit Density	1998 DA including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels; shifted density = Substantive Amendment/ Blended Review	1998 DA ; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)

Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Building Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
Parking	Substantive Amendment to Exhibit K of the 1998 DA; Reduction newly applied for	15-6-5(E) and comparison to mitigation in 1998 DA
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in 1998 DA
Affordable Housing	Blended proposal per 2015 COA ; Newly applied for Housing Authority review	Current LMC/ Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new Housing Resolution; pending review of Housing Authority
Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

There are three review paths for the requested MPD modification, and the primary criteria are not entirely mutually exclusive, as any one part of the project may impact the analysis of another (parking reduction verses traffic circulation, for example) but staff suggests the following structure to aid the Commission and public analysis:

1. Is the application consistent with the original MPD/DA and current LMC Chapter 6 criteria? **No Material Change**;
2. Is a new element or material modification newly applied for under specific, current LMC Chapter 6 criteria? **Newly Applied For**; or
3. Is the Applicant proposing, or Planning Commission conducting, a new review of a part of the amended site plan or original approval? **Substantive Amendment/Full Review- Blended analysis of the original MPD/DA and current LMC Chapter 6 criteria.**

It is important to note that because there is partial execution of the original MPD/DA, which remains in full force and effect except for the expired site plan, there is some relevance of the underlying MPD/DA in approvals in all three paths. The Planning Commission may employ different levels of review, prioritization and balancing in the three paths. In the No Material Change path, the original MPD/DA is primary and LMC Chapter 6 criteria is applied to the specifics of the particular development proposal to implement the original approval in a manner that mitigates any impacts consistent with

applicable criteria or DA requirements. In the Newly Applied For path, the current LMC specific criteria required are the basis of a new determination while the overall MPD/DA is secondary. In the Substantive Amendment path, the evaluation of the change is a blended approach with the original approval and general LMC Chapter 6 criteria both relevant, but the Planning Commission may re-evaluate proposed changes consistent with the overall goals, flexibility and mitigation requirements of the current LMC Chapter 6, and in the context of the consideration between the parties in the original DA. Staff and the City Attorney will review this at the start of next week's public hearing.

Analysis

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

1. An update on City initiatives related to Park and Ride facilities, Bus Rapid Transit and the SR224/Empire Avenue/Deer Valley Drive Intersection.
2. The City's goals for transportation, parking and circulation at the base area.
3. An update on the Applicant's evaluation of transportation circulation scenarios for the base area.
4. A review of the Applicant's updated architectural plans submitted on January 5, 2021.

Background information is included in Exhibit A, and includes:

1. A summary of the relevant General plan section for the base area and regulatory documents and plans/studies related to transportation and circulation at the base area.
2. A summary of the 1998 DA and related Exhibits relevant to transportation, parking, circulation and construction mitigation.
3. A summary of the Relevant LMC MPD Criteria and Required Findings related to transportation, parking and circulation.

The City's Engineering and Transportation Planning Departments, as well as the City's 3rd party Transportation Consultants on this project contributed to this Staff Report. As a reminder, the City hired a third-party consultant, AECOM, as certified transportation engineers, to help review and evaluate transportation circulation scenarios.

1. Update on City Transportation Initiatives

Park and Ride Facilities and Bus Rapid Transit

The City and County have been actively developing park and ride facilities at the two gateway corridors to Park City for many years now. This allows users coming from the east and west the ability to access free parking and arrive at their destination utilizing the City's free transit system, and has the further benefit of keeping cars out of Park City. The current Park and Rides facilities include: Ecker Hill, Kamas, Kimball Junction, Jeremy Ranch and Richardson Flat (Exhibit B). The City is in the process of building 400+ stalls at Quinn's Junction, and this lot should be operational in time for construction at the base area. Summit County is working on a new Park and Ride in the Jeremy Ranch/Cline Dahl area. In total these regional park and ride facilities include 1,700+ stalls.

This regional park and ride strategy is paired with planned quality rapid transit bus service. This consists of westbound shoulder bus lanes on SR-248 being constructed in the summer of 2021, and utilization of the existing shoulder lanes on SR-224 for buses. Bus Rapid Transit (BRT) lanes as identified through the [2019 Valley to Mountain Study](#) for the SR224 corridor is currently in the design phase. The City acknowledges that these system-wide improvements must come online concurrently or in advance of base area improvements in order for transit to function as effectively as possible to the base area, and the City and County are committed to integrating efficient transit with park and ride facilities at the City's gateway entrances that serve the base area.

SR224/Empire Avenue/Deer Valley Drive Intersection

Park City and UDOT have partnered to evaluate both short term and long term design improvements to the intersection of Empire/SR224/Park Ave and Deer Valley Drive, which is one of the bottlenecks in the base area. This study is examining opportunities for efficiencies and transit prioritization at this intersection, and is working with a consultant to advance these goals. Facilitating transit improvements to this intersection is critical as almost every transit rider traveling to/from anywhere in Park City travels through this intersection.

2. City Transportation Goals for the Base Area

To help advance the City's "transit first" philosophy, the applicant has been encouraged to prioritize transit through the base area, coupled with the institution of paid parking, which the City believes will have the greatest impact on reducing congestion at the base area and encouraging more transit ridership.

The City also recommends the applicant and *Vail Resorts Park City Mountain* consider proactive parking strategies that benefit the City's transportation goals, in order to further reduce congestion at the Resort. The applicant and Vail Park City are familiar with off-site parking strategies as Vail Park City has been renting 450 parking stalls at Park City High School on weekends and holidays for many years.

At the public hearing, the Planning Commission should discuss whether or not the applicant and staff should approach Vail Park City to consider expanding their off-site parking strategies. Reducing the amount of parking proposed at the base area, and consideration of a partnership with the City for these stalls, and potentially the 600 spaces required in the 1998 plan, through a payment in-lieu contribution or of or expansions of parking at Richardson Flat, or another location in the Quinn's area could significantly improve congestion at the base area over conditions that exist today.

Off-site parking allows the Resort to seek more overall visitation and accommodate growth without drawing in more vehicles to the already congested base area. If this is accomplished, the Resort will shift more trips onto transit or other sustainable options like carpooling, shuttles, micro-transit, etc., and improve the overall circulation and congestion that exists today. To illustrate how effective this off-site parking strategy could be, staff has put together the illustrative example below.

If the applicant reduces available parking at the base area from 1200 to 800 parking stalls and provides the balance off-site, this accomplishes the City's transportation goals as roughly 400 less cars are traveling to the site in the AM or PM peak, equating to roughly 800 less vehicle traveling through Park City each day (although some additional drop-off and pick up may occur as a result of paid parking and decreased parking at the base). The 400 car reduction captures roughly 800-1200 people, which could be handled by shifts onto current bus service, employee shuttles, carpooling or other shuttle services.

Furthermore, building or contributing to parking off-site could be significantly less expensive than constructing underground parking, saving the applicant money and potentially reducing the overall mass and height of the project.

Staff notes the applicant submitted a Transportation Demand Management Plan which is being reviewed by staff and should be presented at the February meeting ([TDM Plan Adopted 2016](#)).

3. Update on Transportation Circulation Scenarios

The following describes the work completed by the applicant since the transportation update to the Commission on September 23, 2020.

People-Based Analysis

The City requested that PEG analyze the numbers of people accessing the resort and associated modes. PEG provided this analysis for existing conditions in a spreadsheet dated November 12, 2020. AECOM reviewed the analysis and is in general agreement with the assumptions and estimates. Major take-aways include:

- Over 20,000 people access the site on a peak day, and over 7,000 in the peak am hour.
- Currently, about 75% of the people in the am peak arrive via personal vehicle; about 13% arrive via walking or ski lift, and about 12% via bus/shuttle. *The new development, combined with emerging transportation trends and city goals, offers a generational opportunity to shift the modes towards fewer personal vehicles.*
- *Everyone arriving at the site, other than those taking the Town/Silverstar lift or staying at slopes-side hotels, turns into a pedestrian once on site.* Under the applicant's recommended one-way circulation scenario, this means over 2,500 people could be crossing Lowell in the peak am hour.

AECOM has two recommendations concerning the analysis:

1. Develop future design conditions aimed at reducing personal vehicular access consistent with city 'transit first' goals such as dedicated transit lanes.
2. Add employee trips to the analysis to include Resort and proposed development employees and modes.

Table 1: Highlights from PEG's People Based Analysis (*Existing Conditions*)

	People Trips in AM Peak Hour	Vehicle Trips in AM Peak Hour
Number of People Accessing Resort	7,191 (20,060 people per day)	2,676
Walking from Offsite	634 (9%)	0
Town and Silver Star Lifts	282 (4%)	0
Personal Vehicles	<i>3,886 people from personal vehicles parking at base area (54% of all people accessing the resort on a peak day)</i>	<i>1,594 personal vehicles parking at base area</i>
Park City Bus System	384 (5%)	48 (24 buses per hour)
Personal Drop Off/Pick UP	1,125 (16%)	450
Shuttles (hotel, private)	480 (7%)	60
Ride-hail	400 (6%)	200
Cut-Through Traffic / Deliveries	N/A	324
Number of Pedestrians Crossing Lowell (<i>assuming original one-way circulation proposal</i>)	2,693	N/A

Table 2: Parking Supply Data from PEG

Parking Area	Existing	Proposed
Day Skier Parking - Proposed in Lot B	388	760
Day Skier Parking - Proposed in Lot C & E	584	440
Day Skier Parking - Proposed in Lot D	214	0
Day Skier Parking - SUBTOTAL	1,200	1,200

Existing Mountain Village	40	40
Existing Marriott's Mountainside	364	364
Existing Lowell Condos	50	50
Existing Legacy Lodge	50	50
New hotel	-	249
New apartments	-	149
Nightly rentals within 1/4 mile	260	260
Residential Units within 1/4 mile	1,500	1,500
Total Housing Units	2,406	2,804
People Walking / Unit (Daily)	2.4	2.4
# People Walking per Day	5,774	6,730

Transportation Circulation Scenarios

The City, PEG, and AECOM developed evaluation criteria and brainstormed circulation scenarios over the course of several online workshops. Based on this collaboration, PEG developed over 10 concepts and then narrowed to a shortlist. Three of the concepts are highlighted below. Layouts of the scenarios and comparisons are attached in the Applicant's Circulation Scenarios Study (Exhibit C).

Evaluation criteria are:

1. Roadway volume to capacity ratio
2. Consistency with city goals (out of 17 applicable goals)
3. Transit time and reliability (miles of exclusive lanes vs total transit miles on site)
4. Conflict points between transit and general traffic
5. Transit rider experience (average walking distance to slopes)
6. Flexibility to adjust to seasonal fluctuations and emerging transportation trends
7. Local resident impact (travel distance and congestion for adjacent neighborhoods)
8. Vehicular / pedestrian conflict points
9. Other considerations
10. Consensus from existing base owners

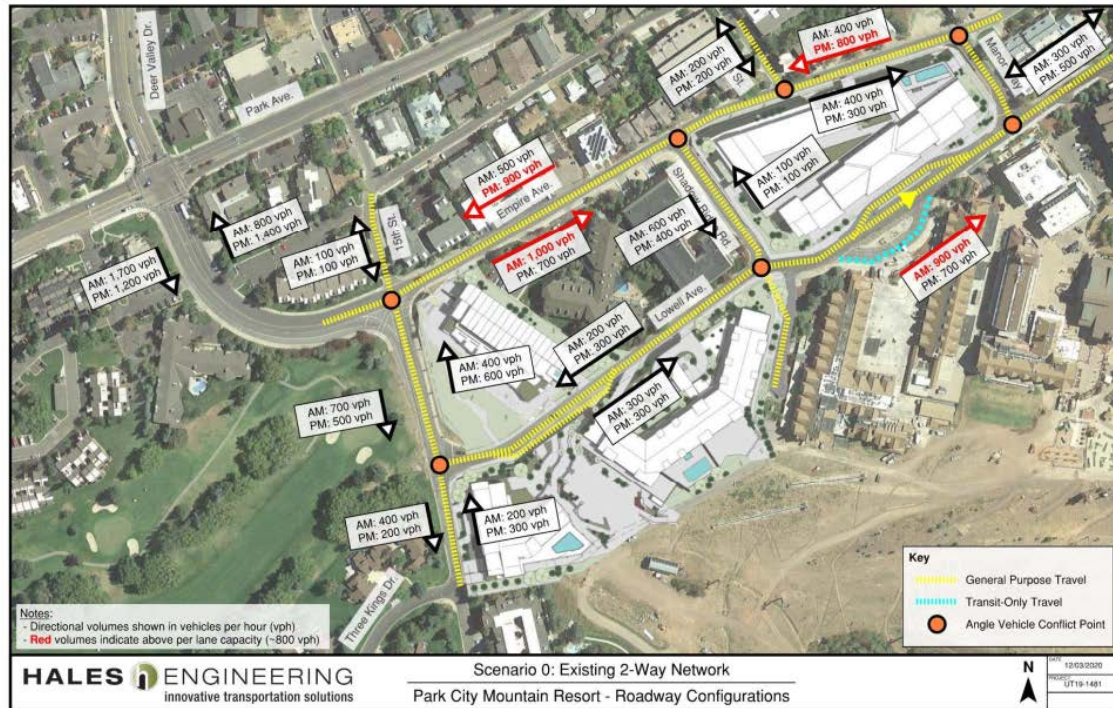
At the public hearing, the Commission should discuss whether or not they agree with the evaluation criteria.

Comparison of Scenarios

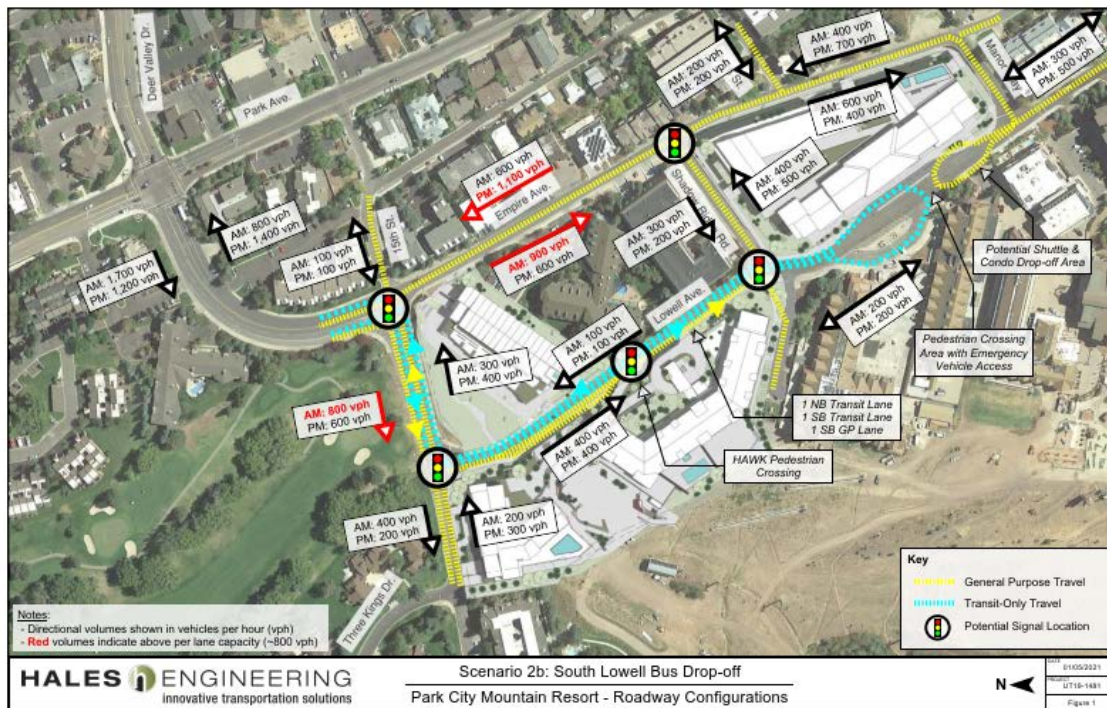
Page 9 of the December 22, 2020 PEG PowerPoint compares scenarios according to the evaluation criteria. It is important to note that all scenarios were evaluated assuming the same mode-share as existing conditions. AECOM recommends that scenarios are planned to accommodate:

- increased bus and shuttle service in accordance with city goals, and
- future mode shifts resulting from emerging trends such as increases in ride-hailing, drop-offs, and micro-transit.

Scenario 0: Existing 2-Way Network (for comparison purposes)



Scenario 2b: Transit Lane on Lowell with South Lowell Bus Drop Off



Under Scenario 2b:

- Buses would have exclusive lanes from the intersection of Empire and Silver King to the existing bus stop location on Lowell (about 0.8 miles as shown in cyan/aqua on the above map)
- There would be 4 new signals and 1 new pedestrian HAWK signal
- There would be 1 general purpose travel lane in the southbound direction on Lowell for pick-ups and drop-offs near the new hotel and proposed HAWK signal
- Empire would remain open to 2-way traffic
- The shuttle/drop off area would be located near the bus stop with a turnaround loop

Advantages of Scenario 2b are:

- Exclusive transit lanes means the bus will not get caught in traffic
- Transit travel times on site (from the intersection of Empire and Silver King and back again) could be less than 3 minutes, not including dwell time and assuming no delays from drop-offs or pedestrians crossing the road (see January 5, 2021 Memo from Hales to PEG Re: Scenario 2b)
- There is sufficient space for a bus stop including 8 bus bays (the number of bus bays recommended by AECOM).
- The space between the bus stop and the shuttle/drop off area would provide a car-free pedestrian crossing across Lowell Avenue

A concern with Scenario 2b is the performance of Empire in the PM peak.

Approximately 1,200 vehicles are expected in the northbound direction in peak hour on

Empire, and the capacity is estimated at 800 vehicles per hour. This could impact emergency access and travel times for surrounding residents. There may not be any scenario other than the original one-way loop with 2 general purpose lanes that does not have some congestion issue. To optimize this and other scenarios, AECOM recommends increasing bus and shuttle service to decrease the overall number of vehicles circulating on site and therefore decrease congestion.

Scenario 3a: Below Grade North Bus Loop



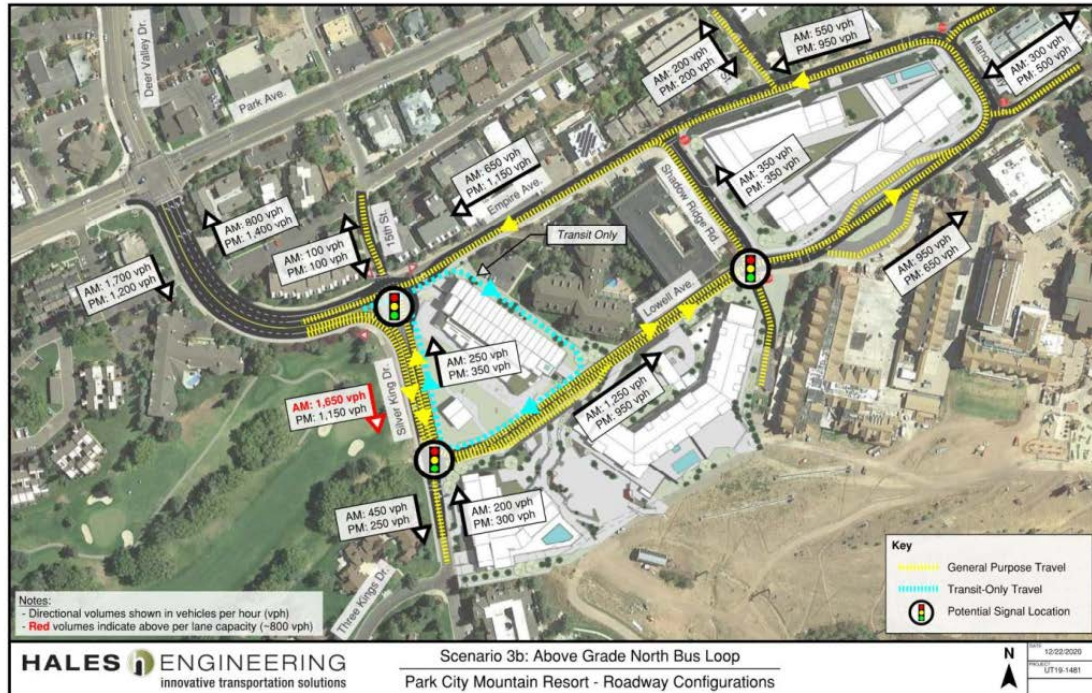
Under Scenario 3a, buses would also get exclusive transit lanes for the entire route on-site (approximately 0.8 miles). The bus would travel underground through the planned parking structures under the buildings on Lot E and C and would surface before crossing Lowell on the Shadow Ridge extension. The bus stop could be located on the west side of Lowell, on Shadow Ridge extension; however PEG has concerns with this location due to grades. Another possible location for a new transit center is slope-side of the hotel (Building C) either under or above ground. Underground could pose wayfinding challenges; above ground could introduce skier/bus conflicts.

PEG is evaluating this scenario for feasibility and cost. Some preliminary differentiators include:

- The location of the bus stop would be closer to the slope than Scenario 2b; however, the City acknowledges there are concerns with moving the bus stop further from existing businesses.
- The overall on-site transit distance is shorter than Scenario 2b, reducing travel times and operating costs.
- The bus would move through fewer signals than Scenario 2b.

- For the areas where the bus is moving underground, there would be no bus/pedestrian conflicts. Pedestrian/auto conflicts would remain on Lowell Ave.
- General purpose lanes would remain one-way, requiring more out of direction travel for neighboring residents on Lowell.

Scenario 3b: Above Grade North Bus Loop Around Building D



Scenario 3b has substantial advantages for transit travel time; however, it has been eliminated from further consideration due to the distance between the bus stop and the existing base area businesses.

Traffic Signals and Transit Priority

Based on the study so far, it appears that new traffic signals are likely to be necessary. AECOM recommends the design include signals with the ability to prioritize transit and manage traffic on site, noting that there are additional considerations such as operational and maintenance costs associated with new signals, and these costs will need to be negotiated with the applicant. Signals provide the opportunity to be programmed differently depending on the season. If signals are required, signal warrants will need to be conducted by the applicant.

Next Steps

Staff and the consultant team continue to work with PEG to evaluate the above concepts in detail and provide a circulation solution that meets the City's criteria and improves congestion at the base while minimizing impacts on the surrounding neighborhood. These concepts may be revised or optimized and staff is not ready to give a final recommendation on circulation at this point. PEG has significant concerns with Scenario 3b and this scenario may change significantly. Staff is still seeking to

prioritize transit and minimize conflicts between pedestrians and vehicles. PEG will return to the planning commission in February with final scenarios and a clarified proposal, and staff and AECOM will include further evaluation and recommendations at that time.

As noted in Exhibit A:

- 1. The City's Engineering Department has engaged a third party consultant to help determine if the current location of the bus stop is in the best spot to prioritize transit use to the Resort and improve circulation and on-time transit performance through the Resort. A recommended location is expected in time for the February 17, 2021, Planning Commission meeting.**
- 2. The Planning Department recommends the applicant and Vail Resorts Park City Mountain develop a Traffic and Parking Management Operations Plan outlining how traffic will be managed at the base area, particularly during peak ski season and events. This information should be submitted in time for the March 17, 2021, meeting (by February 22 to allow for sufficient staff review).**
- 3. The applicant's Construction Phasing and Mitigation Plan should be updated, and more detail is needed. This information should be submitted in time for the March 17, 2021, meeting (by February 22 to allow for sufficient staff review).**
- 4. Parking is expected to be discussed in further detail at the February 17, 2021, meeting.**

4. Design Updates

The applicant submitted [updated architectural plans](#) on January 5, 2021 (linked and also attached as Exhibit D). The notable change in the plan set is a new pedestrian connection through Parcel B at 14th Street from Empire Avenue. This connection includes a broad set of stairs as well as an elevator to the top of the 2nd floor, and is approximately 60 feet in width across the parcel, which allows for a significant view corridor to the mountains beyond.

This plan set also includes comparisons to the 1998 plan set, including overall massing, programming, building height and setbacks. These plans will be presented at the January 20, 2021 public hearing by the applicant.

The Planning Department has compiled a table summarizing much of this information (Exhibit E). Overall the applicant's site plan includes approximately 20% less programmable square footage than the 1998 plan, although this does not include parking above grade. It is now noted that the 1998 plans also included some parking located above grade, which is not acknowledged in the 1998 plan set, particularly on Parcel B. The applicant recently submitted information on the amount of parking above grade, and even with the inclusion of this additional mass, the proposed plans are just under the maximum total square footage allowance as referenced in the 1998 DA. This is particularly notable as the applicant's plans include affordable and employee units in their total square footage, while the 1998 plans call for employee units to be built off

site.

Staff notes that Parcel C exceeds the allowed 10% of building square footage for Residential Support Commercial and Accessory Uses, which does not require the use of Unit Equivalents, but counts towards overall square footage. Overall, the total amount of Residential Support, Resort Accessory, and Retail/Commercial uses in the project is 22% of the total square footage proposed.

The Planning Department is still analyzing the proposed Residential Support ratio, as well as proposed building heights and will come back to the Commission in March with additional details and analysis.

The Planning Department wishes to clarify that the LMC does not prohibit structures from projecting into the setbacks below grade.

Parcel B

The 1998 Plan for Parcel B was known as the “Residential Village” and was conceived as four (4) separate buildings, all residential in character. In the 1998 site plan, Parcel B reads as three buildings from Lowell Avenue (although the plan describes them as four separate buildings), two buildings from Shadow Ridge Road, and two to three buildings from Empire Avenue, with a pedestrian crossing from Empire and 14th Street on the third level. There is significant massing along Empire Avenue and Shadow Ridge Road and in the center of the parcel. Units start at elevation 6950 for much of the parcel, but there is a lower level at elevation 6940, and even 6930, that include some residential units towards the Empire and Shadow Ridge corner of the site (B4), which is the lowest point of the parcel. Parking is below the building, and the building extends three to six stories in height. Buildings on Parcel B were granted a height exception.

Building Heights are not measure from Existing Grade as the current LMC requires ([LMC § 15-2.16-4](#)). Instead, the application measures height from two datum points taken on Lowell Avenue, one towards Manor Way, datum point 6951, and one towards Shadow Ridge Road, datum point 6941. Due to the sloped nature of this Parcel, this results in significantly taller buildings than documented in the approved volumetric designs, making direct height comparisons challenging. This is particularly true along Empire Avenue and Shadow Ridge Road, as noted in the applicant’s most recent submittal.

The applicant’s plans for Parcel B is also composed of three distinct building elements three to six stories above parking, and is predominantly residential in nature with some commercial uses on Lowell Avenue. The exposed garage is wrapped with residential or commercial units, with the exception of Manor Way.

The townhomes on Empire Avenue are 3 stories, 36 feet, and relate in scale to the single family homes across the street, and the height at which these homes could be built if redeveloped (35 feet). The affordable/employee housing building on Shadow Ridge Road is 5 stories (peak building height is 76 feet) but steps down at the major

street corners on the top floor. The tallest portion of the building is on Lowell Avenue and Manor Way at 6 stories, which is in keeping with the height of some buildings in the Resort area. The peak building height on Lowell Avenue is also 76 feet.

Applicant's Parcel B Volumetric Comparison



The applicant's submittal includes massing, building height and setback comparisons and it is interesting to note how similar the peak building heights are between the two plans as shown above, although the volume and massing varies. The 1998 peak Building height is approximately 78 feet (Building 3 and 4 as shown on page 133 of the [1998 Volumetrics](#)), and the proposed peak building height is 76 feet. The building height has been significantly reduced along much of the Empire Avenue façade from the 1998 plan.

Building setbacks are also quite similar to the 1998 plan where waivers were granted to reduce the perimeter setback to the underlying zoning district minimum requirements of 20 feet, as allowed by [LMC § 15-6-5\(C\)](#). The applicant is looking to project from the 25 foot setback into the 20 foot setback for portions of the townhomes, garage entrance and for two vertical corners of the affordable units on Empire Avenue, for projections along Shadow Ridge Road, and for significant portions of the Lowell Avenue façade. No projections beyond the 20 foot minimum setback requirement will be allowed.

As noted in Exhibit F, the applicant's building program is smaller than the 1998 plan by approximately 8%, inclusive of above grade parking, and including the affordable/employee units not included on site in the 1998 plans.

The applicant should clarify how much of the pedestrian passage is public open space and submit revised open space calculations to the Planning Department.

Staff notes driveways for the townhouse units are still not shown in the revised plans.

Finally, the applicant and Housing Authority may wish to consider the potential for a

payment in-lieu for the equivalent number of affordable/employee units that equates to one story of the building mass on Lowell Avenue, in order to reduce the height of this portion of the parcel by a story. This is an option that is allowed under the current Housing Resolution and funds could be used by the City to construct these units elsewhere in the City.

Parcel C

Under the 1998 Plan Building C is billed as the Learning Center, with day care, residential and retail programming included as well. The building contains 101 residential units above the Learning Center. This building was also granted exceptions for Building Height and Setbacks. The building ranges from two to six stories with an average height of 4.7 stories. Again, the 1998 plans represent height from a datum point and not from Existing Grade, so the building as viewed from Lowell Avenue is taller than acknowledged in the 1998 plan set. Peak Building Height is approximately 75 feet (as shown on page 137 of the [1998 Volumetrics](#)).

The applicant's plan for Parcel C is a four-star hotel with 250 guestrooms, conference and meeting space, and extensive support and commercial uses, for both the hotel (restaurant and bar, spa and fitness center, outdoor pool deck and ski-on/ski-off lounge) and Resort (skier services including ticketing, ski rental and ski school, and retail/restaurant uses fronting the plaza and ski terrain).

As noted in previous Staff Reports, the applicant is proposing to shift Density from other parcels (notably Parcel D) to Parcel C, which the 1998 DA prohibits, but the Planning Commission and staff have expressed support for, as it is located against the mountain and Resort, and away from the surrounding residential neighborhood. This shift in density results in a proposed building on Parcel C that is approximately 16% larger than in 1998.

The building is six stories and peak Building Height is 76 feet. Although larger in volume than the 1998 building, the peak height is similar to the 1998 building as well as the proposed setbacks to Lowell Avenue (20 feet for both buildings wings on Lowell Avenue).

Parcel D

The 1998 plan is conceived as three interconnected masses stepping back from Lowell Avenue with the buildings bulk located in its center and varies in height from three to five stories above parking. It also contains a skier plaza. The building is residential in character with some public retail and commercial uses. Vehicular access to parking is from Empire Avenue. Setbacks are 20 feet from the property lines. Parcel D contains 60 units overall in 5 stories, and has an average height of 4.3 floors and a peak height of 60 feet (as shown on page 141 of the [1998 Volumetrics](#)).

Proposed Building D is somewhat similar to the 1998 plan. Originally proposed as 5 stories, the applicant has recently reduced the height of this building to 4 stories, and shifted this mass to Building C. The peak height of Building D is 74 feet. The project is

seeking limited exceptions to the setbacks for projections towards Empire and Lowell Avenue. Staff notes that a portion of the detached retail building on this parcel appears to be located within the setback which is not allowed.

Parcel E

Under the 1998 Plan, in conjunction with Parcel C, Parcel E defines the drop-off plaza and frames the resort's primary view corridor. It is intended to create a gateway into the resort and highlight the mountain, lifts and adjacent ski runs. The building height steps up toward the ski hill. The building is three-stories (40 feet) at the shared property line with the adjacent Snow Flower but increases in height towards the center of the building. On the plaza side a one-story commercial level extends out towards the intersection. Overall building height ranges from one to six stories above parking. The tallest part of the building is 95 feet from the edge of the Snowflower Condominiums, creating enough space for air and light to circulate. There is a covered pedestrian link from Silver King Drive to the mountain. Outdoor spaces and terraces frame the plaza and are meant to encourage year-round activity. The building is setback 25 feet from Lowell where the two-story wing is located. The building contains residential units as well as a retail/skier service component as well as a large restaurant with outdoor dining. Parcel E contains 91 units with an average height of 3.8 floors but a peak height of 83 (as shown on page 145 of the [1998 Volumetrics](#)) feet towards the center of the building. This building, because of its size has the most variety in massing and height. The building was granted height and setback exceptions, with setbacks of 20 feet at Lowell Avenue and Silver King Drive.

The current proposal for Building E is significantly smaller than the 1998 plan because the applicant is not proposing to relocate Lowell Avenue as the 1998 plans do. The building is 6 stories and has a peak building height of 88 feet. A small portion of the building adjacent to the plaza is located within the 20 foot setback area. Staff notes that a porte cochere type structure also appears to be located in the setback and this will not be allowed.

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.

Notice for this public hearing was published on the Utah Public Notice Website and Park Record on December 28, 2020. A second mailing was also sent to property owners within 300 feet of the base area. Due to a sorting error the notice was resent on January 6, 2021, to ensure that it reached the intended recipients. The Planning Department notes this notice was not required but was done in an effort to keep adjacent property owners informed.

Public Input

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

Public comments will be taken at the public hearing but should be focuses on sustainability.

Project History

PEG Development has submitted an application requesting to amend the [1998 Park City Mountain Resort \(PCMR\) Development Agreement \(DA\)](#), and specifically, to replace expired Exhibit D of the DA, the [1998 PCMR Base Area Master Plan Study Concept Master Plan](#), with a new Master Plan, known as the [Park City Base Area Lot Redevelopment Master Plan Study](#).

On [July 8, 2020](#), the Planning Commission made a formal determination that the applicant's proposed new site plan was a substantive modification to the MPD and therefore will justify review of the entire master plan and Development Agreement by the Planning Commission. The public hearing process was opened on [August 26, 2020](#), with a focus on the site plan, programming, architecture, landscape design and Open Space, and consideration of the applicant's requested exceptions to perimeter Setbacks and Building Height requirements; a hearing on [September 23, 2020](#), focused on transit and pedestrian connectivity, traffic, parking and circulation. A meeting on [October 28, 2020](#), focused on Sustainability, Utilities, Project Phasing and Construction Mitigation. A public hearing on [November 18, 2020](#), focused on changes to Building B. The December 16, 2020, public hearing focused on Sustainability. It is expected that many of these topics will be discussed further at future public hearings.

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

Proposal

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

Approval of the proposed amendment to the DA will result in either a new or amended DA, replacing the 1998 DA. Should this project be approved, subdivision and conditional use permit (CUP) approvals will be required for each parcel prior to the issuance of any building permits.

Additional background information on the MPD process can be found in Exhibit H of this Staff Report.

Exhibits

- Exhibit A – Background Information Related to Transportation
- Exhibit B – Map of Satellite Parking Areas
- Exhibit C – Hales Circulation Scenario Studies
- Exhibit D – Updated Architectural Plans submitted on 1/5/2021
- Exhibit E – Project SF Comparisons
- Exhibit F – Public Comments
- Exhibit G – Summary of MPD Process

Exhibit A: Background information related to transportation and circulation at the base area.

1. Relevant Regulatory Documents and Plans/Studies

Park City prides itself on being a world class-destination with two ski resorts and a variety of other cultural and recreational attractions, and providing transportation options and modes for visitors, residents and commuters is a Critical Priority for the City. In accordance with the [Park City General Plan](#), prioritizing transit and active transportation options is one of the highest priorities for the City, and the lens through which the City looks at new development projects. In addition, Park City Municipal's [Long Term Strategic Plan](#), calls out transportation as one of the City's four (4) Critical Priorities.

Specific to the [Resort Center](#) area, the City's General Plan includes the seven (7) following objectives:

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

More recently, the City's [Vision 2020 Think Tank Report](#) identifies traffic and transportation as the biggest challenge facing Park City in the next 5-10 years, and finding innovative transportation solutions to traffic congestion, the biggest opportunity for Park City over the next decade, reaffirming that multi-modal travel remains a Critical Priority for the City Council and Community. In October 2020, the City Council, as part of an initiative to update the City's Transportation Master Plan with the findings of Vision 2020, adopted a [modal hierarchy](#) that prioritizes bikes and pedestrians and a "transit first" philosophy.

The City's updated goals mark a shift away from an auto centered approach to transportation, and a pivot towards developing strategies that give people more sustainable options for travel. This new approach includes planning for innovative transportation solutions, expanding transit and providing increased multimodal options for travel around Park City. The redevelopment of the base area is a generational opportunity for the City to implement this updated philosophy, ensure that transportation options at the base prioritize transit, bikes and pedestrians over general purpose traffic, and improve people access, traffic and circulation over existing conditions.

At the same meeting in October 2020, the Council embraced the goal of making Park City a "car optional" community, and taking bold action to reinvent transit using the best

service models and technology available today. The Transportation Planning Department is working on completing a Short Range Transit Plan that will focus on improved transit service for areas within city boundaries, and will also address dedicated transit service along gateway corridors and effective integration with Summit County's nascent regional transit district.

2. 1998 Development Agreement

The [1998 Development Agreement](#) includes the following Exhibits relevant to Transportation, Parking and Circulation:

- [Exhibit E - June 25, 1997 Conditions of Planning Commission Approval](#)
- [Exhibit G - Bus Drop Off Easement Agreement](#)
- [Exhibit H – Master Phasing and Construction Management Plan](#)
- [Exhibits J & K - Traffic and Parking Mitigation Plan](#)
- [Exhibit L - Mountain Upgrade Plan re Parking Capacity](#)

1998 Planning Commission Approval

The [1997 Planning Commission Approval](#) includes the following notable Findings of Fact, related to transportation, parking and circulation:

- FOF #6. The applicant prepared two traffic and parking studies.... A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increased traffic demand.
- FOF #9.Specific design guidelines...and site planning were required in order to:
 - o ...provide for significant pedestrian circulation;
 - o improve the efficiency of the road and transit system;
 - o provide attractive and functional landscaping and streetscape;
 - o minimize the impact of construction on the neighborhood and surrounding open space areas;
 - o maximize public access and utility of open space....
- FOF #13. Total skier parking.... These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking.... Parking for the Resorts Accessory Uses and or Support Commercial to the Resort is included in the 600 additional parking stalls that will be built for the Resort uses....

Relevant Conditions of Approval include:

- COA #3. ...Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.
- COA #5. ...[The bus drop off area] is being required to be improved as part of this Large Scale Master Plan.
- COA #8. A Master Owners Association will be formed.... The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and all other public amenities that are part of this Master Plan. The Master Association shall coordinate recycling,

snow removal and maintenance with the existing associations in the resort center project.

- COA #9. The developer shall upgrade utilities as deemed necessary by the City Engineer....
- COA #13. ...Prior to any construction commencing on this project, or Planning Commission final action on any CUP... the traffic mitigation plan...shall be finalized, to the satisfaction of the City Engineer, Public Works Director, and Police Chief, which shall address, but not be limited to:
 - o Traffic control during peak hours of peak ski season.
 - o Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave, and Deer Valley Drive and Bonanza.

In general, Lowell Avenue water line work shall be constructed between October and May, to minimize conflicts with irrigation demands, but not done at times that would impede skier traffic flow through the area.

- COA #14. Prior to any construction commencing on this project, or Planning Commission final action on any CUP, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:
 - o 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.
 - o A parking operations plan including specifics of the pay for parking system.
 - o A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians.
 - o Contingency plans for satellite, large vehicle and overflow parking.
 - o 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 solutions 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 solutions for peak day and special event parking.

This plan shall be reviewed and modified, if necessary, as part of the CUP for each phase to evaluate transit alternatives and demonstrated parking needs.

Bus Drop Off Easement

The current bus drop off area is located on land owned by the Resort Center Condominiums Owners Association, with whom the City has an exclusive [Easement Agreement](#), for use as a bus transit station. The Agreement requires the City to maintain the easement area. The Agreement also notes that this area is considered the "Main Bus Drop Off" for the Resort, and specifies that at least 70% of City buses that service the Resort, must stop at this location. However, the City is not obligated to keep

the bus stop in this location, and this requirement only applies as long as the bus stop is located in the current location.

The existing bus drop off area lacks any passenger and amenities (sheltered waiting area, benches, bathrooms, bike racks, ski racks, etc.), adequate bus pullout area, or compliant ADA and pedestrian accessibility. Many general purpose automobiles and taxis use the area as a drop off, mixing with the buses and causing delays. Additionally, buses are often stuck in traffic and unable to circulate the base area efficiently. The Planning Department recommends that at a minimum, the applicant's project rectify these issues. As noted above in COA #5, the applicant was required to improve the bus drop off area as part of the 1998 approval.

The City's Engineering Department has engaged a third party consultant to help determine if the current location of the bus stop is in the best spot to prioritize transit use to the Resort and improve circulation and on-time transit performance through the Resort. Improvements should include a 6-8 bus bay design, proper passenger shelter and amenities, and potentially providing end of line bus staging and driver facilities. Building a better facility that includes all of these amenities into the larger project will integrate transit into the Park City base area, making the transit experience more attractive to visitors, day skiers and employees, improving operational efficiency system wide, and advancing Park City's transportation goals for prioritized transit. A recommended location is expected in time for the February 17, 2021, Planning Commission meeting.

Traffic and Parking Management Plan

The 1998 [Traffic and Parking Management Plan](#) forms the basis for maintaining existing or improved traffic conditions throughout the construction of the project as well as after completion of the project.

As noted above in COA #13 & #14, the traffic and parking mitigation plan was expected to be reviewed and modified with each phase of development to evaluate transit and parking needs. This condition, as well as the DA, also notes that if the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City has the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues.

The Planning Department recommends the applicant *and Vail Resorts Park City Mountain* develop a Traffic and Parking Management Operations Plan outlining how traffic will be managed at the base area, particularly during peak ski season and events. This plan should detail:

- Who will manage and direct traffic during the ski season, and how transit will be prioritized.
- How traffic managers/parking attendants will be trained/certified.
- Which garages will be prioritized for parking first.
- How the garages will operate (access, how skiers will pay for parking, etc.).
- How parking will be accessed by unit owners.

- How parking will be shared if unit owners/hotel guests are not utilizing their units.
- How parking will be shared with the community on special event days including but not limited to July 4th, Artsfest, Sundance, Halloween, Running with Ed, Miners Day, Park Silly, Farmers Market, Resort events (concerts and ski events), etc.
- How parking will operate in the summer for bikers and hikers.
- How and where bicyclists will be able to load/unload their bikes and park.
- Vehicle clearance and where taller vehicles and buses will be able to park.
- A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement.

This information should be submitted in time for the March 17, 2021, meeting (by February 22 to allow for sufficient staff review).

Phasing and Construction Management

The 1998 [Master Phasing and Construction Management Plan](#) also notes that more detailed construction mitigation plans were required for each parcel at the time of the CUP process. The applicant has submitted a [Construction Phasing and Mitigation Plan](#) that will be addressed at the March meeting.

Although the applicant's Construction Phasing and Mitigation Plan addresses parking during construction, the plan should be updated, and more detail is needed to address:

- Routing of construction traffic so that adjacent residential streets are not impacted.
- Parking of Construction vehicles and employees.
- Maintenance of pedestrian ways, trails and transit during construction.
- Details and phasing for street, sidewalk and intersection improvements including landscaping and the transit center.
- Neighborhood mitigation strategies.
- Proposed methods for monitoring compliance with the Construction Phasing and Mitigation Plan.

This information should be submitted in time for the March 17, 2021, meeting (by February 22 to allow for sufficient staff review).

If the Planning Commission chooses to approve this project, it is anticipated that the final Traffic and Parking Management Plan and Construction Phasing and Mitigation Plan will also be reviewed and modified as necessary, with each phase of development, during the CUP process for each building/parcel.

Mountain Upgrade Plan

The 1998 [Mountain Upgrade Plan](#) outlines the intended development of ski related facilities for the Resort, and requires that the Resort has adequate parking and mitigation for any expansion of lift capacity. Appendix A is the Park City Ski Area Parking and Capacity Analysis. The applicant updated this analysis in the [Transportation Improvements](#) section of their application. [Page 88](#) concludes that the

current (2019) CCC of the Resort is 12,570, and that skier supply (including existing parking spaces, lodging at the base area, use of town lift and transit) is 11,733, meaning that the resort can comfortably handle its peak occupancy under the existing parking conditions of 1200 stalls. This conclusion is arrived at by utilizing paid parking to increase the Average Vehicle Occupancy (AVO) rate, and this is the basis of the applicant's argument for eliminating the additional 600 parking stalls proposed for the Resort in 1998.

The Planning Department notes that the updated analysis does not appear to include the 450 stalls the Resort regularly uses at the High School on holidays and weekends. In addition, the Planning Department notes that even though only a fraction of terrain has been opened this year, reservations are capped and very few stalls have been lost to snow storage, the parking lots at the base area appear to be at capacity on most ski days. ***Parking is expected to be discussed in further detail at the February 17, 2021, meeting.***

Transportation Demand Management Plan

The applicant also submitted a Transportation Demand Management Plan which is being reviewed by staff and should be presented at the February meeting ([TDM Plan Adopted 2016](#)).

3. LMC MPD Criteria

[LMC § 15-6-5\(E\)\(1\)](#) addresses the number of Off Street Parking Requirements for MPDs, and parking will be discussed at the February 17, 2021, meeting.

Under current conditions, parking demand appears to regularly exceed supply, and traffic congestion is a common occurrence at the Resort and on surrounding streets. Therefore to meet the objectives of the General Plan, the LMC's required findings and the City's "transit first" philosophy, the applicant must facilitate and actively promote other modes of transportation over private automobile use.

In addition to advancing multi-modal transportation options, staff recommends the applicant and Vail Resorts Park City Mountain consider off-site parking or other mitigation, which may include partnerships with the City, third parties or a payment in-lieu contribution for use or expansion of parking at Richardson Flats or another location in the Quinn's Junction area which would further contribute to keeping traffic outside of Park City and more robust transit infrastructure at the base area.

[LMC § 15-6-5\(G\)](#), Site Planning reads:

5. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements; and

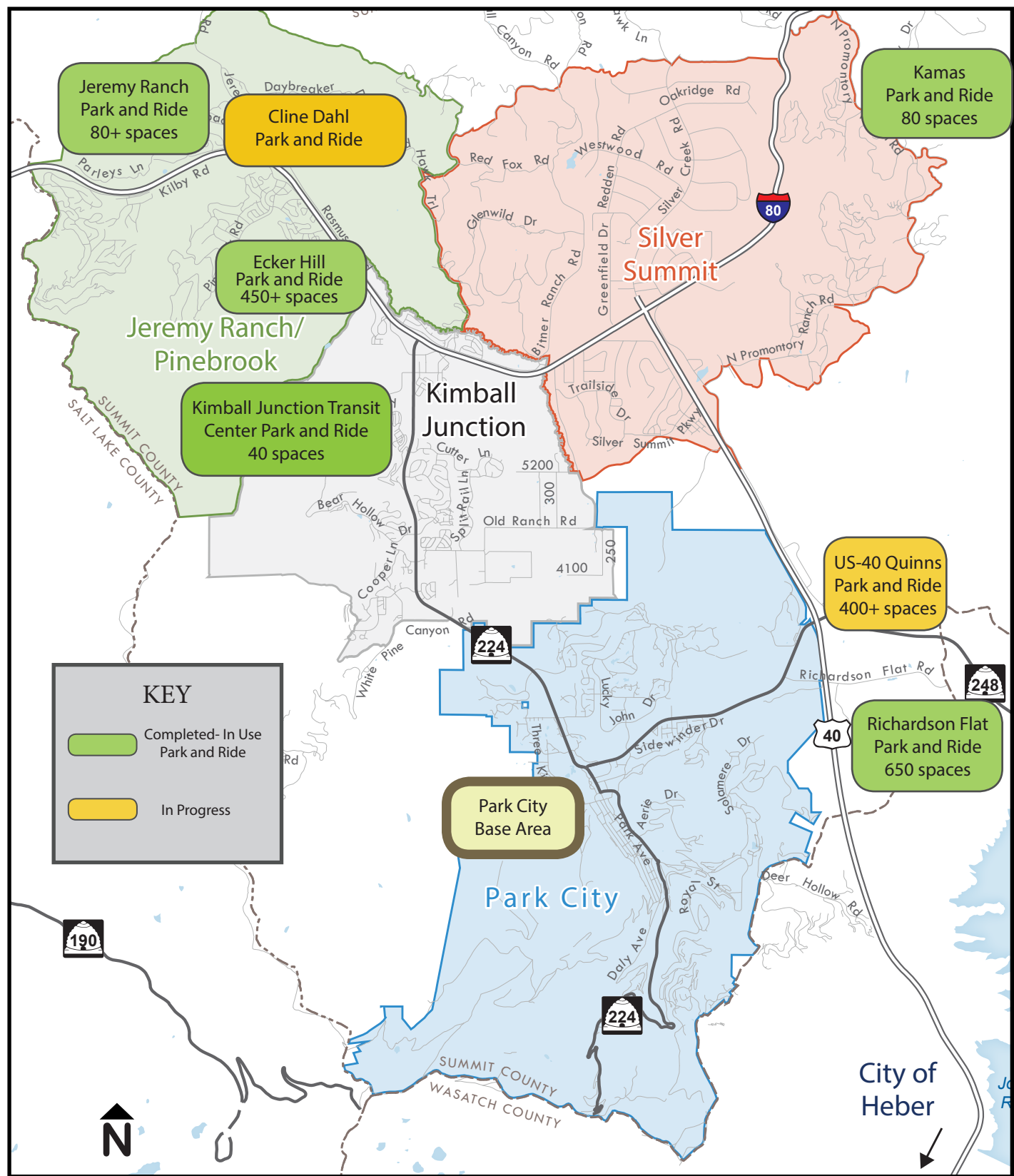
8. The Site plan for a Master Planned Development shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

[LMC § 15-6-6](#), Required Findings and Conclusions of Law, includes the following findings the Commission must make in order to approve an MPD, as related to transportation and circulation:

- J. promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;
- P. addresses and mitigates traffic.

It is the applicant's responsibility to demonstrate how their project conforms to the above plans, resolutions, objectives, Critical Priorities, and Land Management Code during the MPD review process.

Park City and Summit County Regional Park and Ride Map



PCM Roadway Scenarios

December 8, 2020

Ryan Hales
Josh Gibbons

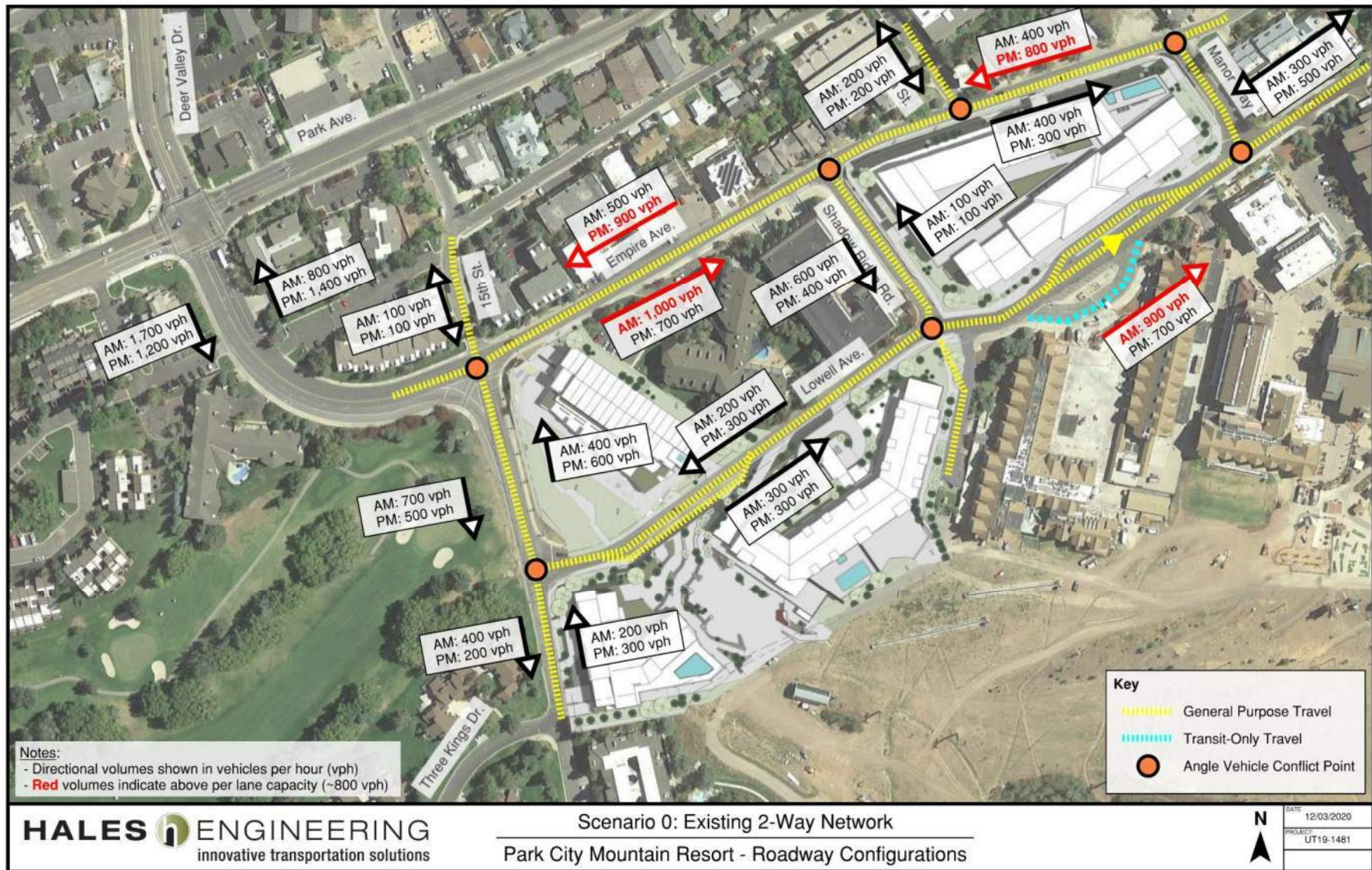
HALES  **ENGINEERING**
innovative transportation solutions



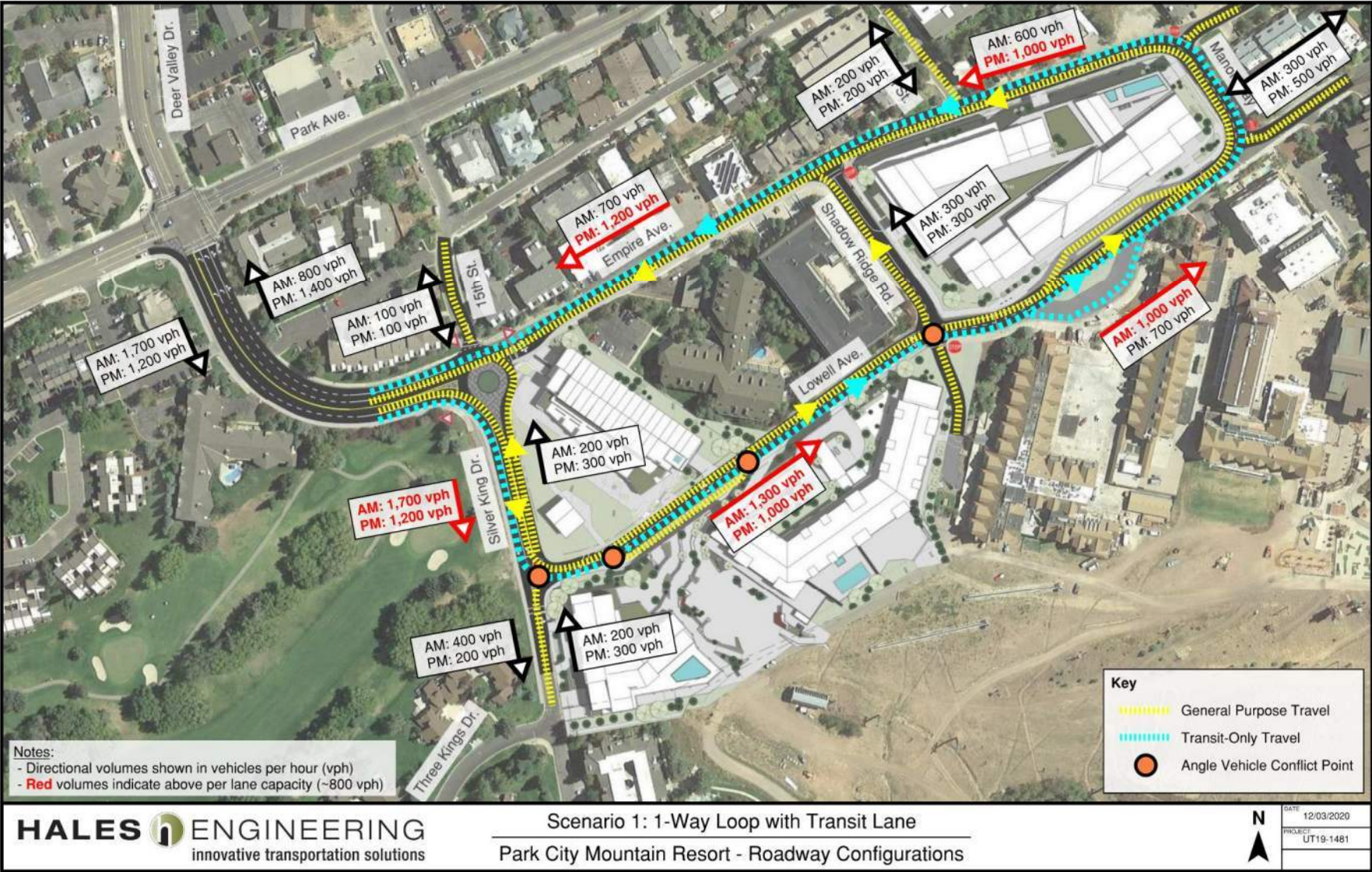
Scenarios

- 0: Existing 2-Way Network
- 1: 1-Way Loop with Transit Lane
- 2a: Transit Only on Lowell
- 2b: Transit Priority on Lowell
- 3: 1-Way Loop & North Bus Loop
- 4a: 1-Way Lowell & 2-Way Empire
- 4b: 1-Way Lowell, 2-Way Empire, & North Bus Loop

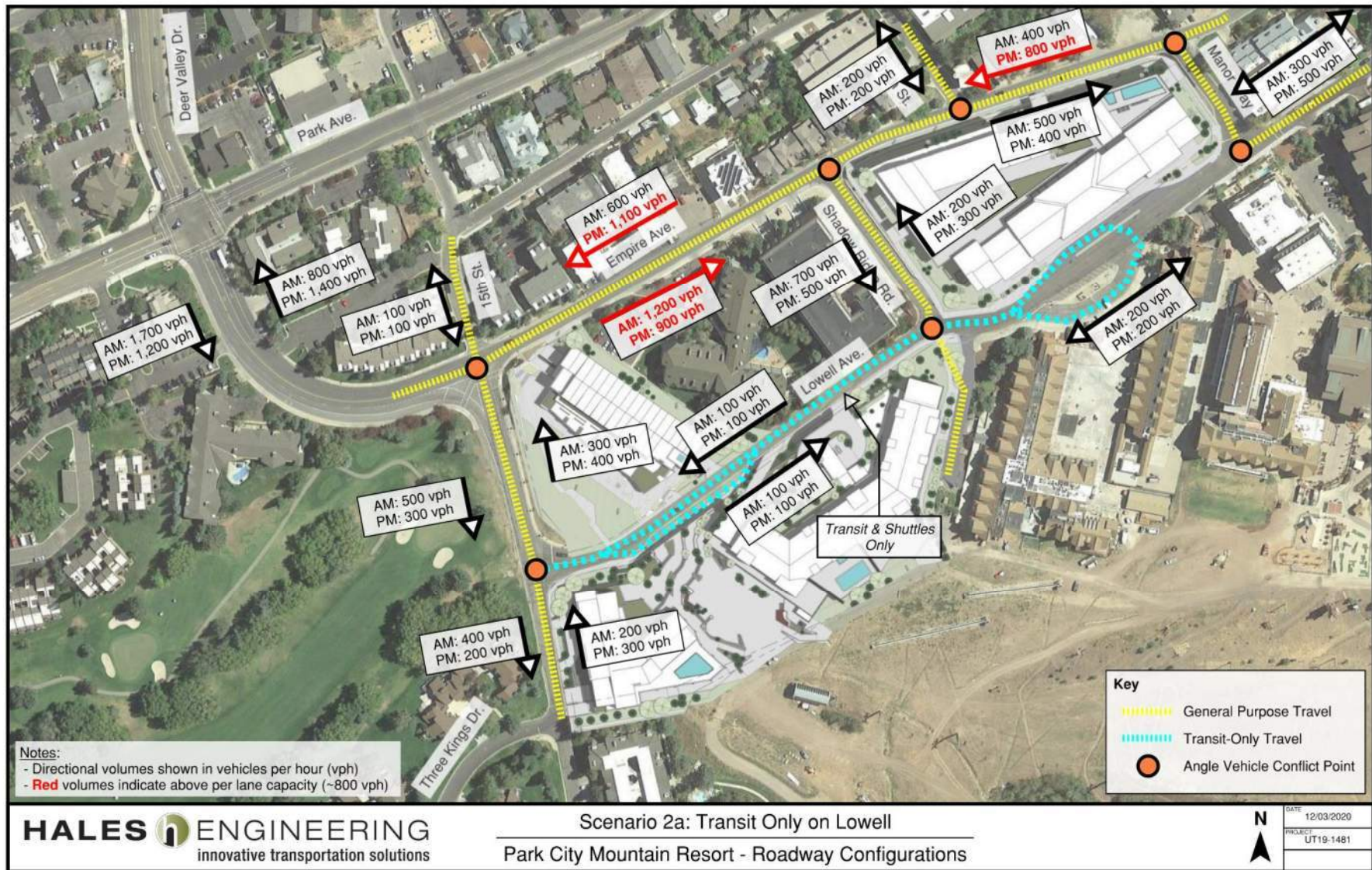
0: Existing 2-Way Network



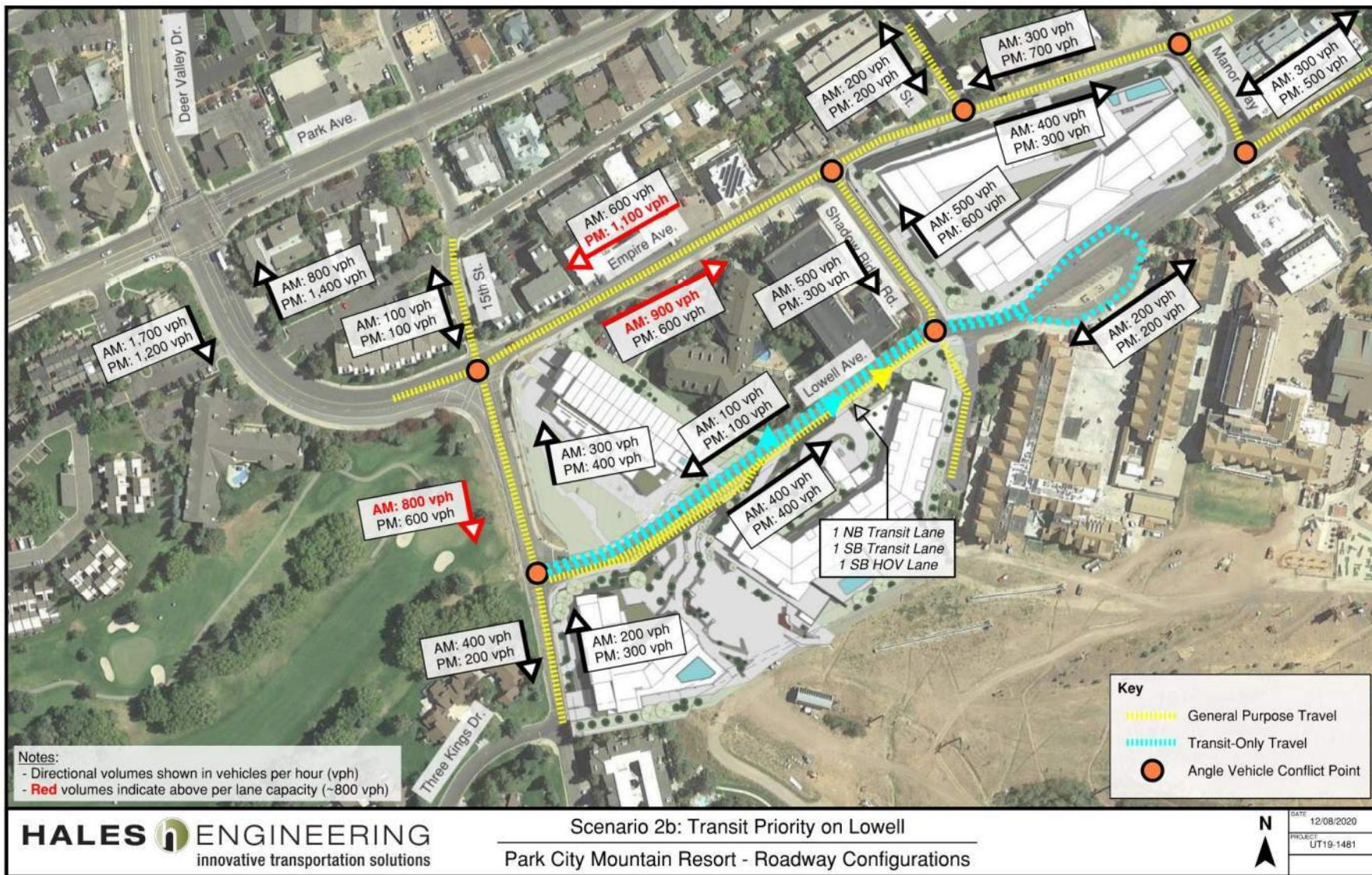
1: 1-Way Loop with Transit Lane



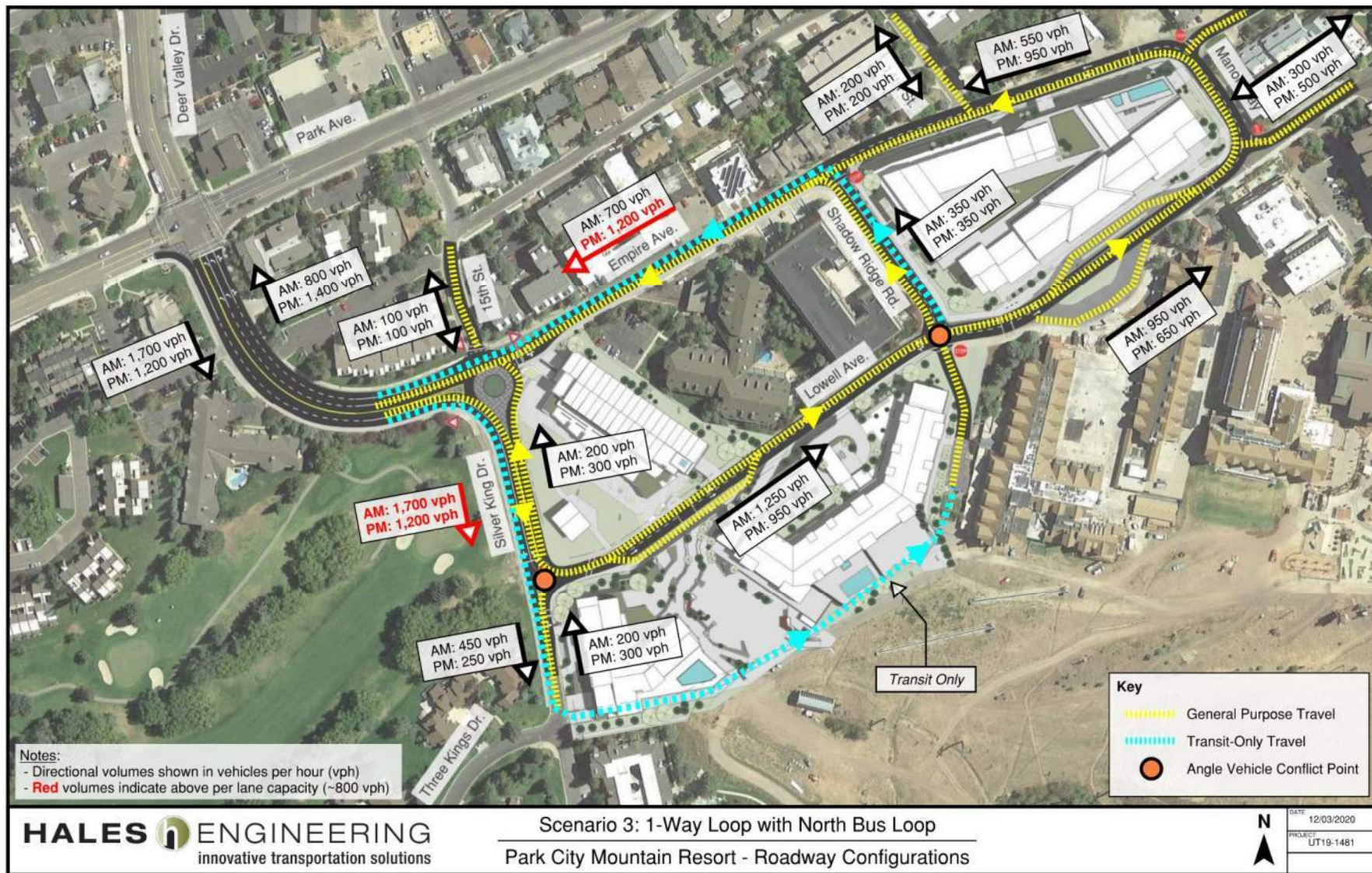
2a: Transit Only on Lowell



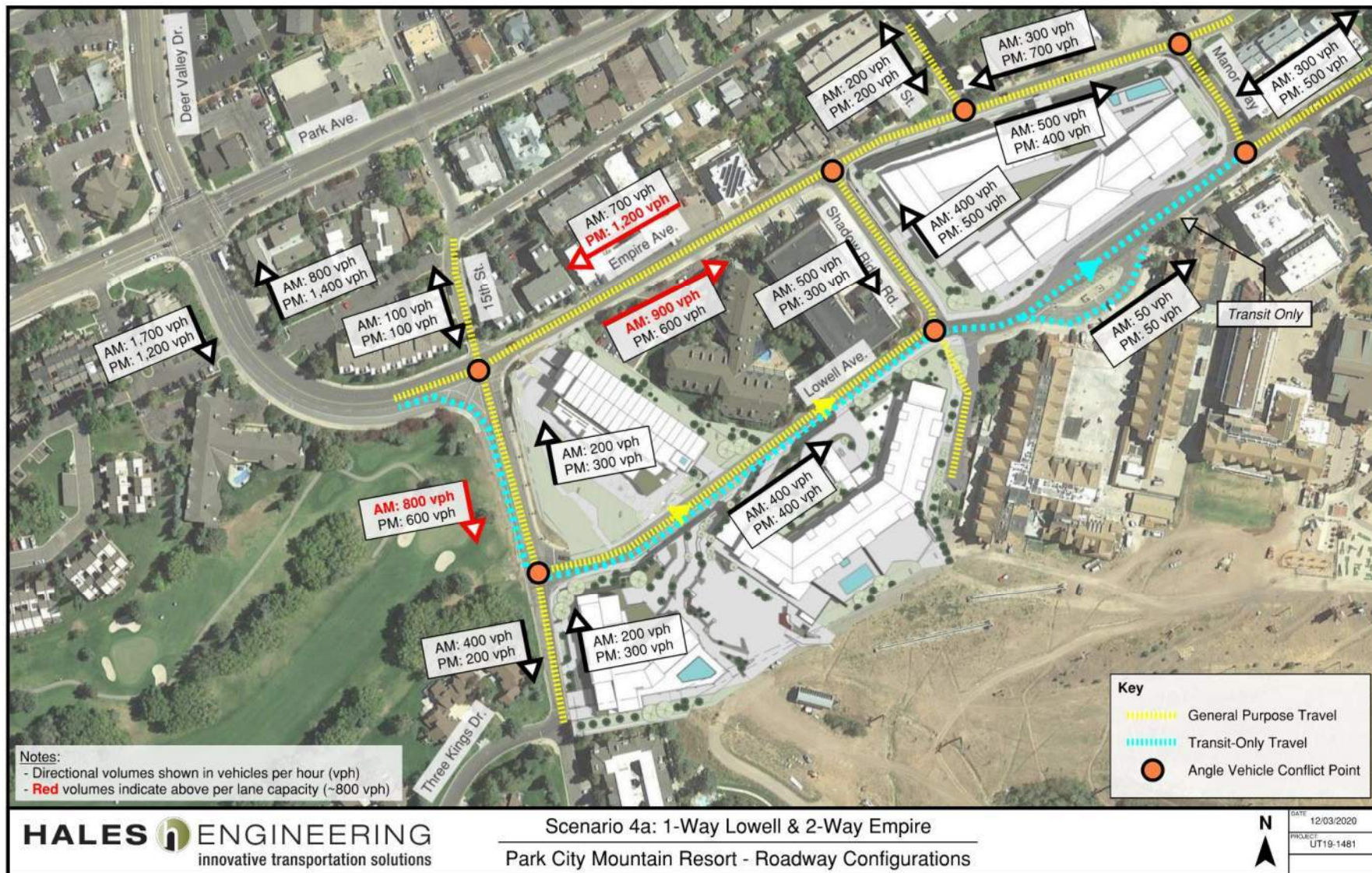
2b: Transit Priority on Lowell



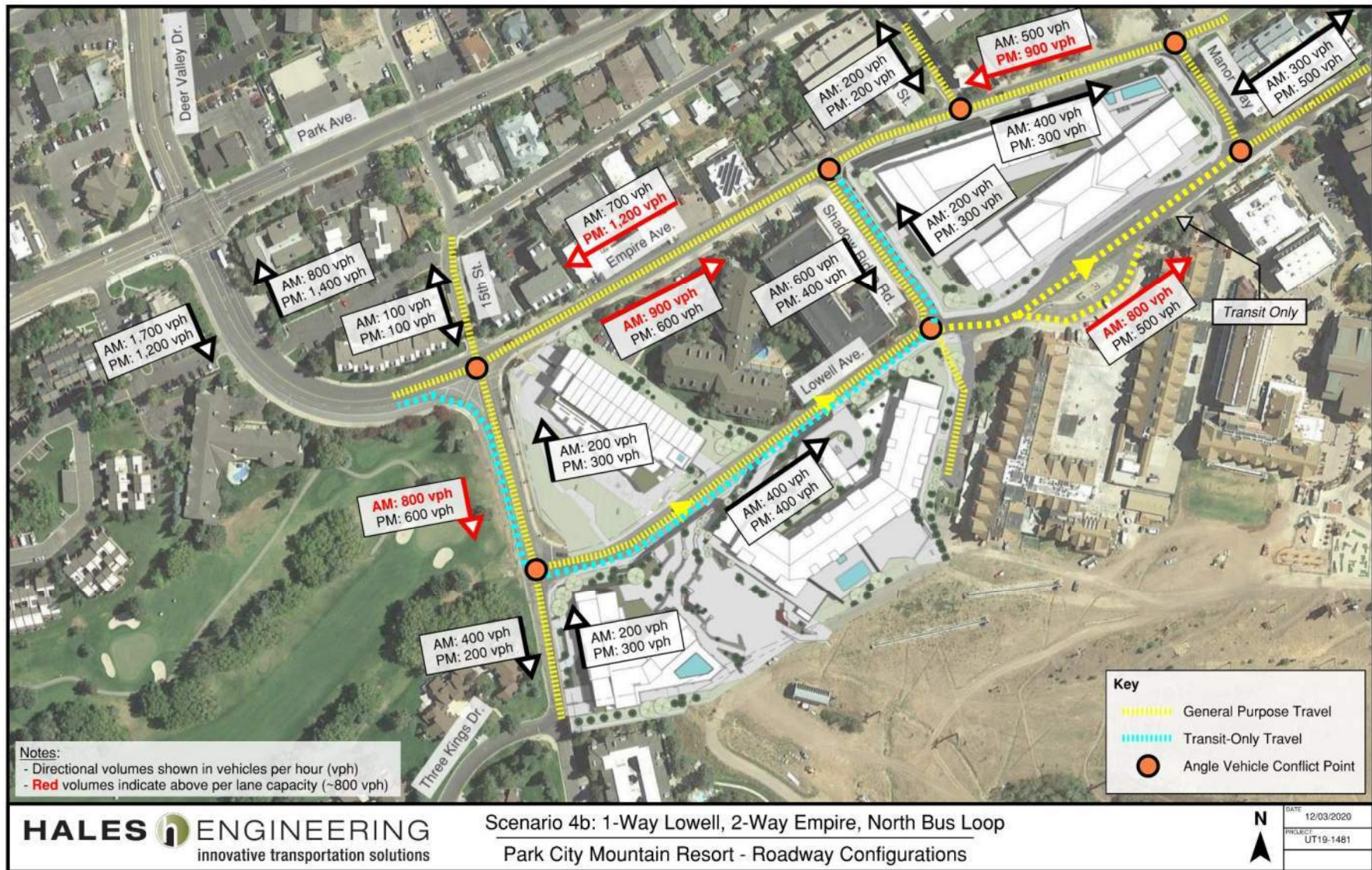
3: 1-Way Loop & North Bus Loop



4a: 1-Way Lowell & 2-Way Empire



4b: 1-Way Lowell, 2-Way Empire, & North Bus Loop



Comparison

	Scenario	Transit Priority	Angle Vehicle Conflicts	Traffic Flow	Cost	Other Notes
0	Existing 2-Way Network	None	7 conflict points	4 congested segments	\$	Existing congested flow at Silver King / Empire due to conflicts
1	1-Way Loop with Transit Lane	Transit Lane Loop	4 conflicts points	5 congested segments	\$\$	North drop off vehicles cross bus lane
2a	Transit Only on Lowell	Transit Lane Loop	7 conflict points	3 congested segments	\$\$	Issues accessing parking at parcel B and existing lots
2b	Transit Priority on Lowell	Transit Lane Loop	7 conflict points	2 congested segments	\$\$	SB lane on Lowell for HOV / hotel parking
3	1-Way Loop & North Bus Loop	Transit Lane Loop	2 conflict points	2 congested segments	\$\$\$	Would remove transit from southern uses
4a	1-Way Lowell & 2-Way Empire	Transit Lane on Lowell & Shared	7 conflict points	2 congested segments	\$\$	Mixed flow of buses and cars leaving the site
4b	1-Way Lowell, 2-Way Empire, & North Bus Loop	Transit Lane on Lowell & Shared	7 conflict points	4 congested segments	\$\$	Mixed flow of buses and cars leaving the site

Themes – One Option per Theme

- 100% exclusive transit lanes
- Bus stop moved away from existing location
 - North part of Lowell
 - North of Shadow Ridge / Lowell
 - OR on Shadow Ridge
- Flexible
 - Peak flow adjustments
 - Seasonality

Criteria

1. Maintain LOS D on roadway segments (and to the extent this requires a shift in traffic from vehicles to transit, what is the plan to get people to shift modes?)
2. Consistency with city goals (*Long-Range Transportation Plan – Goal Statement*) – prioritizing transit and multi-modal over automobile (see *September staff report for General Plan goals*)
3. Transit time & reliability (*faster than a passenger vehicle; shorter loop = shorter time – [preliminary analysis = transit miles compared with exclusive transit miles]*)
4. Transit operations such as traffic conflicts entering/exiting general purpose traffic (*# of conflict points*)
5. Qualitative analysis of rider experience (*layout of the transit stop, arrival, walking distance to lifts and bathrooms, access to amenities/lockers*)
6. Flexibility for seasonal fluctuations and future uncertainties (*roadway flexibility, seasonal changes*)
7. Impact on local residents living to the south on Lowell, near Empire, and Three Kings Drive (*simple congestion analysis for segments – distance a local has to travel*) (*through traffic on Three Kings Drive*)
8. Walking distances for various modes & number of vehicular conflicts for peds
9. Other considerations unique to each concept, fatal flaws, constructability, high-level cost differentiators
10. Consensus from existing base owners

Questions?



PCM Roadway Scenarios

December 15, 2020

Ryan Hales
Josh Gibbons

HALES  **ENGINEERING**
innovative transportation solutions



Themes

- 100% exclusive transit lanes
- Flexible
- Bus stop moved away from existing location

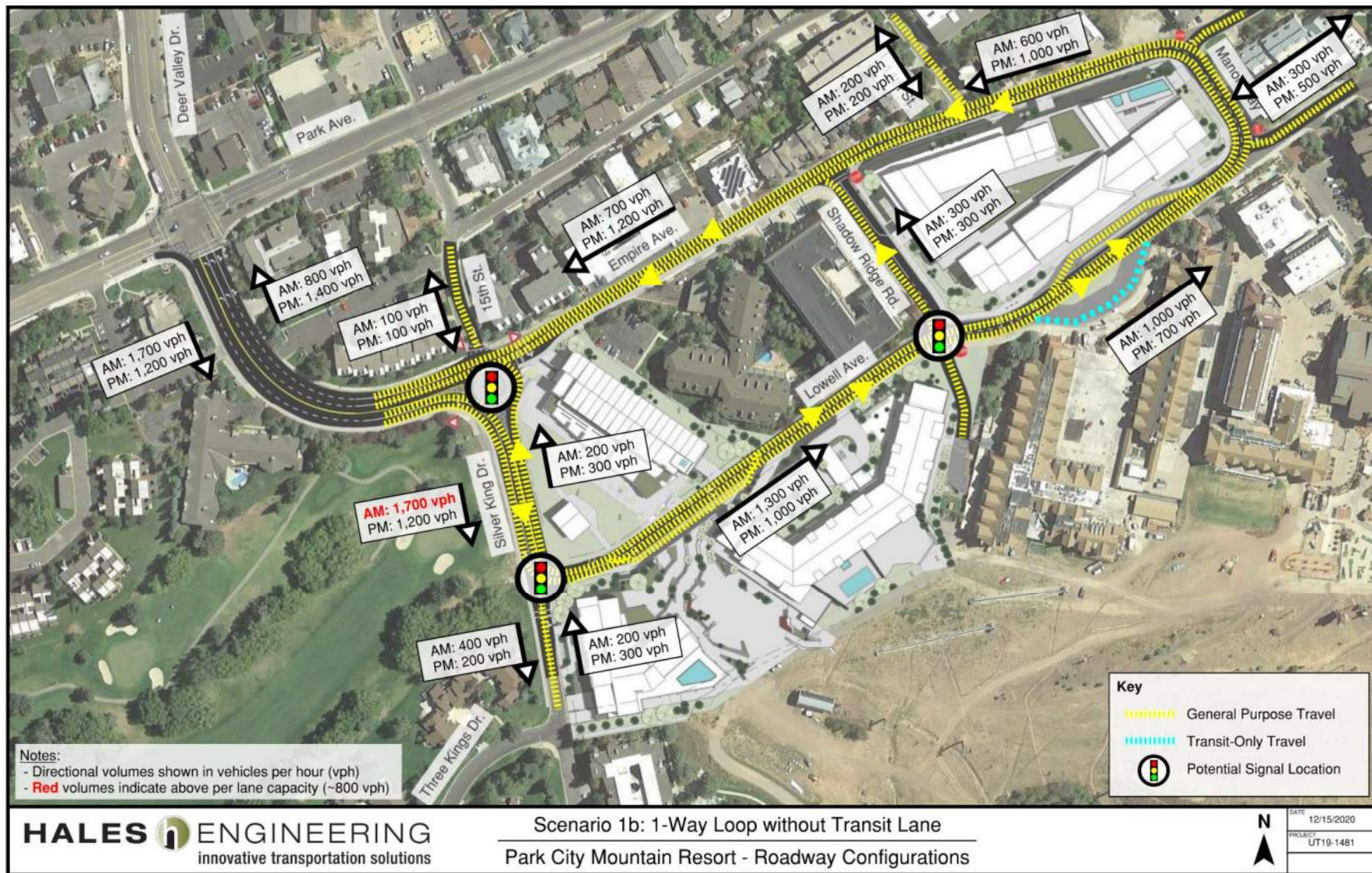
Scenarios

- 1(b): 1-Way Loop without Transit Lane (Original Proposal)
- 2(b): Transit Priority on Lowell
- 3: 1-Way Loop & North Bus Loop

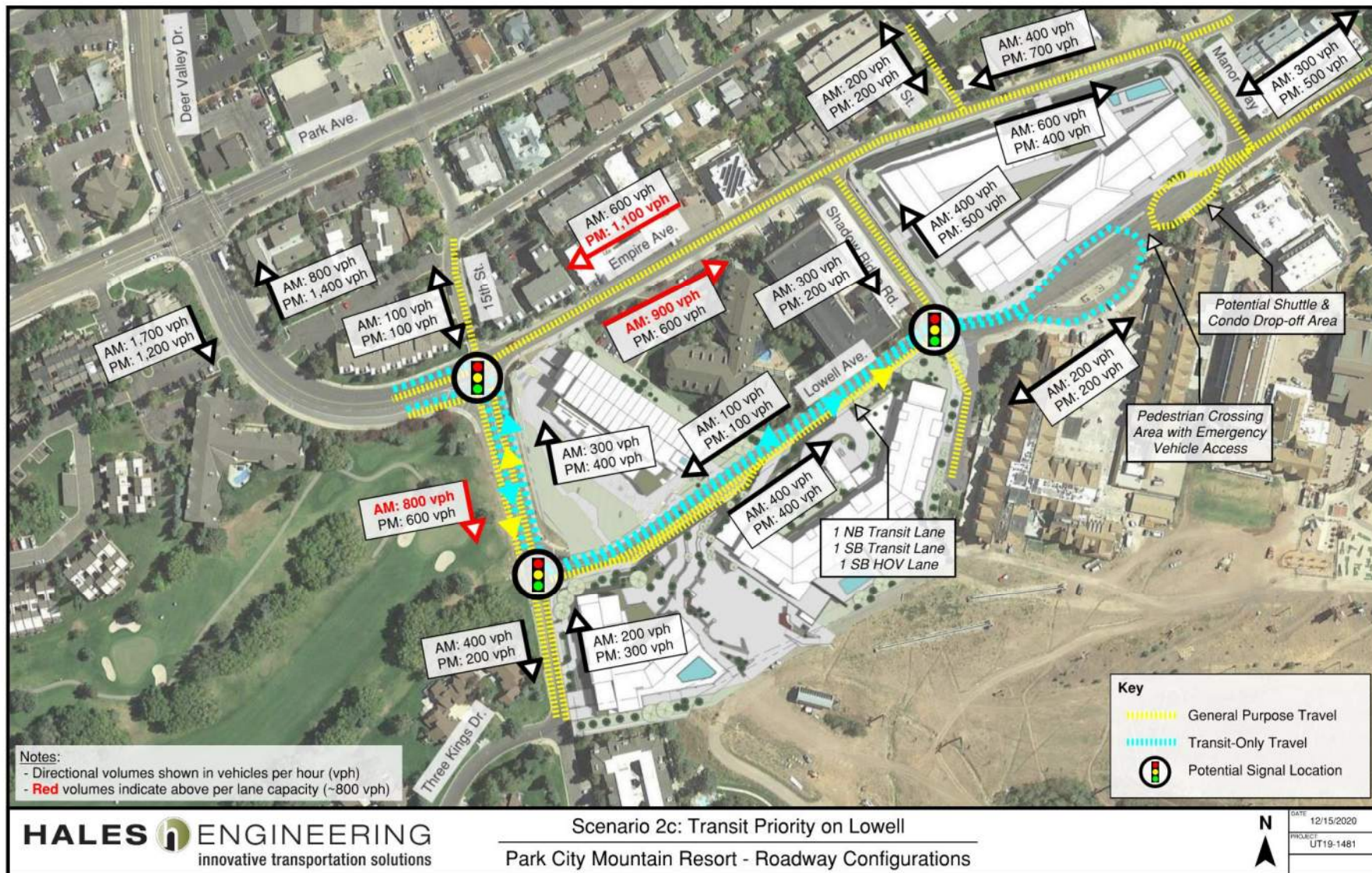
Criteria

1. Maintain LOS D on roadway segments (and to the extent this requires a shift in traffic from vehicles to transit, what is the plan to get people to shift modes?)
2. Consistency with city goals (*Long-Range Transportation Plan – Goal Statement*) – prioritizing transit and multi-modal over automobile (see *September staff report for General Plan goals*)
3. Transit time & reliability (*faster than a passenger vehicle; shorter loop = shorter time – [preliminary analysis = transit miles compared with exclusive transit miles]*)
4. Transit operations such as traffic conflicts entering/exiting general purpose traffic (*# of conflict points*)
5. Qualitative analysis of rider experience (*layout of the transit stop, arrival, walking distance to lifts and bathrooms, access to amenities/lockers*)
6. Flexibility for seasonal fluctuations and future uncertainties (*roadway flexibility, seasonal changes*)
7. Impact on local residents living to the south on Lowell, near Empire, and Three Kings Drive (*simple congestion analysis for segments – distance a local has to travel*) (*through traffic on Three Kings Drive*)
8. Walking distances for various modes & number of vehicular conflicts for peds
9. Other considerations unique to each concept, fatal flaws, constructability, high-level cost differentiators
10. Consensus from existing base owners

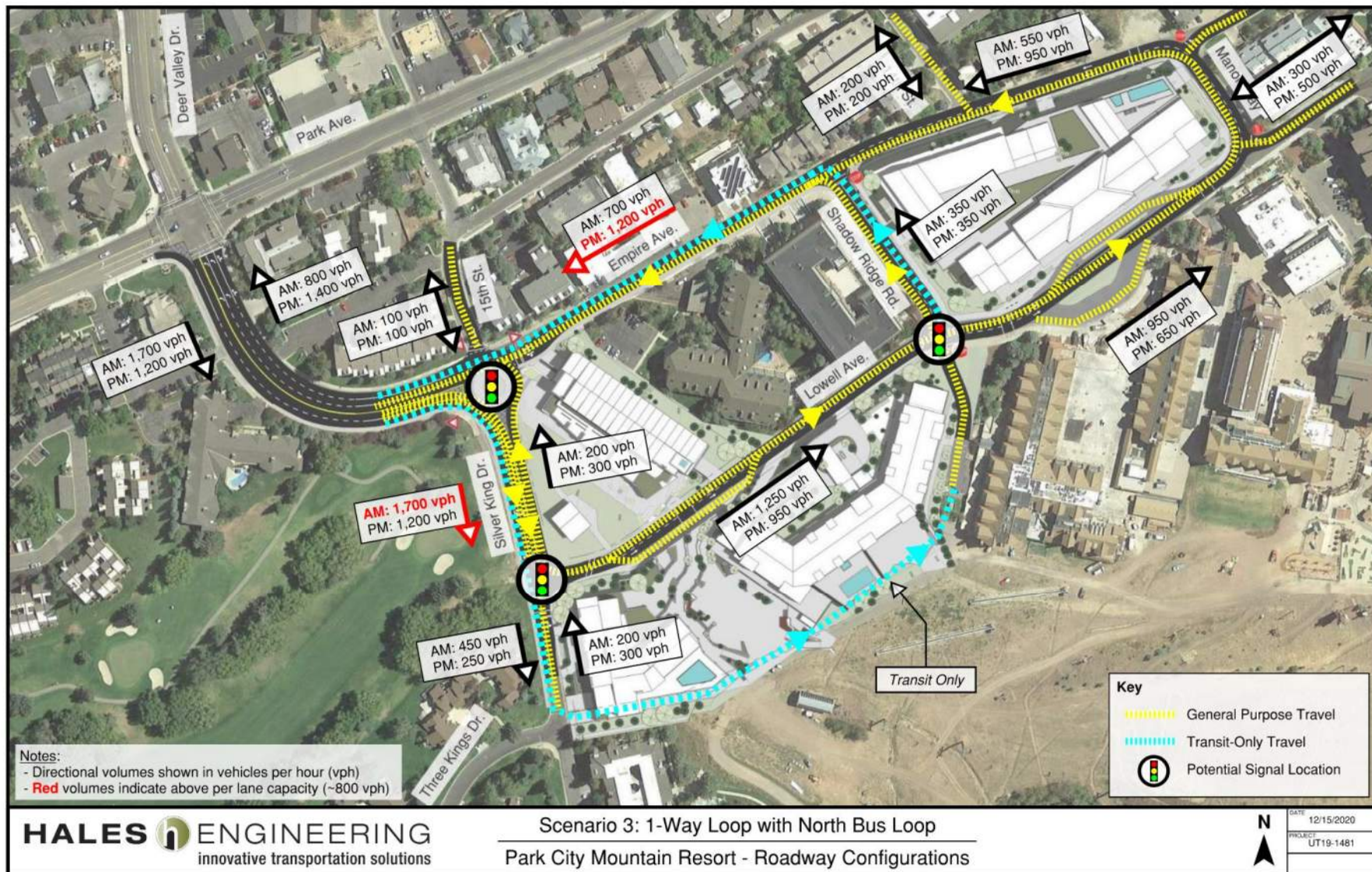
1: 1-Way Loop with Transit Lane



2b: Transit Priority on Lowell



3: 1-Way Loop & North Bus Loop



Comparison

Criteria		Scenarios		
		1b: 1-way Loop	2b: Transit Priority on Lowell	3: 1-Way Loop & North Bus Loop
1	Max Roadway Volume-to-Capacity Ratio (LOS D = 0.85)	0.90	1.17	1.28
2	Consistency with City Goals (out of 17 applicable goals)	5	15	16
3	Transit Time and Reliability (exclusive vs. total transit lane length)	0 miles exclusive 0.86 miles total	0.82 miles exclusive 0.82 miles total	0.76 miles exclusive 0.76 miles total
4	Transit / General Traffic Conflict Points	Shared Lanes	5	5
5	Transit Rider Experience (Avg Walking Distance)	Lifts: 0.19 miles Lockers & Restrooms*: 0.07 miles	Lifts: 0.19 miles Lockers & Restrooms*: 0.07 miles	Lifts: 0.12 miles Lockers & Restrooms*: 0.17 miles
6	Flexibility	Flexible	Flexible	Flexible
7	Local Resident Impact (Travel Distance and Congestion)	To/From 14th / Empire: 0.87 miles Congested Segments: 1	To/From 14th / Empire: 0.62 miles Congested Segments: 2	To/From 14th / Empire: 0.87 miles Congested Segments: 2
8	Vehicular / Ped Conflict Points (Max Pk Hr Vols on Lowell Avenue)	Peds: 2,700; Vehicles: 1,300	Peds: 2,700; Vehicles: 500 on north, 200 on south	Peds: 2,700; Vehicles: 1,250
9	Other Considerations	No transit priority	Difficult to fit bus turnaround on Lowell Ave	High cost
10	Consensus from Existing Base Owners	Potential	Potential	May disagree with moving transit loading area

City Goals

Transportation Plan Goals		Scenario Consistency (Y or N or N/A)		
		1b	2b	3
1	Multimodal Transportation System	N	Y	Y
2	Convenient Transit	N	Y	Y
3	Regional Transit Connections	Y	Y	Y
4	Trail, Bike Lane, and Sidewalk Network	Y	Y	Y
5	Good Mobility and Accessibility w/Less Passenger Car Travel	N	Y	Y
6	Well-Maintained Network with Minimal Increase in Road Width and Lane Mileage	Y	N	Y
7	Public Health and Quality of Life	N	Y	Y
8	Environmental, Social, and Economic Sustainability	N	Y	Y
9	Support Clustered and Diverse Land Use Centers with Multimodal Access	N	Y	Y
10	System and Demand Management	N	Y	Y
Yes Total		3	9	10
No Total		7	1	0
Not Applicable Total		0	0	0

General Plan Goals		Scenario Consistency (Y or N or N/A)		
		1b	2b	3
1	Protect undeveloped lands and grow inward	N/A	N/A	N/A
2	Collaborate regionally toward preservation of place	N/A	N/A	N/A
3	Increase pedestrian mobility through enhanced public transit, biking, and walking	N	Y	Y
4	Conserve and preserve a network of open space	Y	Y	Y
5	Environmental Mitigation	N	Y	Y
6	Climate Adaptation	N/A	N/A	N/A
7	Lifelong Housing	N/A	N/A	N/A
8	Workforce Housing	N/A	N/A	N/A
9	Parks & Recreation	N/A	N/A	N/A
10	World Class, multi-seasonal destination resort community	Y	Y	Y
11	Tourism Economy and Community Character	N	Y	Y
12	Economic diversity and stability	N	Y	Y
13	Arts & Culture	N/A	N/A	N/A
14	Living within Limits	N/A	N/A	N/A
15	Historic Preservation	N	N	N
16	Maintain Main Street as heart of the City	N/A	N/A	N/A
Yes Total		2	6	6
No Total		5	1	1
Not Applicable Total		9	9	9

Questions?



PCM Roadway Scenarios

December 22, 2020

Ryan Hales
Josh Gibbons

HALES  **ENGINEERING**
innovative transportation solutions



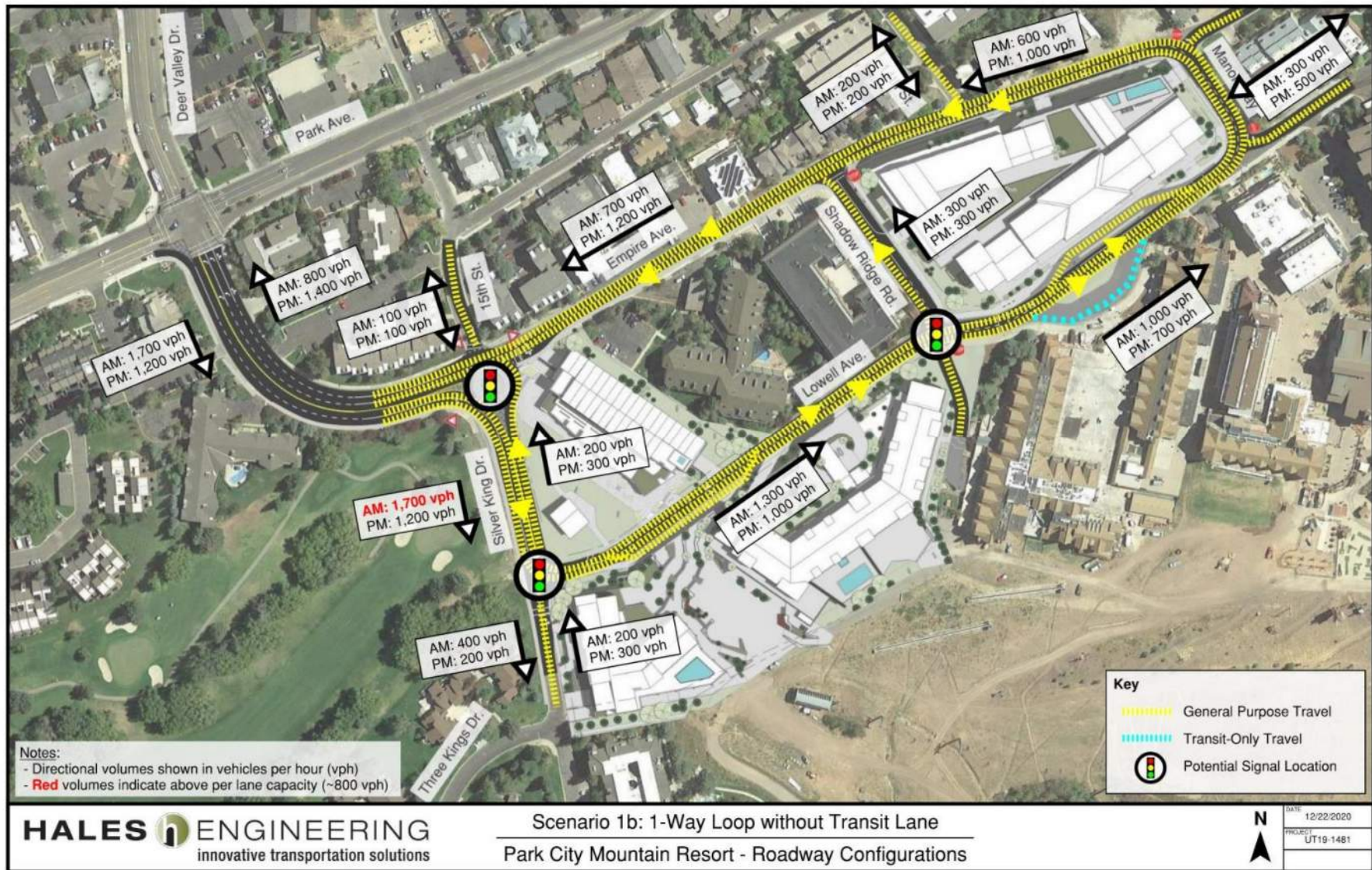
Scenarios

- 1b: 1-Way Loop without Transit Lane (Original Proposal)
- 2b: South Lowell Bus Drop-off
- 2c: North Lowell Bus Drop-off
- 3a: Below Grade North Bus Loop
- 3b: Above Grade North Bus Loop

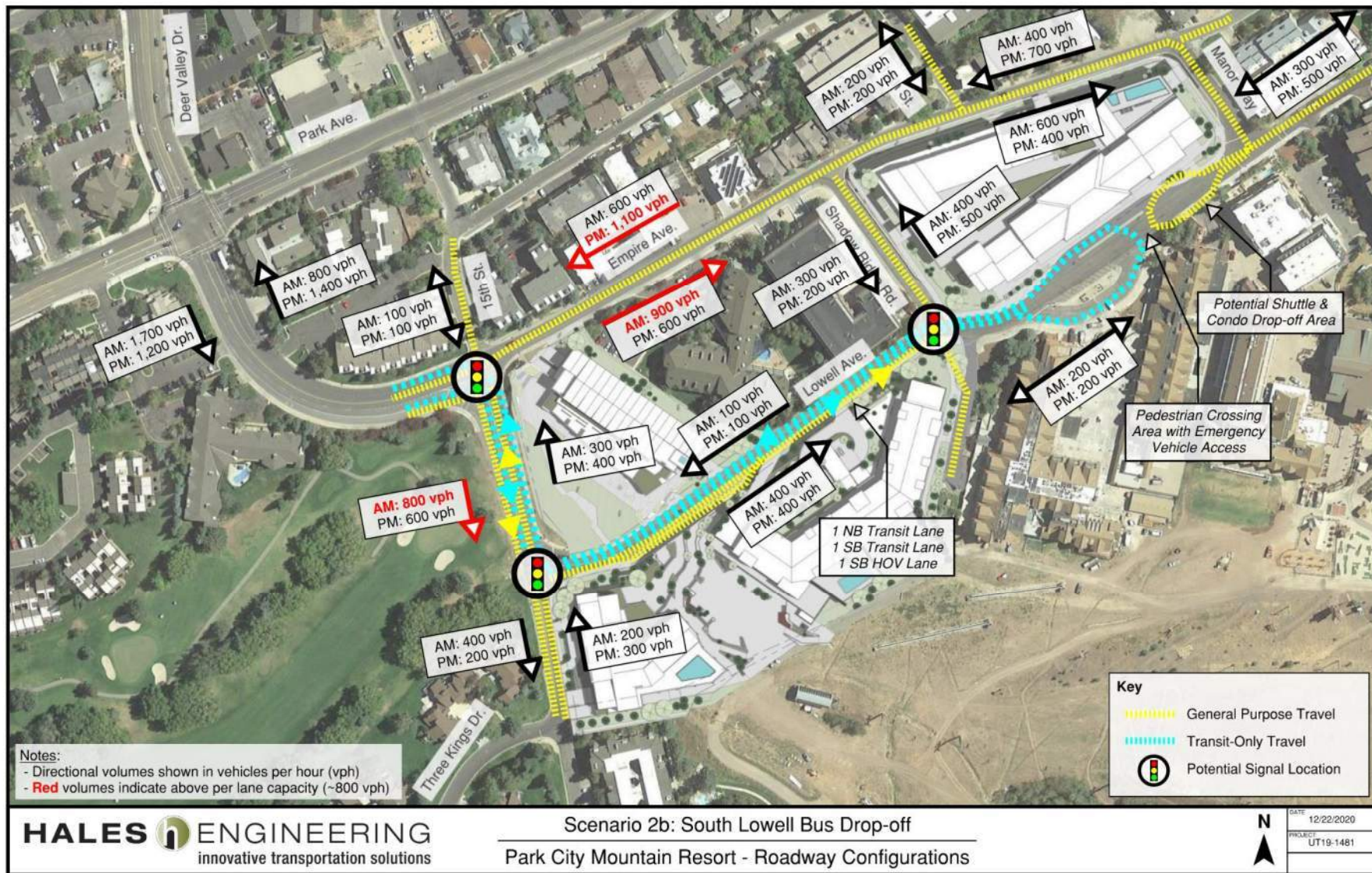
Criteria

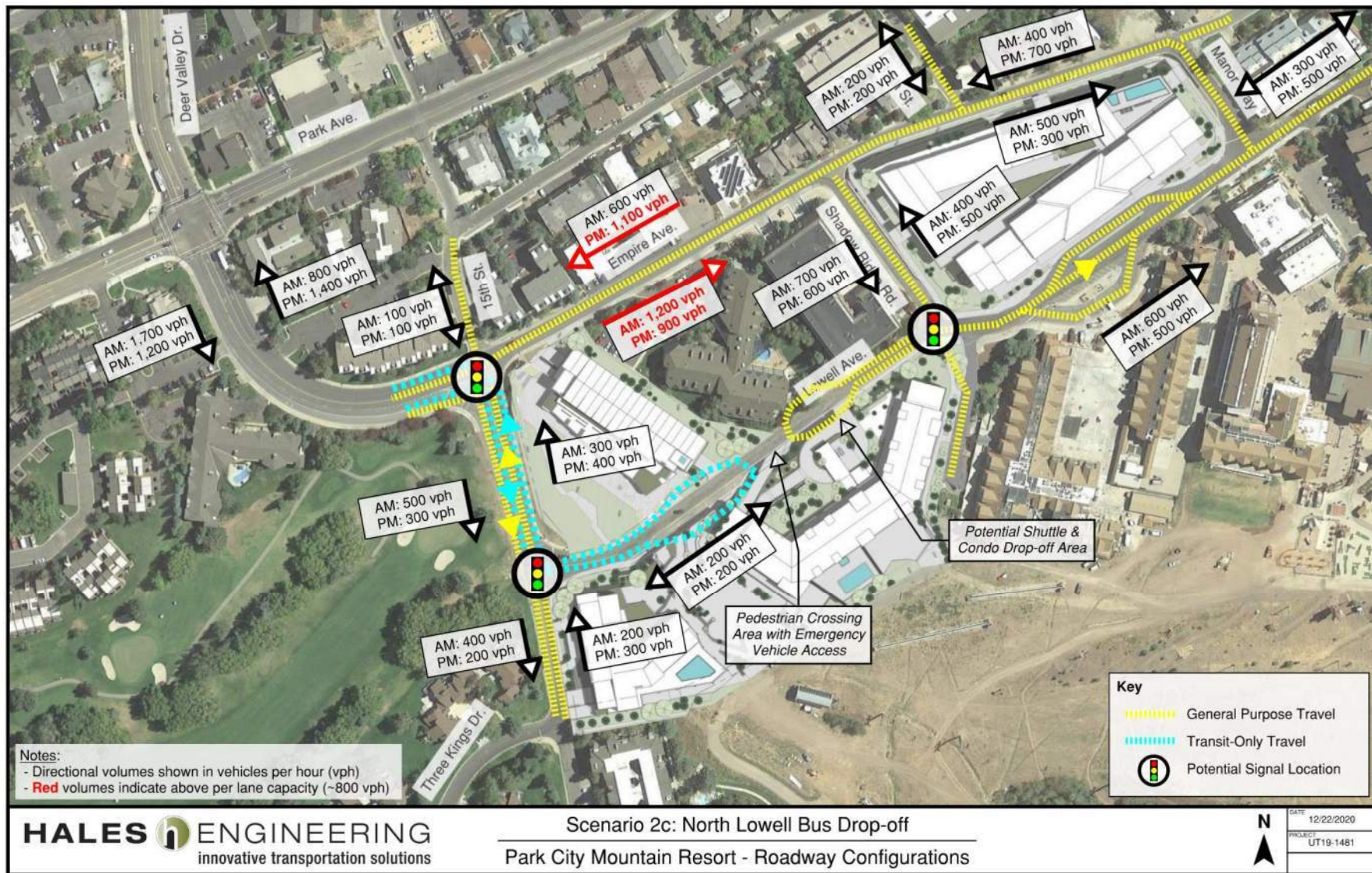
1. Maintain LOS D on roadway segments (and to the extent this requires a shift in traffic from vehicles to transit, what is the plan to get people to shift modes?)
2. Consistency with city goals (*Long-Range Transportation Plan – Goal Statement*) – prioritizing transit and multi-modal over automobile (see *September staff report for General Plan goals*)
3. Transit time & reliability (*faster than a passenger vehicle; shorter loop = shorter time – [preliminary analysis = transit miles compared with exclusive transit miles]*)
4. Transit operations such as traffic conflicts entering/exiting general purpose traffic (*# of conflict points*)
5. Qualitative analysis of rider experience (*layout of the transit stop, arrival, walking distance to lifts and bathrooms, access to amenities/lockers*)
6. Flexibility for seasonal fluctuations and future uncertainties (*roadway flexibility, seasonal changes*)
7. Impact on local residents living to the south on Lowell, near Empire, and Three Kings Drive (*simple congestion analysis for segments – distance a local has to travel*) (*through traffic on Three Kings Drive*)
8. Walking distances for various modes & number of vehicular conflicts for peds
9. Other considerations unique to each concept, fatal flaws, constructability, high-level cost differentiators
10. Consensus from existing base owners

1b: 1-Way Loop without Transit Lane

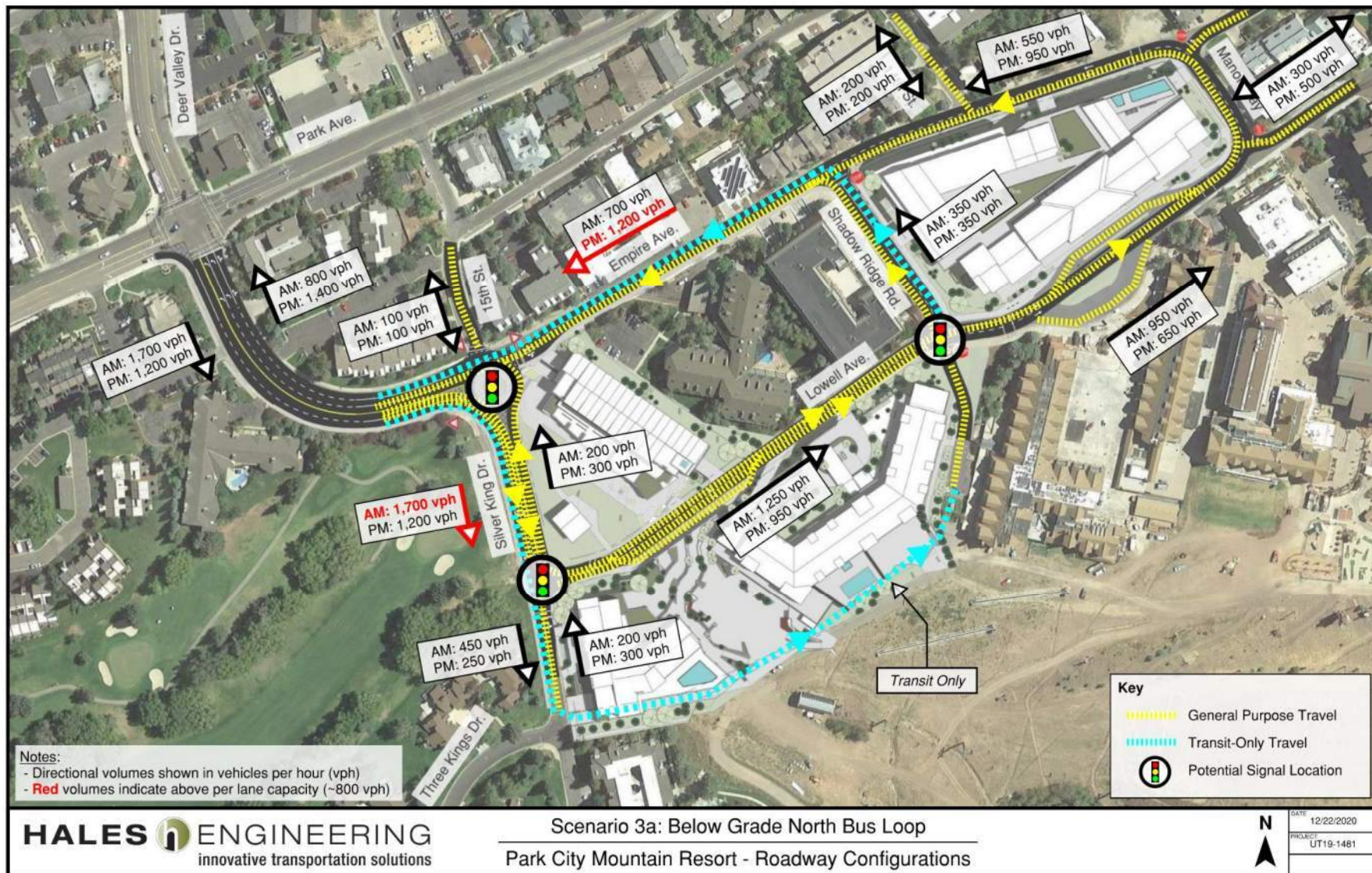


2b: South Lowell Bus Drop-off

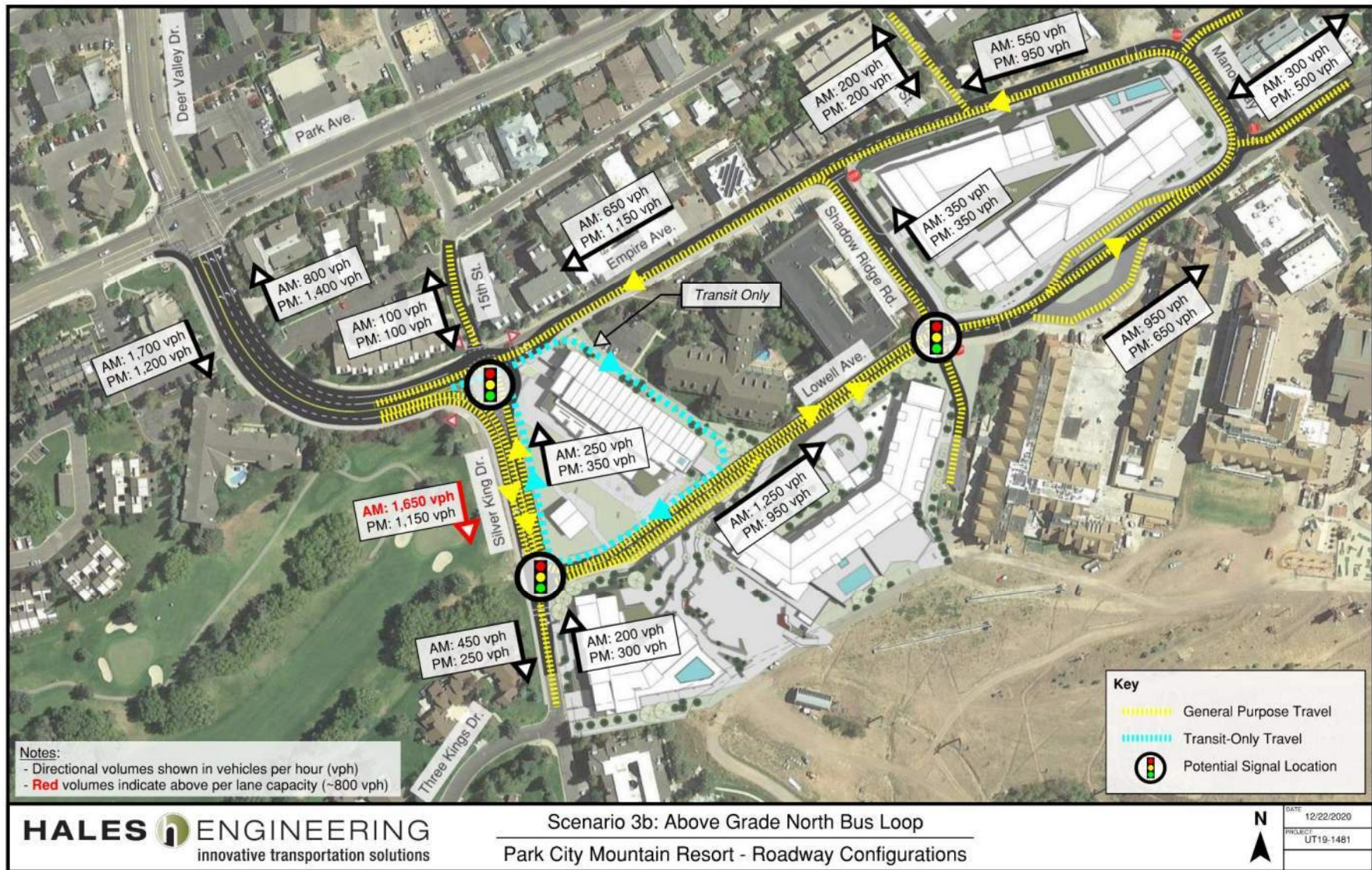




3a: Below Grade North Bus Loop (E)



3b: Above Grade North Bus Loop (D)



Comparison

Criteria		Scenarios				
		1b: 1-way Loop w/out Transit Ln	2b: South Lowell Bus Drop-off	2c: North Lowell Bus Drop-off	3a: Below Grade North Bus Loop	3b: Above Grade North Bus Loop
1	Max Roadway Volume-to-Capacity Ratio (LOS D = 0.85)	0.90	1.17	1.28	1.28	0.88
2	Consistency with City Goals (out of 17 applicable goals)	5	15	15	16	15
3	Transit Time and Reliability (exclusive vs. total transit lane length)	0 miles exclusive 0.86 miles total	0.82 miles exclusive 0.82 miles total	0.50 miles exclusive 0.50 miles total	0.76 miles exclusive 0.76 miles total	0.47 miles exclusive 0.47 miles total
4	Transit / General Traffic Conflict Points	Shared Lanes	6	3	5	2
5	Transit Rider Experience (Avg Walking Distance)	Lifts: 0.19 miles Lockers & Restrooms: 0.07 miles	Lifts: 0.19 miles Lockers & Restrooms: 0.07 miles	Lifts: 0.18 miles Lockers & Restrooms: 0.25 miles	Lifts: 0.12 miles Lockers & Restrooms: 0.17 miles	Lifts: 0.18 miles Lockers & Restrooms: 0.25 miles
6	Flexibility	Flexible	Permanent Changes to Lowell for Drop-offs	Permanent Changes to Lowell for Drop-offs	Flexible	Flexible
7	Local Resident Impact (Travel Distance and Congestion)	To/From 14th / Empire: 0.87 miles; Congested Segments: 1	To/From 14th / Empire: 0.62 miles; Congested Segments: 2	To/From 14th / Empire: 0.62 miles; Congested Segments: 1	To/From 14th / Empire: 0.87 miles; Congested Segments: 2	To/From 14th / Empire: 0.87 miles; Congested Segments: 1
8	Vehicular / Ped Conflict Points (Max Pk Hr Vols on Lowell Avenue)	Peds: 2,700, Vehicles: 1,300	Peds: 2,700, Vehicles: 500 on north, 200 on south	Peds: 2,700, Vehicles: 200 on north, 600 on south	Peds: 2,700, Vehicles: 1,250	Peds: 2,700, Vehicles: 1,250
9	Other Considerations	No transit priority	Permanent Changes to Lowell for Drop-offs	Permanent Changes to Lowell for Drop-offs	Cost	Impacts to Parcel D
10	Consensus from Existing Base Owners	Potential	Potential	May disagree with moving transit loading area	May disagree with moving transit loading area	May disagree with moving transit loading area

City Goals

TMP Goals		Scenario Consistency (Y or N or N/A)				
		1b	2b	2c	3a	3b
1	Multimodal Transportation System	N	Y	Y	Y	Y
2	Convenient Transit	N	Y	Y	Y	Y
3	Regional Transit Connections	Y	Y	Y	Y	Y
4	Trail, Bike Lane, and Sidewalk Network	Y	Y	Y	Y	Y
5	Good Mobility and Accessibility w/Less Passenger Car Travel	N	Y	Y	Y	Y
6	Well-Maintained Network with Minimal Increase in Road Width and Lane Mileage	Y	N	N	Y	N
7	Public Health and Quality of Life	N	Y	Y	Y	Y
8	Environmental, Social, and Economic Sustainability	N	Y	Y	Y	Y
9	Support Clustered and Diverse Land Use Centers with Multimodal Access	N	Y	Y	Y	Y
10	System and Demand Management	N	Y	Y	Y	Y
Yes Total		3	9	9	10	9
No Total		7	1	1	0	1
Not Applicable Total		0	0	0	0	0

GP Goals		Scenario Consistency (Y or N or N/A)				
		1b	2b	2c	3a	3b
1	Protect undeveloped lands and grow inward	N/A	N/A	N/A	N/A	N/A
2	Collaborate regionally toward preservation of place	N/A	N/A	N/A	N/A	N/A
3	Increase pedestrian mobility through enhanced public transit, biking, and walking	N	Y	Y	Y	Y
4	Conserve and preserve a network of open space	Y	Y	Y	Y	Y
5	Environmental Mitigation	N	Y	Y	Y	Y
6	Climate Adaptation	N/A	N/A	N/A	N/A	N/A
7	Lifelong Housing	N/A	N/A	N/A	N/A	N/A
8	Workforce Housing	N/A	N/A	N/A	N/A	N/A
9	Parks & Recreation	N/A	N/A	N/A	N/A	N/A
10	World Class, multi-seasonal destination resort community	Y	Y	Y	Y	Y
11	Tourism Economy and Community Character	N	Y	Y	Y	Y
12	Economic diversity and stability	N	Y	Y	Y	Y
13	Arts & Culture	N/A	N/A	N/A	N/A	N/A
14	Living within Limits	N/A	N/A	N/A	N/A	N/A
15	Historic Preservation	N	N	N	N	N
16	Maintain Main Street as heart of the City	N/A	N/A	N/A	N/A	N/A
Yes Total		2	6	6	6	6
No Total		5	1	1	1	1
Not Applicable Total		9	9	9	9	9

Questions?



MEMORANDUM

Date: January 11, 2021
To: PEG Development
From: Hales Engineering

Subject: Park City Mountain Resort – Scenario Simulations (2b, 3a, & 3b)

UT19-1481

Introduction

This memorandum discusses the simulation analyses completed for various roadway configuration scenarios for the Park City Mountain base area that were developed based on discussions with Park City, AECOM, PEG, and Hales Engineering staff members.

Traffic Volumes

Most of the traffic counts used for the intersections were collected in February 2017 and were increased by approximately 14%, as discussed in the previous PCMR TIS, to bring the volumes up to a peak ski season level. Other counts were collected by Park City or Hales Engineering in other times of year and adjusted accordingly to match February conditions.

Future background traffic growth was determined based on the Summit County / Wasatch County travel demand model (TDM) results for winter conditions. The growth internal to the PCM base area estimated by the TDM was almost identical (within ~20 peak hours vehicles) to that estimated previously with a 1% growth rate per year, so the previous volume growth that was used was implemented for this analysis.

New PCMR project traffic was added on top of the background traffic to get future (2040) plus project conditions. The trip generation used in the previous PCMR TIS was used here as well. All volumes were re-distributed by hand based on the allowed and restricted movements of Scenario 2b.

Hales Engineering used the people-based analysis to estimate volume elements such as pedestrian volumes and pick-ups and drop-offs, etc. These elements were implemented in the Synchro / SimTraffic models.

Scenarios

General Assumptions

The following assumptions apply to all scenarios:

- At least three (3) traffic signals internal to the PCM base area at Silver King / Empire, Lowell / Silver King, and Shadow Ridge / Lowell
- Assumed that the pick-up / drop-off areas on Lowell worked well without backing up into mainstream traffic.
- A HAWK pedestrian crossing on Lowell Avenue between Silver King and Shadow Ridge.

Scenario 2b (B Loop)

Scenario 2b includes exclusive transit lanes, with a transit route on Silver King and Lowell. The bus station would be located at the current location, on the south side of Lowell by parcel B (hence “B Loop”). A concept of this scenario is shown in Figure 1.

The following assumptions were made for Scenario 2b:

- Traffic signal at Shadow Ridge / Empire to avoid excessive back-ups and delays back onto Lowell Avenue.
- Silver King / Empire lane configuration:
 - EB: Left-turn lane and shared left-through-right lane
 - WB: Shared left-through-right lane
 - NB: Thru lane and shared through-right lane (no left turn)
 - SB: Right-turn lane (general purpose) and shared through-right lane (right for transit, and through for general purpose)
 - Split-side phasing on the EB and WB approaches due to the lane configuration
- The inbound transit lane was **not** modeled in order to accurately depict the flow of the inbound general purpose lane on Silver King and Lowell. The outbound transit lane was modeled, and signal timing was designed in such a way that accurately depicted what would happen if all transit lanes were modeled.
- Transit lanes can be exclusive starting and ending at the Silver King / Empire intersection. In other words, transit flow must be mixed with general purpose traffic north of Silver King.

Scenario 3a (E Loop)

Scenario 3a includes a new exclusive bus route on the west side of parcel E, accessed via Silver King Drive, that would provide transit access close to the ski slopes. This scenario has potential for exclusive transit lanes on Shadow Ridge and Empire. Exclusive transit lanes may not be feasible on Silver King Drive due to the need to also provide general purpose vehicle movements on Silver King Drive. A concept of this scenario is shown in Figure 2.

The following assumptions were made for Scenario 3a:

- A HAWK signal on the south end of Lowell Avenue, just north of Manor Way
- Silver King / Empire lane configuration:

- EB: Left-turn lane and through lane
- WB: Shared through-right lane
- NB: Thru lane and shared through-right lane (no left turn)
 - Though, a left-turn lane could be considered here
- SB: Two right-turn lanes (general purpose and transit mixed)
- Lowell / Silver King lane configuration:
 - EB: Shared through-right lane
 - WB: Two left-turn lanes (general purpose) and a through lane (mixed traffic)
 - Through lane only yields to pedestrians at the signal

Due to delays and queueing on Empire when assuming exclusive transit lanes there, a second analysis was run for scenario 3a that did not include transit-only lanes on Empire and Shadow Ridge.

Scenario 3b (D Loop)

Scenario 3b includes a transit exclusive lane the loops around parcel D. Buses would travel south through the Silver King / Empire intersection, make a right turn on the south end of parcel D, loop around, drop off and pick up near Lowell, and then exit the site by turning left from Silver King. A concept of this scenario is shown in Figure 3.

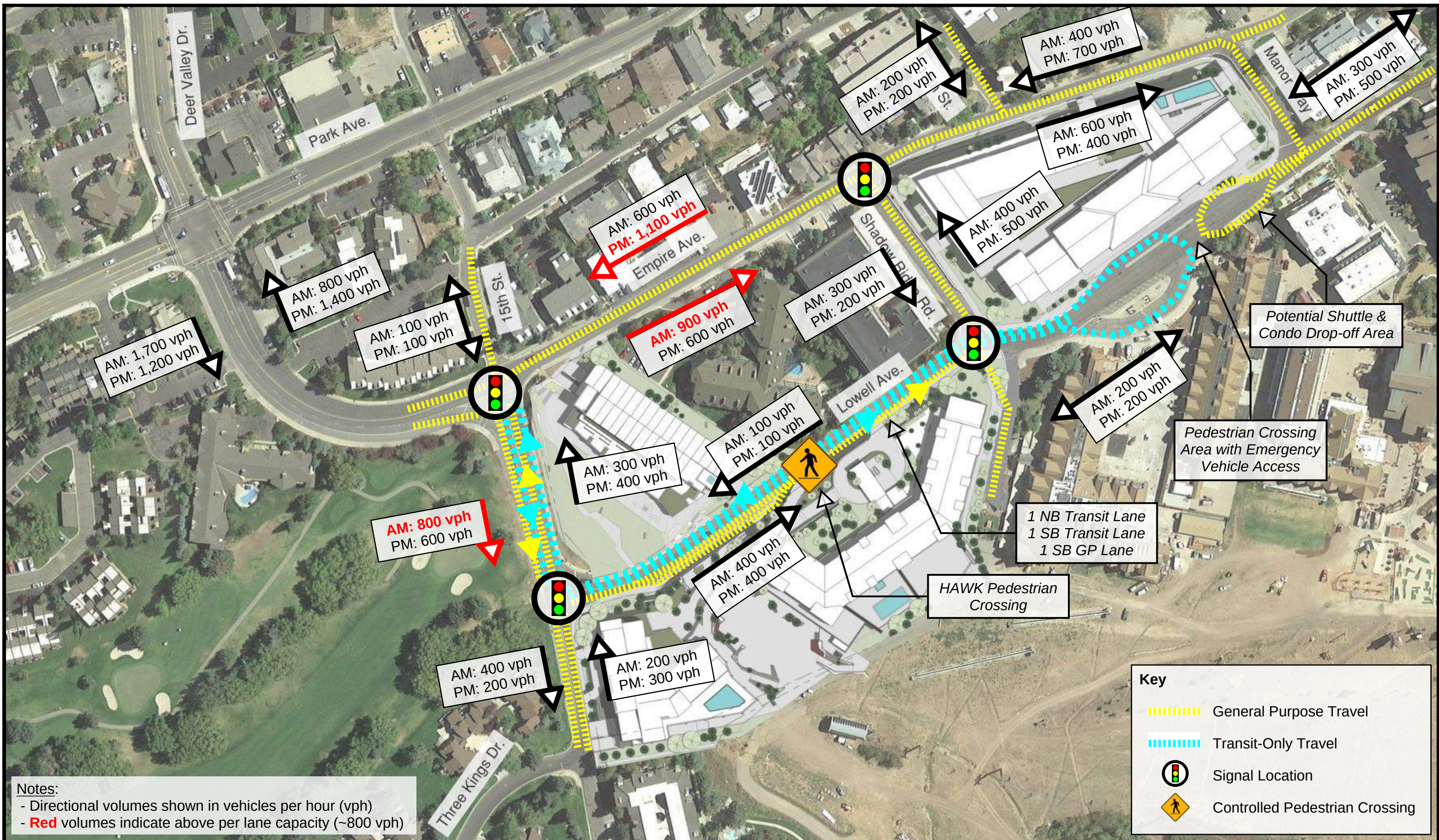
The following assumptions were made for Scenario 3b:

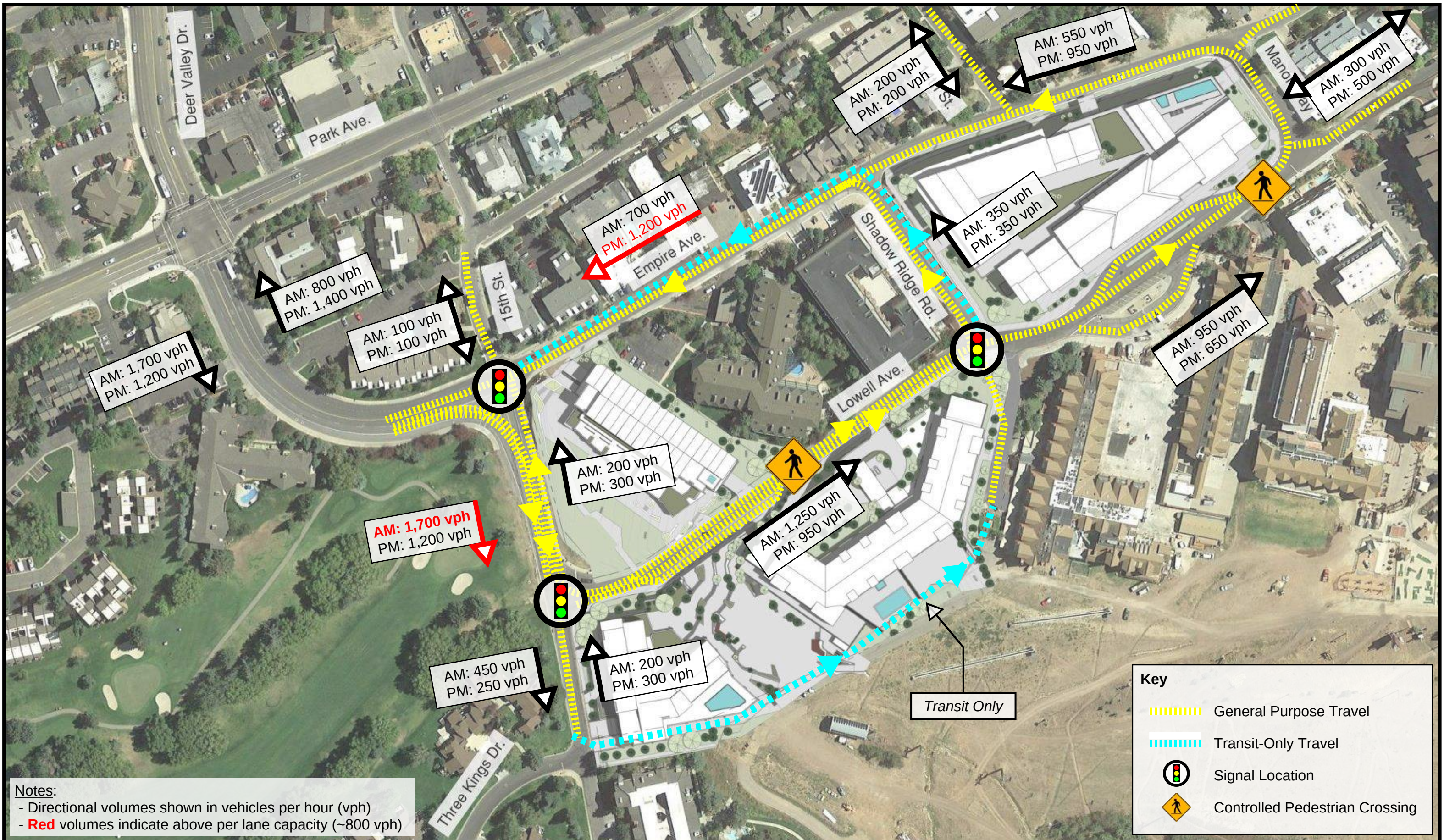
- A HAWK signal on the south end of Lowell Avenue, just north of Manor Way
- Silver King / Empire lane configuration:
 - EB: Left-turn lane and through lane
 - WB: Shared through-right lane
 - NB: Through lane and shared through-right lane (no left turn)
 - Though, a left-turn lane could be considered here
 - SB: Right-turn lane (general purpose) and shared through-right lane (right for general purpose, and through for transit)
- Lowell / Silver King lane configuration:
 - EB: Shared through-right lane
 - WB: Two left-turn lanes and a through lane
 - Through lane only yields to pedestrians at the signal

Evaluation

Transit Travel Time

Transit (bus) travel time was evaluated from approximately S.R. 224, to the south bus loop, and back to S.R. 224. The times were calculated using movement delays and free-flow travel times where applicable. The dwell time at the bus loop/station was **not** included. A summary of the calculated travel times is shown in Table 1. As shown, it is anticipated that Scenario 3b (D Loop) would result in the highest reductions.





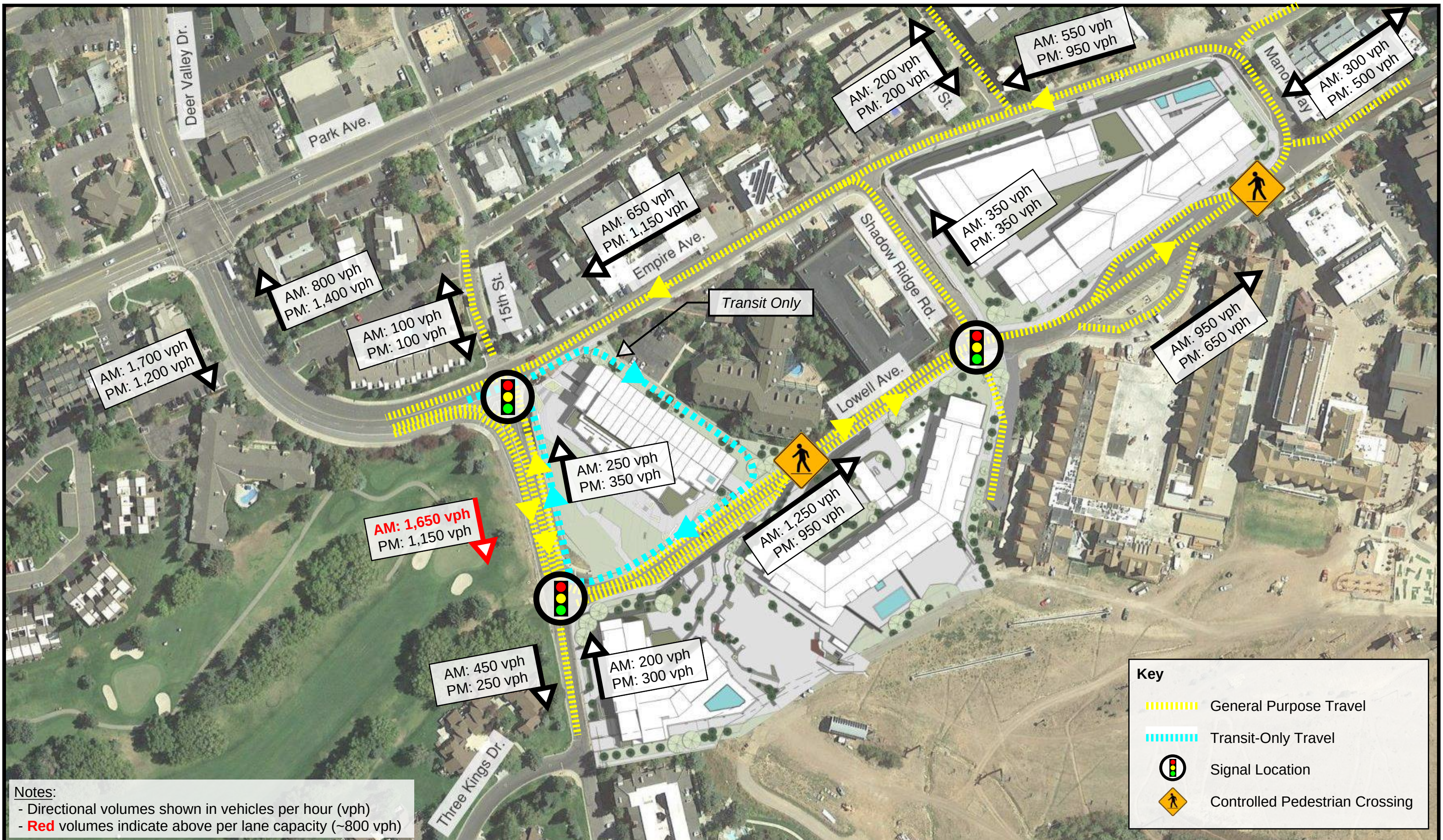


Table 1: Transit Travel Time Comparison

Measurement	Existing		2b (B Loop)		3a (E Loop)		3a (E Loop) – Mixed Flow		3b (D Loop)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Travel Time (MIN:SEC)	4:52	5:35	3:10	3:02	3:23	3:11	3:32	3:17	2:14	2:08
Reduction from Existing	-	-	35%	46%	30%	43%	27%	41%	54%	62%

Level of Service

Hales Engineering calculated the level of service (LOS) for the existing background scenario and the future (2040) plus project scenarios. The LOS results are shown in Table 2. As shown, scenario 3a with mixed Empire flow is anticipated to have the best LOS results overall. Scenarios 3a and 3b are anticipated to have queueing that reaches S.R. 224 at times in the AM peak hour.

Table 2: Level of Service

Intersection		Existing Background		Future (2040) Plus Project							
				2b (B Loop)		3a (E Loop)		3a (E Loop) - Mixed		3b (D Loop)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Silver King Dr / Empire Ave	f	f	B	B	B	A	B	A	B	A
2	Lowell Ave / Silver King Dr	f	f	B	B	C	B	C	B	C	B
3	Three Kings Dr / Silver King Dr	a	a	a	a	a	a	a	a	a	a
4	Shadow Ridge Rd / Empire Ave	c	b	C	C	b	e	a	b	a	b
5	Shadow Ridge Rd / Lowell Ave	f	f	C	D	A	A	A	A	A	A
6	14th St / Empire Ave	c	c	f	f	a	a	a	a	a	a
7	Manor Way / Empire Ave	a	a	f	e	a	a	a	a	a	a
8	Manor Way / Lowell Ave	f	f	e	a	a	a	a	a	a	a
9	NE E Access / Silver King Dr	-	-	a	e	a	c	a	c	a	b
10	East D Access / Empire Ave	-	-	d	d	d	f	a	c	b	e
11	West D Access / Lowell Ave	-	-	f	f	f	d	f	d	f	d
12	C Access / Lowell Ave	-	-	d	f	c	b	c	b	c	b
13	North B Access / Shadow Ridge Rd	-	-	d	f	b	f	a	a	a	a
14	East B Access / Empire Ave	-	-	f	f	a	a	a	a	a	a
15	South B Access / Manor Way	-	-	f	e	a	a	a	a	a	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

Source: Hales Engineering, January 2021

PCMR BASE MASTERPLAN

ARCHITECTURAL DESIGN UPDATE





////////////////////////////////////

PARK CITY BASE AREA MASTER PLAN
SUMMARY

////////////////////////////////////

PCMR BASE AREA MASTER PLAN SUMMARY

The Park City Base Area Master Plan is rooted in the 1998 Development Agreement and its subsequent amendments (collectively, the “Development Agreement”). The Development Agreement protects the alpine terrain and base ski area terrain from development and outlines the transfer of those development rights to the five parcels at the resort base primarily used as surface parking lots. With the exception of the first phase, completed in early 2000’s, the approved master plan was never executed and effectively expired leaving the remaining parcels as parking lots. Constrained by the Development Agreement, which requires very costly program components, including attainable housing, structured day skier parking, significant underground utilities and traffic enhancements, as well as logistical issues related to project phasing, the Park City Mountain Resort Base has been left undeveloped for over two decades. As a result, it provides minimal lodging options, only a small amount of retail and it lacks an identity worthy of Park City’s reputation as one world’s largest and notable ski resorts in North America.

In addition to following the principal requirements of the Development Agreement, the current proposal is advanced subject to current building, energy and accessibility codes, as well as the Park City Land Management Code, all of which have changed substantially over the last two decades. The current proposal is therefore subject to different and, in many cases, far more stringent standards. These increased standards include, among others, those pertaining to energy efficiency and Park City’s sustainability and transit objectives. Lastly, ski industry and traveler expectations have changed over the last two decades, requiring a more sensible hospitality and design approach that not only addresses current needs, but also foresees future trends to assure long-term viability. PEG Companies, the developer, is working with City officials and incorporating feedback from the Planning Commission and community members, proudly proposing master plan modifications that balance today’s regulatory, logistical and industry requirements while maintaining substantial compliance with the Development Agreement and the intent of the previous master plan.

MASTER PLANNED DEVELOPMENT CRITERIA

The proposed development addresses and meets all master planned development criteria and objectives required by the City’s current Land Management Code:

- The project inherently complements the natural site features by protecting a large amount of open alpine and base ski area terrain from future development. Furthermore, all proposed development utilizes existing grades on each parcel to balance excavation and backfill.
- The project design addresses neighborhood compatibility through site programming and planning, utilizing building massing and open space transition to transition the scale of the resort buildings to the neighboring residential buildings.
- The project will strengthen the resort character by creating a new, cohesive, active resort base with a variety of new lodging options and updated identity while also replacing surface parking with structured parking.
- The project will provide new community amenities by creating a variety of open public spaces on each parcel that will serve the resort and the community and exceed the open space requirements outlined in the City’s Land Management Code. In addition to the winter plaza between parcels C and E, the project has allocated a large amount of open space on Parcel D that will be utilized to host local events throughout the year while creating a transition between the resort and residential neighborhoods.
- The project will utilize the existing infrastructure whenever possible and provide major utility, traffic, and transit infrastructure improvements in coordination with Park City’s goals and objectives.
- The project will create a mixed-use and walkable resort base with sustainability standards that align, meet and in some instances exceed current building codes and the Park City Sustainability Resolution.
- The project will encourage opportunities for economic diversification by providing a variety of commercial and lodging uses along with a variety of housing types including market rate and affordable housing in accordance with the current Park City Land Management Code requirements.

ZONING DISTRICT CRITERIA AND OBJECTIVES

The proposed project closely aligns and meets the purpose of the Recreation Commercial District Zone (RC) in which the project is located:

- The project will include a four-star hotel with 250 keys and 25,000 square feet of meeting facilities.
- The development will provide a variety of residential and commercial offerings, including branded residences, for-sale attainable housing, workforce rental units (including satisfaction of an outstanding 23-bed obligation that was never met by the Marriott Mountainside development), 50,000 square feet of new retail space, skier services, a private ski club and a new medical clinic.
- The project will be clustered over three existing parking lots to maximize open space opportunities.
- The project will provide variation in architectural design and housing types while creating a new identity and sense of cohesiveness.
- The project will promote the pedestrian connections within the existing resort and to the adjacent residential developments.
- The project will minimize impacts of the automobile by promoting public transit and alternate means of transportation in coordination with Park City Transportation.
- The project’s design will reflect traditional mining and historic Main Street Architecture while expressing it in a contemporary way reflective of our time.

1998 MASTER PLAN COMPARISON

Both before and after the original Master Planned Development submission, the project team has facilitated open houses as well as ongoing Zoom meetings to introduce the project to the community and subsequently provide project updates. To date, eight public hearings have been held by the Park City Planning Commission. Based on the feedback received from the community and Planning Commission members, the project has undertaken significant programming, planning and architectural design revisions to respond to pedestrian connectivity and neighborhood compatibility, all while preserving critical elements of the original 1998 master plan. Present proposal now relfects an overall reduction in residential density on Parcels B, D and E compared to the 1998 master plan. The following narrative sections summarize the design updates and demonstrate general compliance with the 1998 master plan pertaining to the project density, programming, planning, massing as well as building height and setback exceptions.

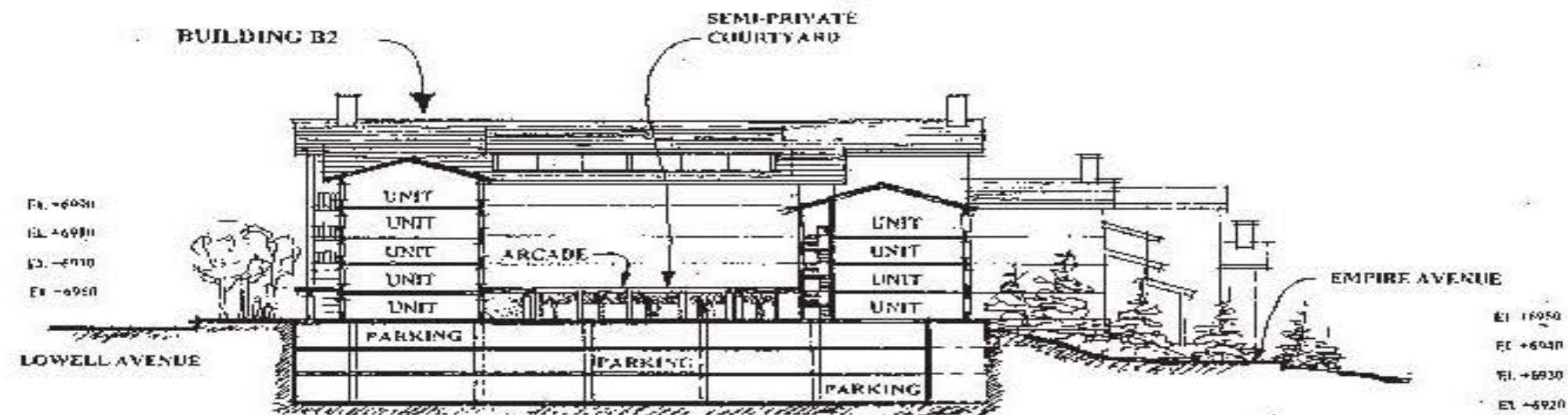


PARCEL B COMPARISON

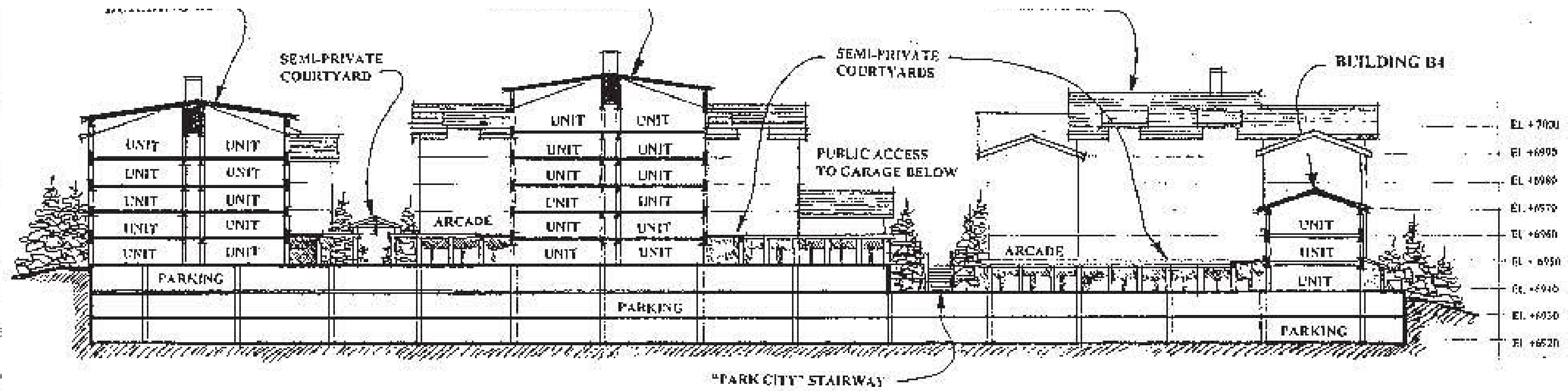
PARCEL B - 1998 PROGRAM

The original 1998 master plan envisioned Parcel B as the extension of the existing village base because of its immediate proximity to the existing resort center. Parcel B was conceived as four separate buildings, residential in character, three to six stories in height and sitting on top of a parking structure. The program related to the existing context by providing residential buildings along Empire, Manor Way and Shadow Ridge with low-scaled pavilions fronting Lowell Avenue that housed parking garage elevators and stairs and minor amounts of retail space.

The 1998 design included three levels of structured parking at elevation levels of 6,920 feet, 6,930 feet and 6,940 feet located along the south portion of the site. The portions of the garage surfacing above grade were disguised with residential units or raised landscape. The residential units started on top of parking structure at an elevation of 6,950 feet and extended three to six stories in height.



1998 PARCEL B CROSS SECTION



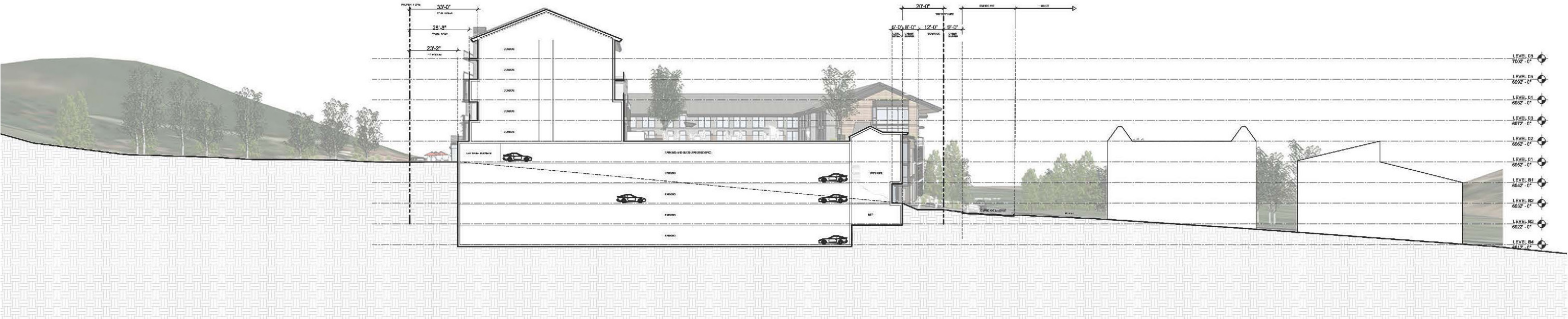
1998 PARCEL B LONGITUDINAL SECTION

PARCEL B - PROPOSED PROGRAM

The Parcel B program proposed in the current master plan is also composed of residential buildings that vary from three to six stories in height sitting on top of the parking structure. The residential program includes attainable and market unit housing as required by current Park City Land Management Code, including an affordable housing obligation for the completed first phase of the 1998 master plan that was not fulfilled. The commercial and resort accessory program is fronting Lowell Avenue in a series of pavilions that provide vertical circulation and access to the parking structure, day skier lockers and retail space, connecting the parcel to the existing resort center. The proposed residential, accessory, and commercial program is well below the allowable area and density defined in the Development Agreement.

	Allowable Area (GSF)	Proposed Design
Gross Residential SF	294,000	215,200
Res. Support & Commercial and Accessory Uses (10%)	29,400	18,150
Resort Accessory Use	-	-
Retail/Commercial	-	2,100
Total Area	323,519	235,450

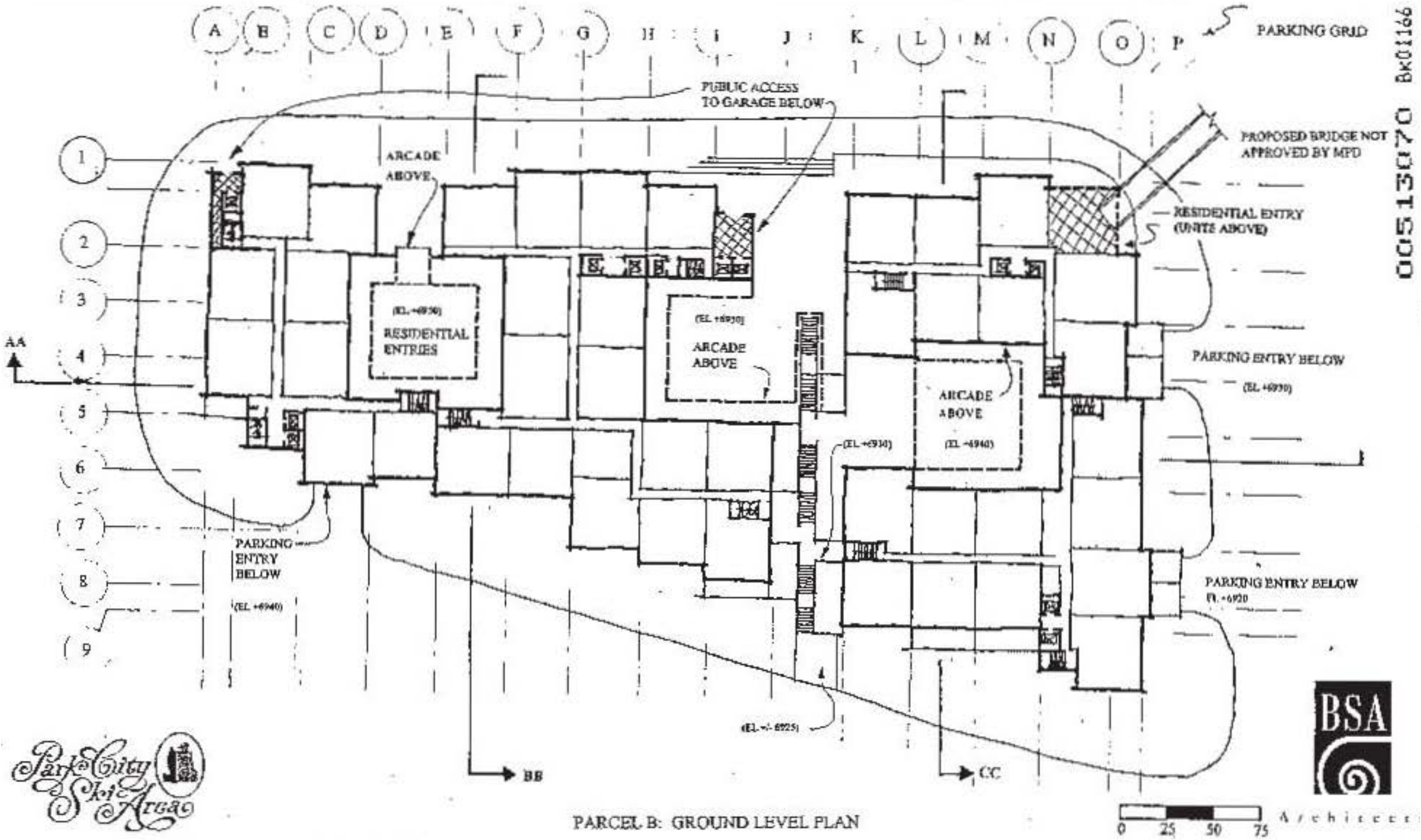
The new design initially proposed four levels of parking starting at nearly the same elevation of 6,922 feet (as opposed to 6,920 feet) and extending to 6,952 feet (as opposed to 6,950 feet). Based on the feedback from the Planning Commission and the community, the top parking level footprint has been reduced to maintain the 14th street pedestrian and view corridor. The lost parking has been replaced by a partial parking level located completely below grade at an elevation of 6,912 feet. With the exception of garage entrances, all portions of the parking structure above grade have been lined with residential units to maintain the original residential character. The residential units step with the existing grade and vary in height from two to six stories and are generally compatible in height with the original site plan.



CURRENT PARCEL B CROSS SECTION

PARCEL B - 1998 BUILDING MASSING

The 1998 design divided the residential program into four separate buildings that were divided by a series of semiprivate courtyards. The distinct building masses intended to reduce the scale of the buildings, create open vistas and prevent the monolithic appearance of the development. Each building mass was modulated vertically to create a residential character and stepped down with the existing grade to reduce the buildings' apparent scale. The building height variation and massing were documented in the building volumetrics specific to the proposed design. It should be noted that the four buildings were primarily recognizable in plan view while street elevations expressed three building volumes on Lowell Avenue and two volumes on Empire Avenue separated by the 14th Street Corridor.



1998 PARCEL B GROUND LEVEL PLAN

PARCEL B - PROPOSED BUILDING MASSING

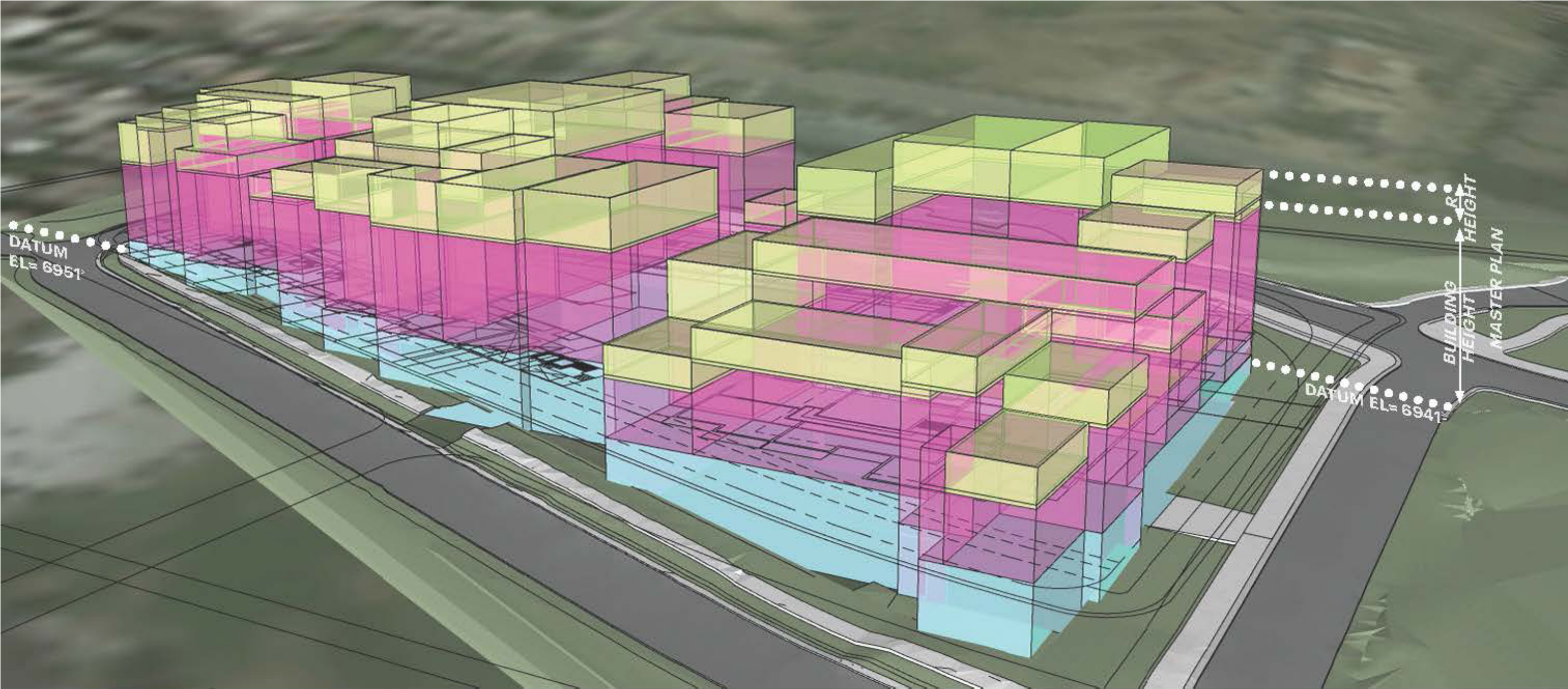
The current site plan for Parcel B breaks the residential program into three distinct elements composed of townhomes along Empire Avenue, attainable housing along Shadow Ridge Road and market rate housing along Lowell Avenue. Their respective building scale and massing relate to the existing context while their heights follow the existing finish grades. The townhomes along Empire Avenue are three-story walk-up units that cascade down with the street grading and relate to the scale of single-family homes across the street. The attainable housing varies in height and it steps down as it approaches major street corners. The six-story condominium building is located at the highest portion of the site on the corner of Lowell Avenue and Manor. This location is away from smaller scale residential development and proximate to the scale and height of the adjacent resort condo buildings.



PARCEL B MANOR WAY & EMPIRE AVENUE PERSPECTIVE

PARCEL B - 1998 BUILDING HEIGHT

The 1998 Master Plan was granted a building height exception to accommodate the same allowable area and density transfer as the proposed design. The 1998 master plan documented the recommended building heights and variations in the building volumetric diagrams shown below that were specific to the proposed design. It should be noted that the 1998 building heights were not measured from finish grades in accordance with current Park City Land Management Code building height definition but from datum points established above finish grades. In some instances, such as the corner of Empire Avenue and Shadow Ridge Road, this resulted in significantly higher buildings measured by current Land Management Code standards than documented in the approved volumetric diagrams.



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

1998 PARCEL B VOLUMETRIC DIAGRAM

PARCEL B - PROPOSED BUILDING HEIGHT

While the sloping grades and different building height measurement methods between the 1998 and proposed master plan challenge the direct comparison between the two designs, the overlay of the current design and 1998 volumetrics demonstrate their general compatibility. The proposed building heights slightly vary but are generally similar across the site and in some instances are lower than the 1998 master plan, specifically along Empire Avenue and the corner of Lowell Avenue and Shadow Ridge. The reduced building height and massing, combined with the 14th Street corridor described in the next section, provides the newly proposed project with a less monolithic appearance compared to the 1998 master plan. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.



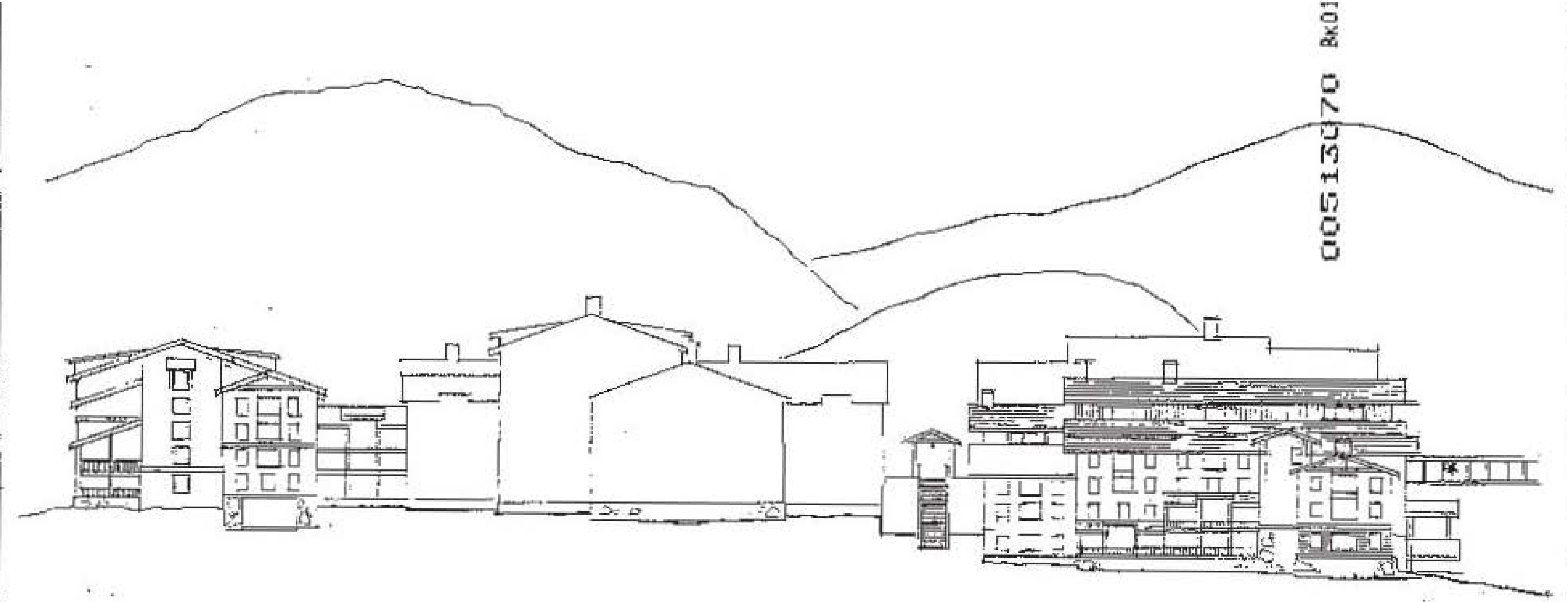
- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

PARCEL B VOLUMETRIC OVERLAY

PARCEL B - 1998 OPEN SPACE

The 1998 master plan provided two semipublic courtyards that opened to Lowell Avenue and provided access to the residential buildings. One of the courtyards continued the open space across the site to Empire Avenue creating a 14th Street corridor to reinforce the parcel's relationship with the community and promote pedestrian connectivity.

The pedestrian connection was raised with seven sets of stairs to overcome the elevation difference between Empire and Lowell Avenue. The pedestrian connection did not provide an accessible route, ramp or elevators which by current accessibility standards does not provide equal accommodations and compliance. The corridor was approximately 30 feet in width and lined with four and five story buildings on each side that limited the view of the mountains



1998 PARCEL B NORTH EAST ELEVATION

PARCEL B - PROPOSED OPEN SPACE

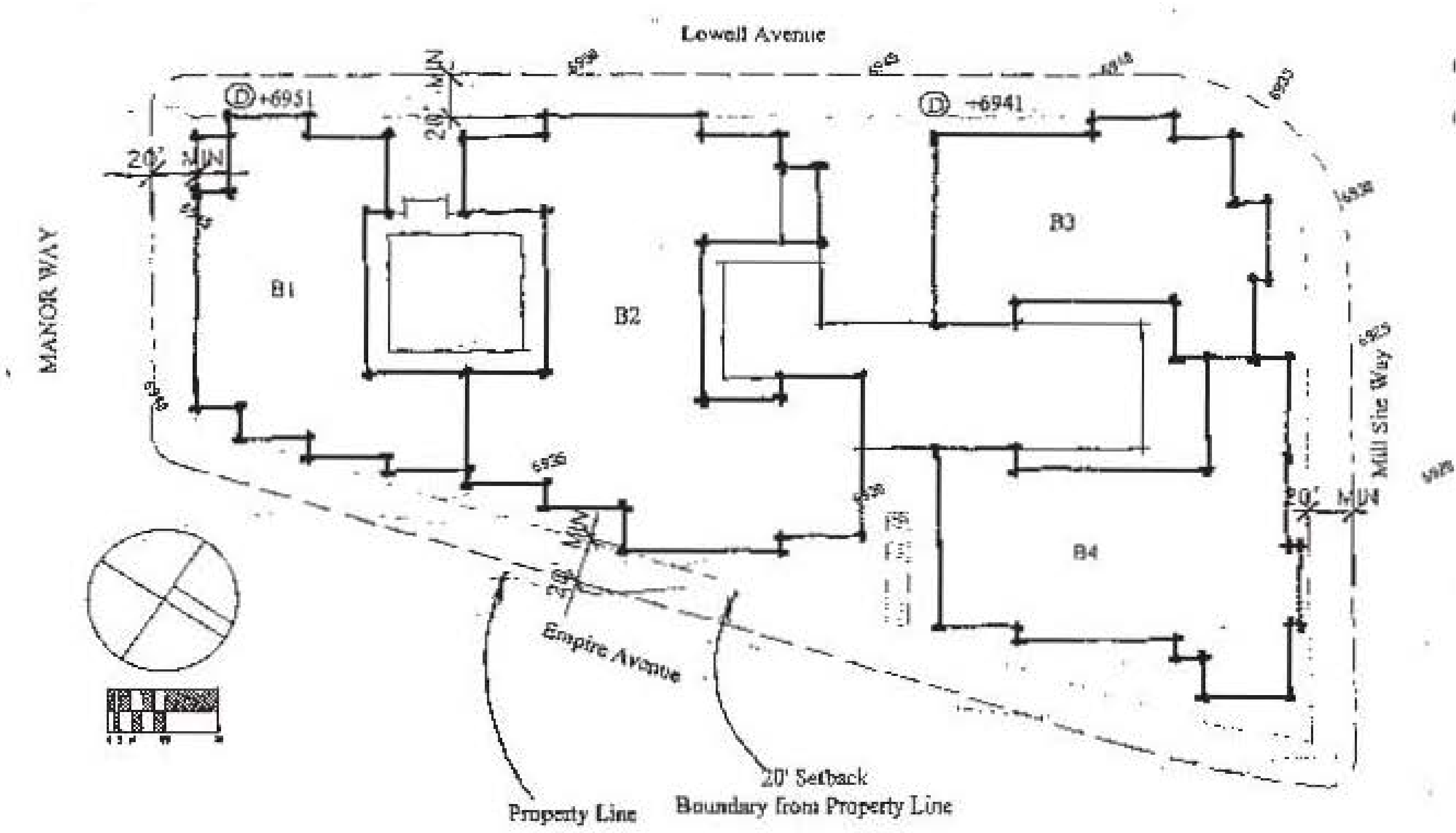
The current master plan provides much more open space compared to the 1998 master plan by keeping the majority of the center site open. In addition, the new design proposes a much wider 14th Street pedestrian corridor in excess of 60 feet to preserve the view of the mountains. The view corridor provides a significant break in the building massing on Empire Avenue while creating a pleasant public space that continues across the site and provides pedestrian connection to Lowell Avenue. The pedestrian connection provides elevators at Empire and Lowell Avenue assuring that the raised public space is accessible to all pedestrians.



PROPOSED 14TH STREET CORRIDOR

PARCEL B - 1998 SETBACK EXCEPTION

The Park City Land Management Code requires 25-foot setbacks for master planned developments. These setbacks can be reduced to the applicable zone-specific setbacks of the underlying zoning district, which in this case are 20 feet, with the approval of the Planning Commission when required to provide architectural interest and variation. The 1998 site plan proposed 20-foot setbacks around the entirety of Parcel B: along Empire Avenue, Manor Way, Lowell Avenue and Shadow Ridge Way. The 20-foot setback allowed vertical architectural articulation while maintaining the approved density within the approved building envelopes.



1998 PARCEL B SETBACK DIAGRAM

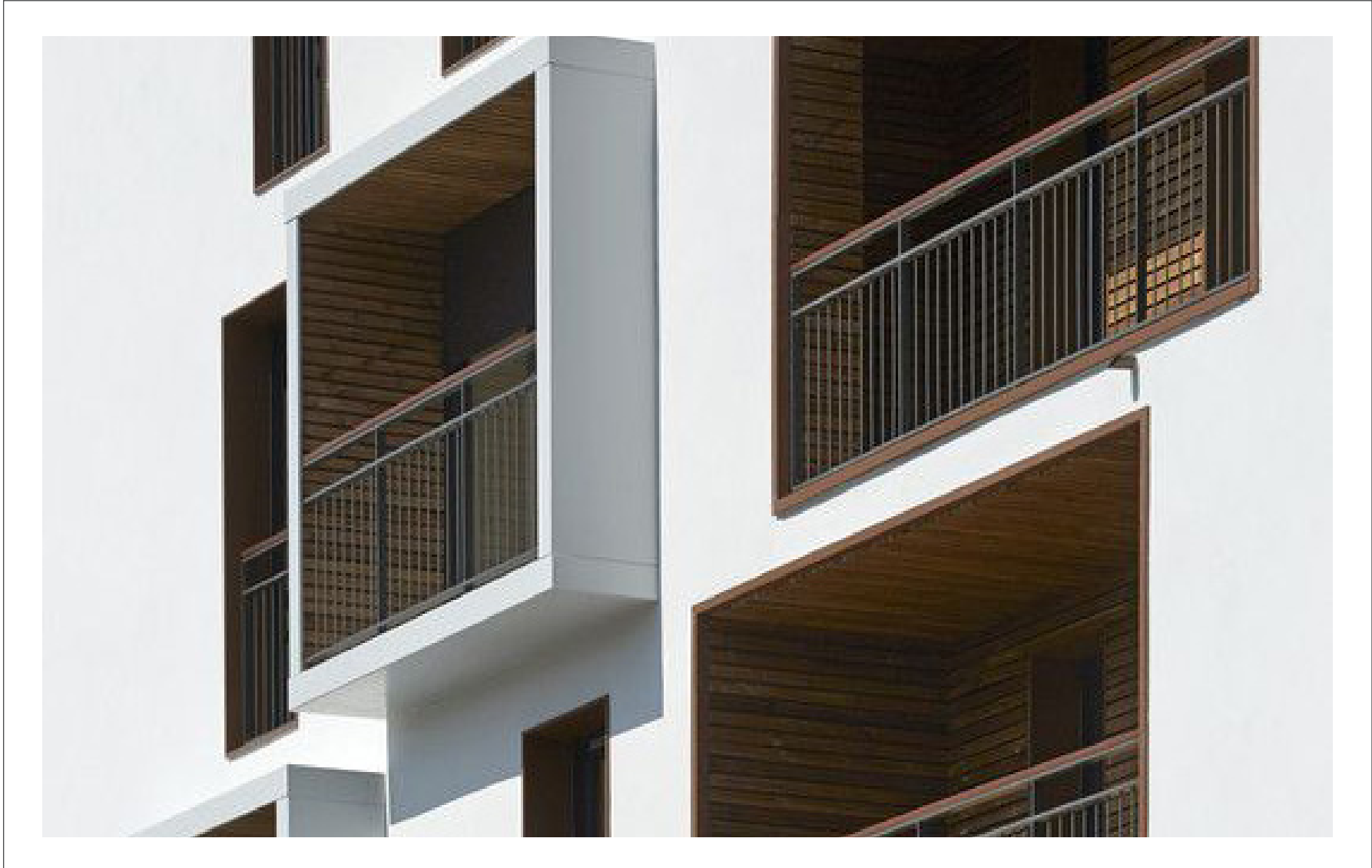
PARCEL B - PROPOSED SETBACK EXCEPTION

At the request of the Planning Commission and in response to public comment, the current master plan proposes meaningful and expanded public spaces, plazas and sidewalks promoting public access and pedestrian connectivity through the project site. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, 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 necessary. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.

The new master plan proposes a 20-foot setback exception along Empire Avenue, Shadow Ridge and Lowell Avenue in limited locations in order to achieve required architectural interest and variation dictated by the current Park City Land Management Code. Unlike the 1998 plan, where the setbacks extended to the finish grade, the proposed setback exceptions on Empire and Shadow Ridge are only proposed for the upper floors, while the ground level setbacks remain at 25 feet or more leaving adequate space for generous sidewalks, park strip and snow storage.



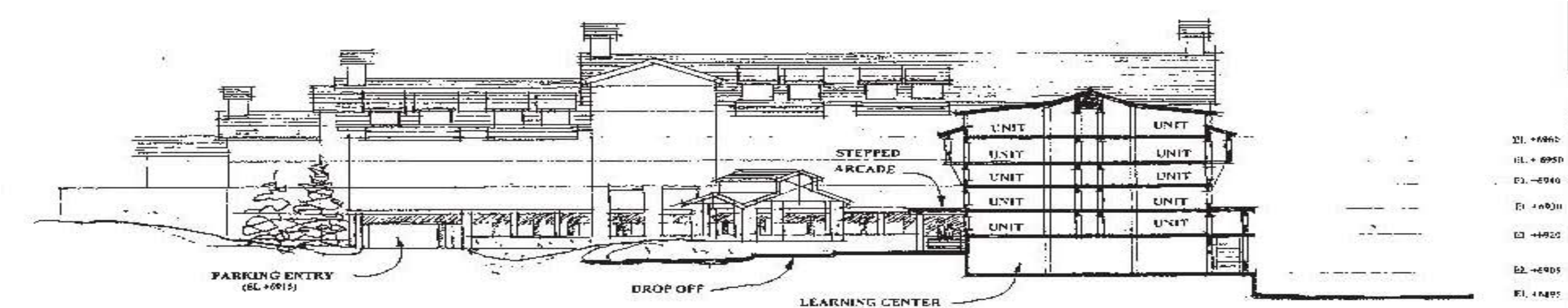
PARCEL B SETBACK DIAGRAM



PARCEL C COMPARISON

PARCEL C - 1998 PROGRAM

The 1998 master plan envisioned Parcel C and the adjacent Parcel E to become the resort’s new gateway with a skier service plaza between them that would preserve and frame the view corridor of the mountain backdrop. The Parcel C program proposed a residential building varying in height from two to six stories with a learning center fronting the plaza. In addition, Parcel C provided one of two major entries to a three-story parking structure located below Parcels C and E and a drop-off area for the learning center and residences. The Parcel C building was cut into the hillside starting at an elevation of 6895 feet at the plaza and stepping up to the ground level elevation to 6930 feet at the south end.



1998 PARCEL C LONGITUDINAL SECTION

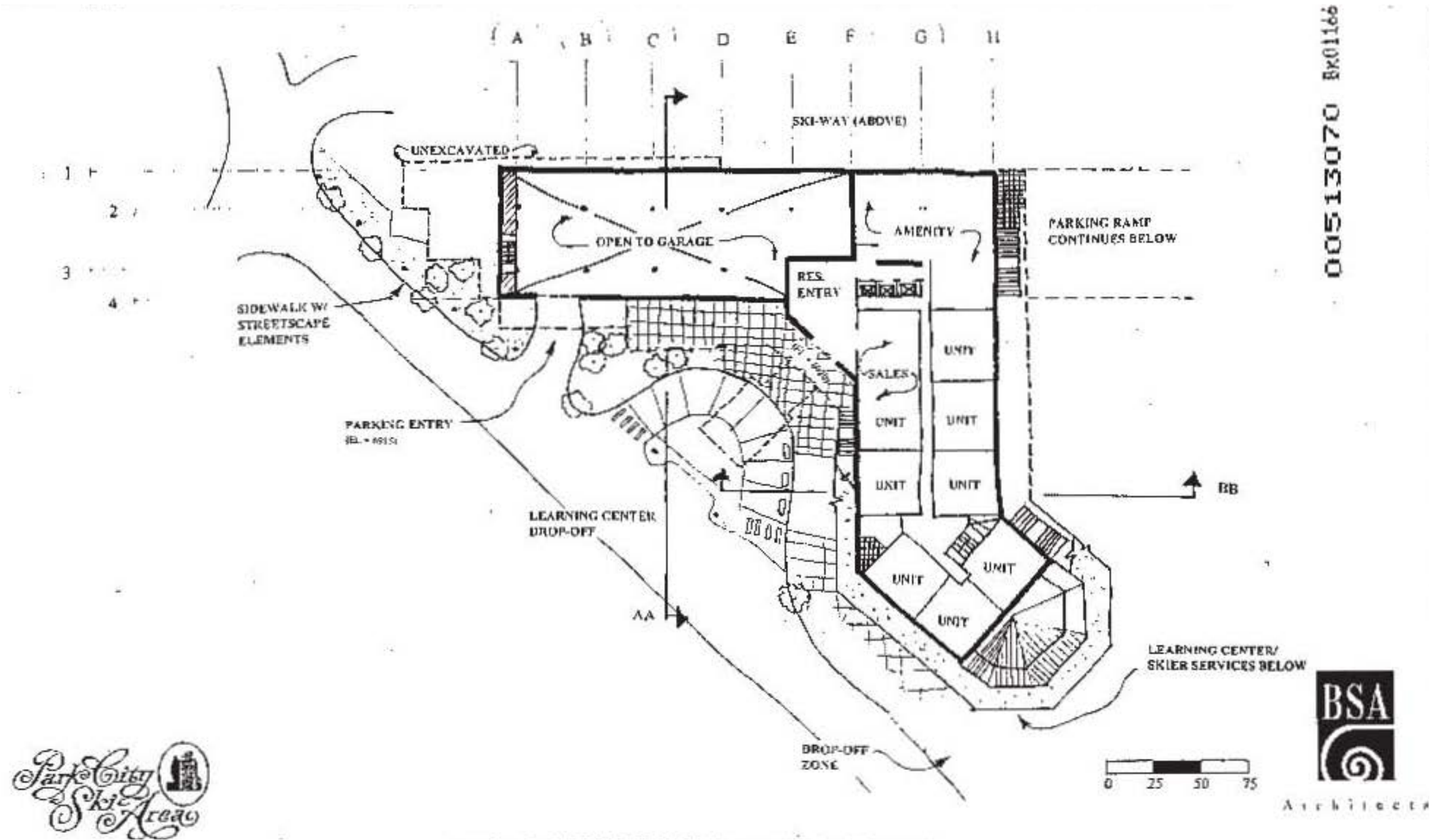
PARCEL C - PROPOSED PROGRAM

The current master plan proposes a four-star hotel with 250 guestrooms, meeting spaces and extensive amenities. The hotel will enhance the lodging options at the resort base and provide accommodations in par with today’s hospitality standards and traveler expectations. Parcel C will also provide new skier services and a two-story retail base lining the entire plaza and the ski terrain. The retail program and the plaza will be- come the new resort anchor while creating a pedestrian connection to the existing resort base retail. The skier services program will provide consolidated ticketing, ski rentals and ski school at the plaza level, coupled with additional 6,500 square feet of third-party retail space to set the stage for an après ski experience the resort currently lacks. While the proposed residential program is well within the approved development area, the hotel public, retail, and support program are expanded to accommodate the amenities and requirements of a four-star hotel that was not included as a part of the original master plan.

	Allowable Area (GSF)	Proposed Design (GSF)
Gross Residential SF	159,000	143,463
Res. Support & Commercial and Accessory Uses (10%)	15,900	53,967
Resort Accessory Use	18,000	17,000
Retail/Commercial		6,520
Non-Exempt (Parking, MEP, Convention)	-	-
Total Area	192,963	220,950

PARCEL C - 1998 BUILDING MASSING

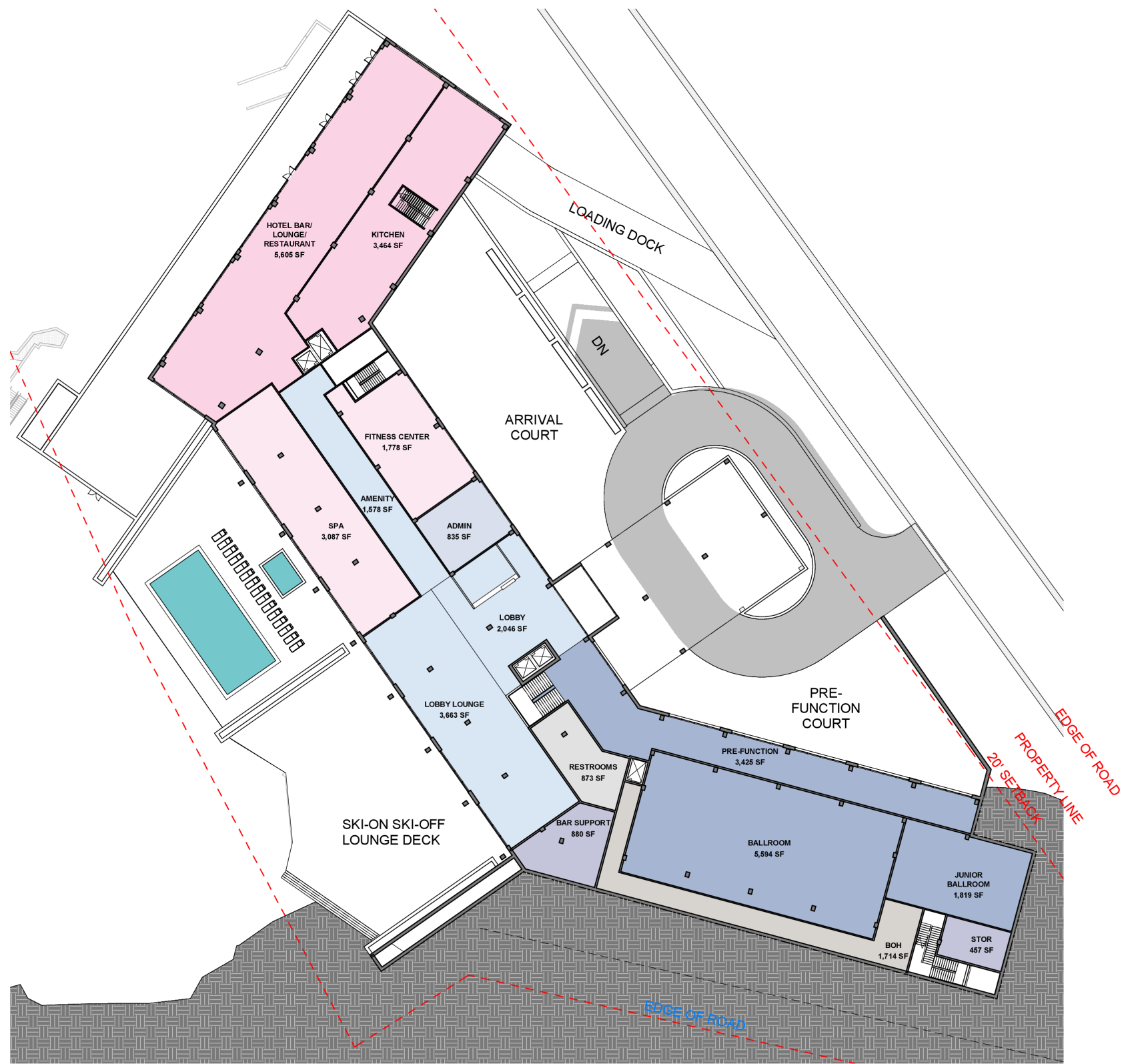
The 1998 Parcel C massing was composed of two major residential wings nestled against the ski slope and the plaza. These residential wings were located away from the Lowell Avenue to minimize bulk and shadow impacts on the street. The building stepped in height from its center down to two-and three-story elements fronting Lowell Avenue creating a semi enclosed drop off area for both the learning center and the residential units above.



1998 PARCEL C GROUND LEVEL PLAN

PARCEL B - PROPOSED BUILDING MASSING

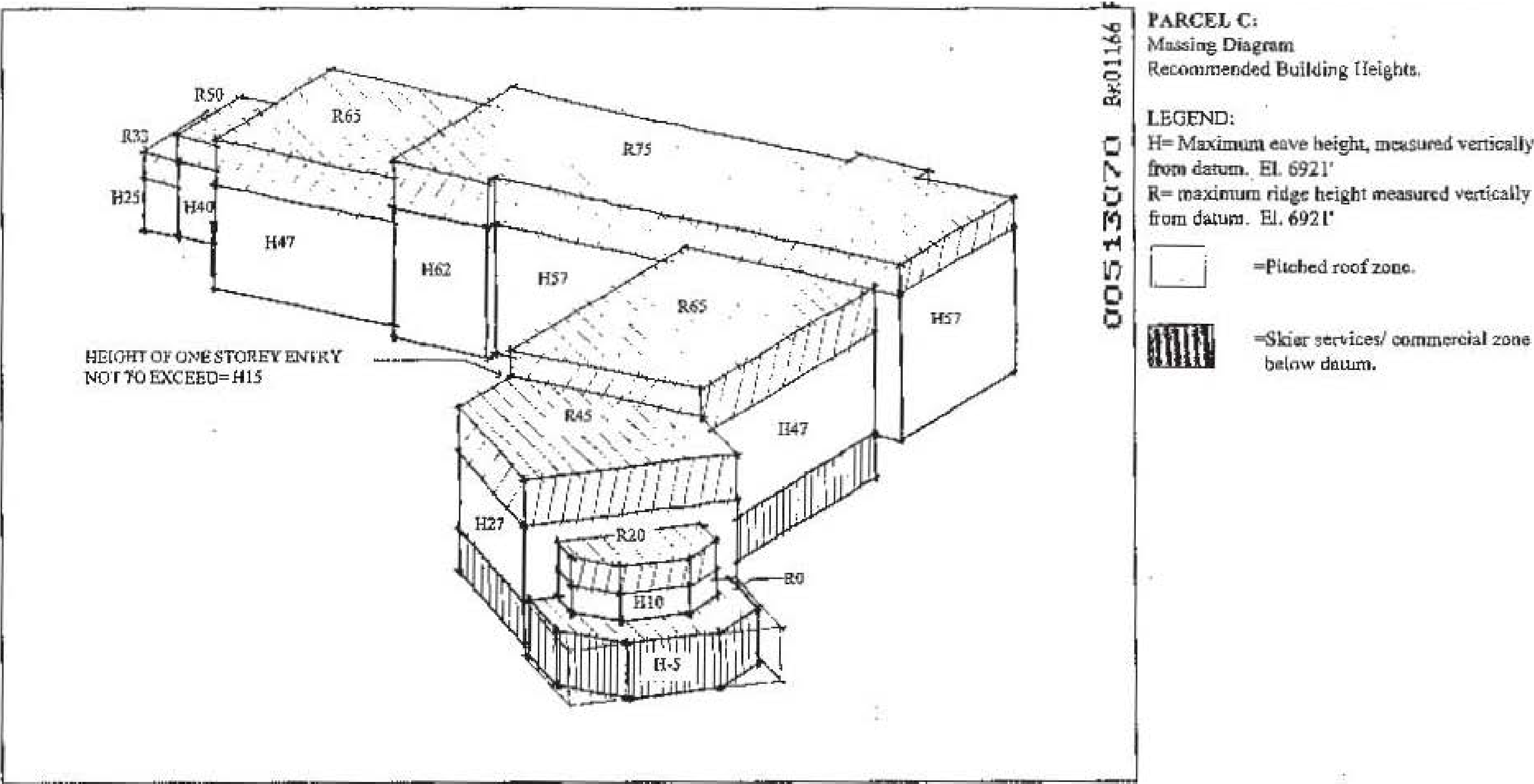
The current master plan is composed of three building wings following a similar footprint of the 1998 master plan by placing the tallest building mass against the ski slope and the existing resort base while stepping down the south and north wing massing as they approach Lowell Avenue. The open space between Lowell Avenue and the building is utilized as a drop off area for the hotel while also providing access to the hotel parking structure and loading dock. The new master plan massing reduces the mass encroachment into the ski terrain compared to the 1998 master plan to create a continuous retail connection to the existing resort base along the mountain.



PROPOSED PARCEL C GROUND LEVEL PLAN

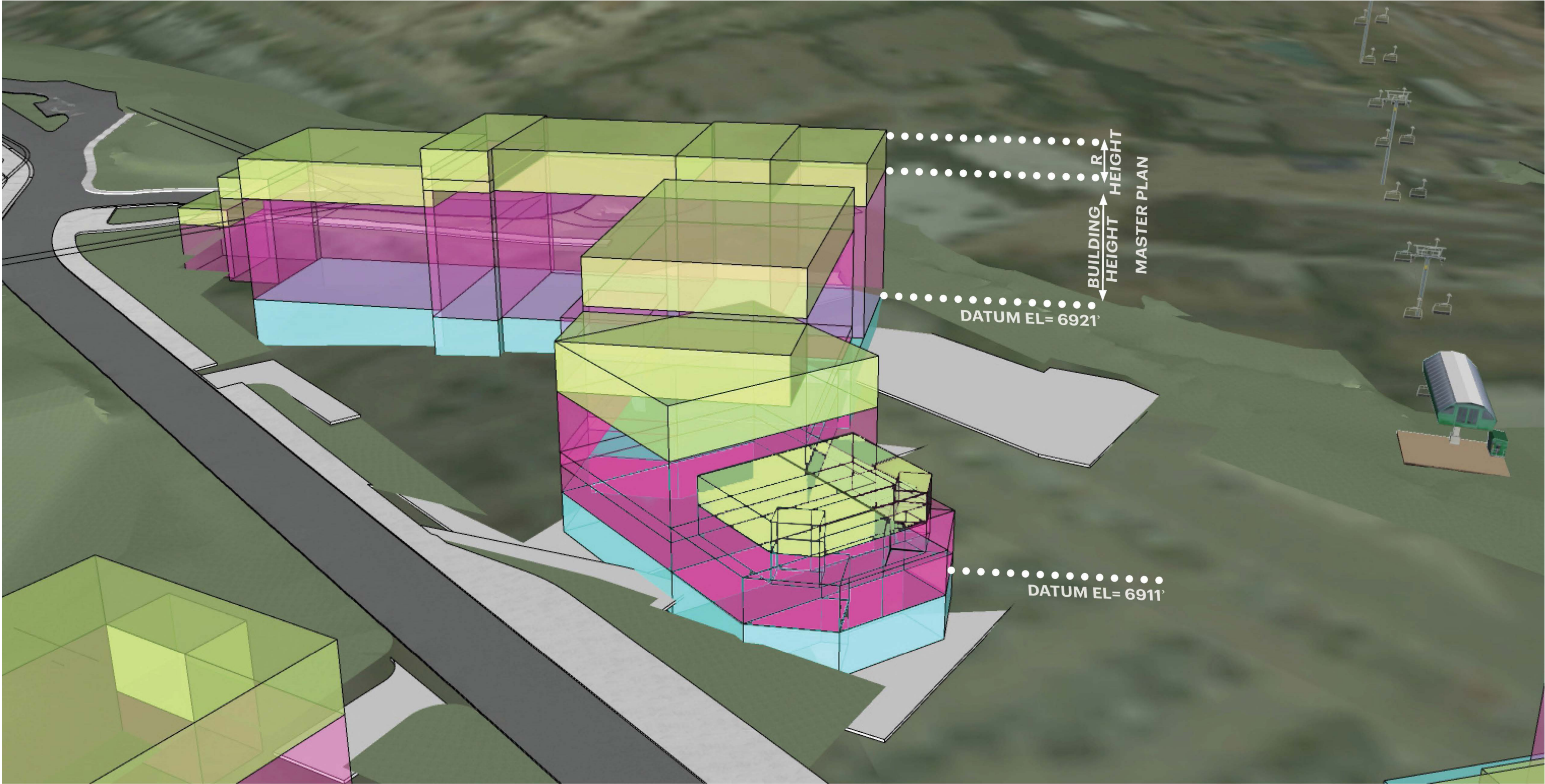
PARCEL C - 1998 BUILDING HEIGHT

The 1998 Master Plan was granted a building height exception to accommodate the approved area and density as defined in the Development Agreement. The residential building varied from two to six stories in height placing the majority of building mass away from Lowell Avenue toward the ski slope and the similarly scaled resort center. The building stepped down from six stories at its center to two- and three-story elements fronting Lowell Avenue. The approved building height and massing were documented in the volumetric diagram shown below. Consistent with Parcel B, the building height was measured from the established datum elevation of 6921 feet rather than the finished grade, resulting in higher buildings measured by the current Land Management Code standard. The skier services and commercial retail were completely located below the established datum elevation of 6921 feet.



1998 PARCEL C VOLUMETRIC DIAGRAM

PARCEL C - 1998 BUILDING HEIGHT



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

1998 PARCEL C VOLUMETRIC DIAGRAM

PARCEL C - PROPOSED BUILDING HEIGHT

The current master plan proposes a two to five-story hotel on top of two levels of below-grade parking and hotel support. Based on the recommendations from the Planning Commission, the hotel wing against the ski terrain was increased to six stories allowing the Parcel D building to be reduced in height by an entire story. While the current Parcel C configuration and orientation slightly vary due to a reduced encroachment into the ski terrain, the building height remains consistent across the site compared to the 1998 Master Plan as demonstrated in the volumetric overlay below. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.



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

PARCEL C VOLUMETRIC OVERLAY

PARCEL C - 1998 OPEN SPACE

As noted above, the 1998 master plan envisioned Parcel C and the adjacent Parcel E as the resort’s new gateway with a skier service plaza between them that would preserve and frame the view of the mountain beyond. The skier service plaza was lined with commercial, low-scale pavilions on both sides and a continuous arcade that stretched along the mountain side as illustrated on the perspective drawing below. Given the significant elevation difference between Lowell Avenue and the ski terrain, it is somewhat unclear how the plaza accommodated the grade change and accessibility requirements. In addition to the plaza, Parcel B provided a generous drop off area for the residences and children’s learning center as described in the massing section above.



1998 PARCEL C

PARCEL C - PROPOSED OPEN SPACE

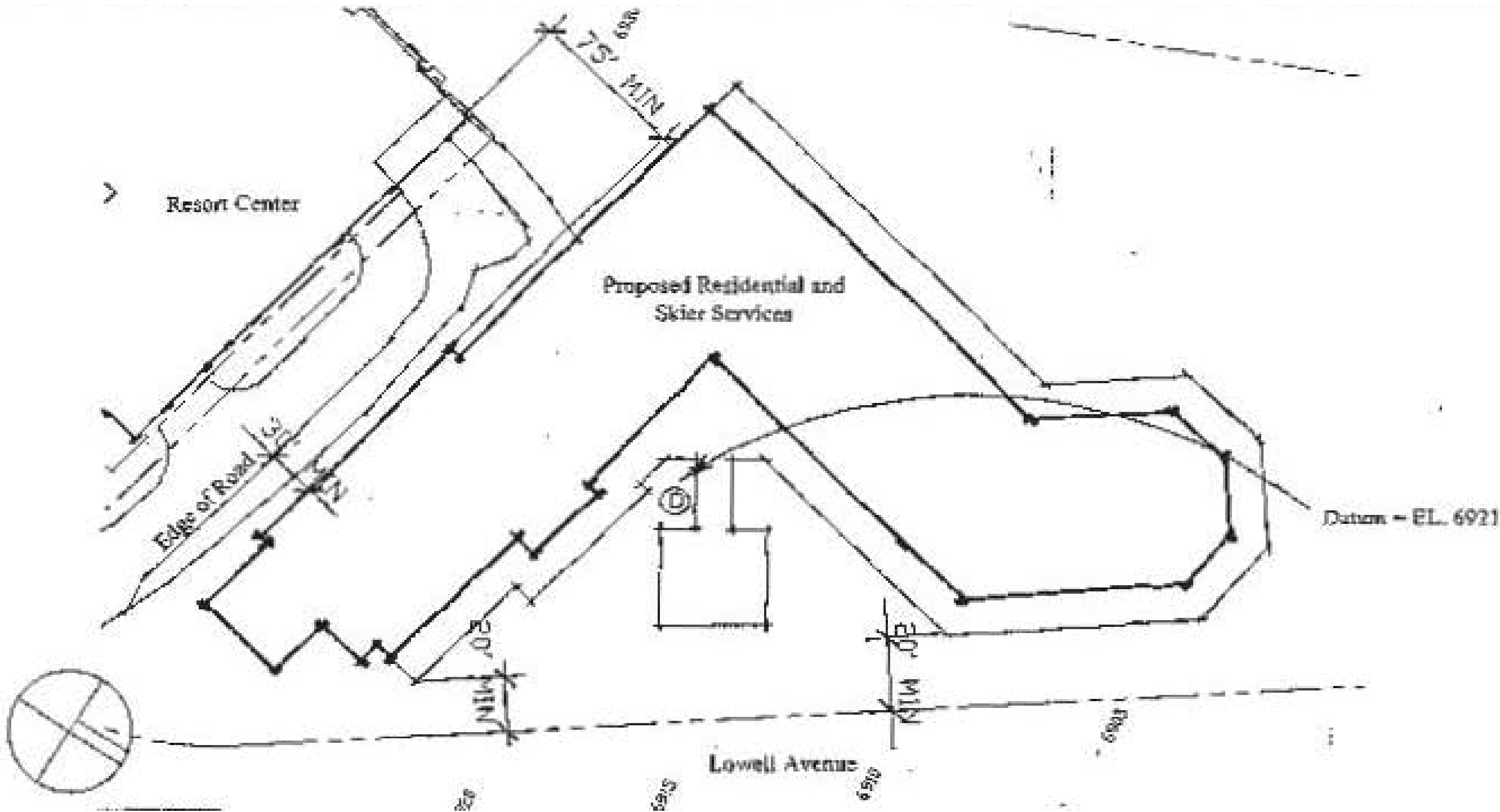
The current master plan views the new plaza as a critical design element with the opportunity to create a new center of activity and modern après ski experience that matches Park City’s world-class reputation. In addition to skier services proposed in the 1998 master plan, the current master plan is providing the necessary program to support and enhance the plaza activation and create a vibrant resort base. Current design provides plaza level retail on both sides of the plaza with outdoor seating and a stage for music performances and events. The plaza activation continues at the second level with the hotel restaurant terraces fronting the plaza and articulated with a series of canopies reminiscent of Main Street historic awnings. The retail also continues along the mountain side with the hotel amenities and a ski-on lounge deck creating a pedestrian and retail connection to the existing resort center. The current plaza design provides grand stairs that create a sense of arrival and accessible ramps to mitigate the elevation difference between the drop-off area on Lowell Avenue and the ski terrain.



PROPOSED PARCEL C PLAZA PERSPECTIVE

PARCEL C - 1998 SETBACK EXCEPTION

The 1998 master plan was granted a 20-foot setback exception along Lowell Avenue as illustrated on the exhibit below.



1998 PARCEL C SETBACK DIAGRAM

PARCEL C - PROPOSED SETBACK EXCEPTION

The current Parcel C plan proposes meaningful and expanded open public spaces, plazas and sidewalks promoting public access and pedestrian connectivity. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within a context of limited building heights and envelope dictated by open space and plazas, an exception to the setback standards is necessary. The master plan is seeking for the 20-foot setback exception in very similar locations to those granted in the original master plan. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.



PARCEL C SETBACK DIAGRAM



PARCEL D COMPARISON

PARCEL D - 1998 PROGRAM

The 1998 master plan recognized Parcel D as one of the most visually important parcels given its location at the resort’s entry and opposite the new drop off plaza, creating a resort guest’s first and last impression of the resort. Parcel D program was conceived as a five-story building with 60 residential units organized in three interconnected masses telescoping from its center to low, three-story elements at both ends. The residential program was sitting on top of a single-story parking structure with 66 stalls and vehicular access from Empire Avenue. The original Parcel D program did not provide any public retail or commercial uses.



1998 PARCEL D ELEVATIONS

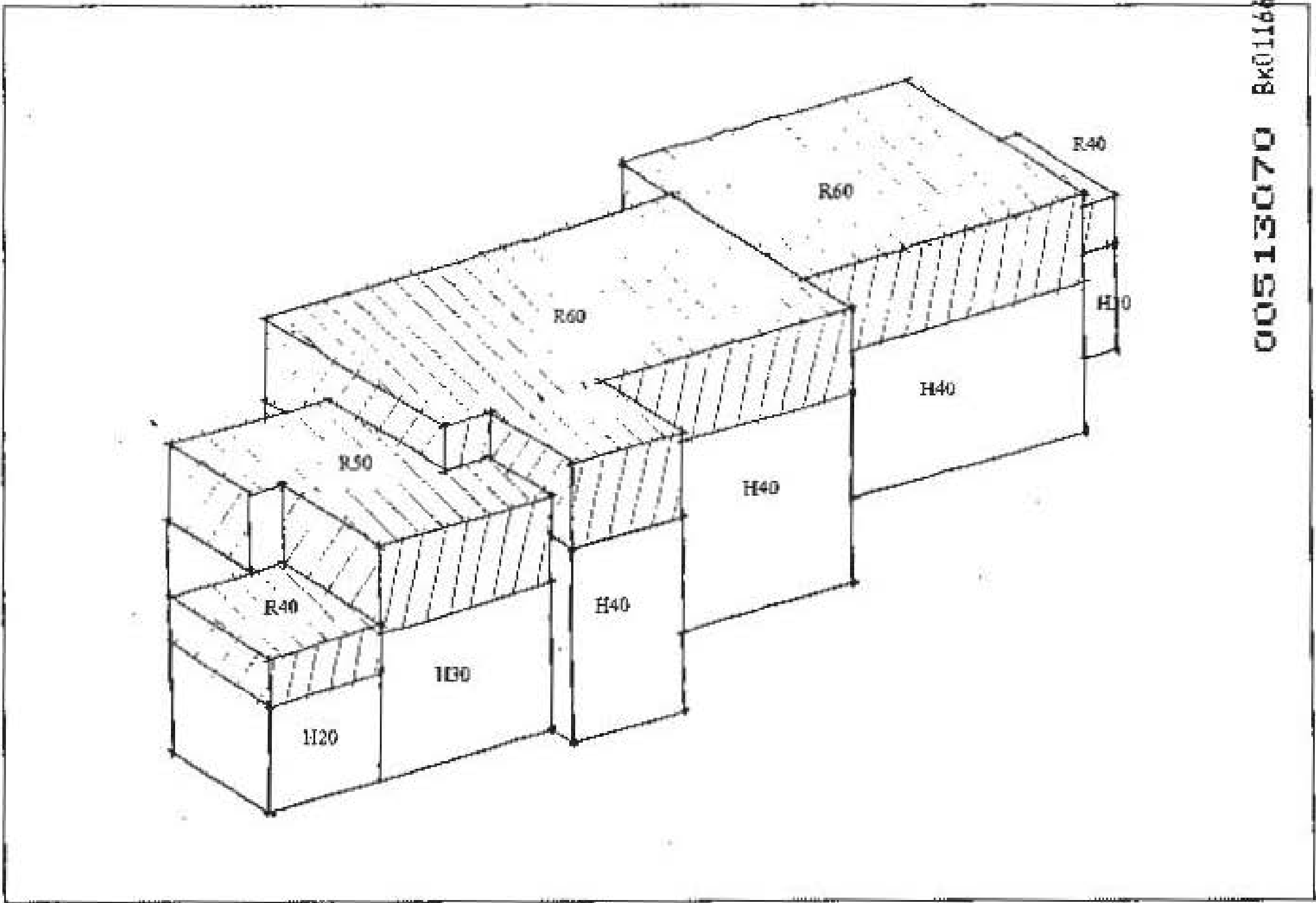
PARCEL D - PROPOSED PROGRAM

Programmatically, the current master plan is very similar to the 1998 master plan. Initially proposed as a five-story building on top of a single parking structure, the current master plan has reduced the building height to four stories as suggested by the Planning Commission to keep its scale closer to the adjacent residential building. As a result, the new residential program has been reduced from 60 to 40 residential units, resulting in an overall density reduction of 40% compared to 1998 master plan. The current Parcel D design complements the residential program with community amenities to transition the resort scale and use to the adjacent residential neighborhoods. Unlike the 1998 master plan that did not include retail and commercial use on Parcel C, the current master plan proposes 20,000 square feet of retail space, including a grocery store to serve the existing and new residential units and promoting a walkable community. Additionally, Parcel D provides another public space that, in addition to extending the view corridor of the mountain to the intersection of Empire Avenue and Silver King Drive, will facilitate local events on a year-round basis.

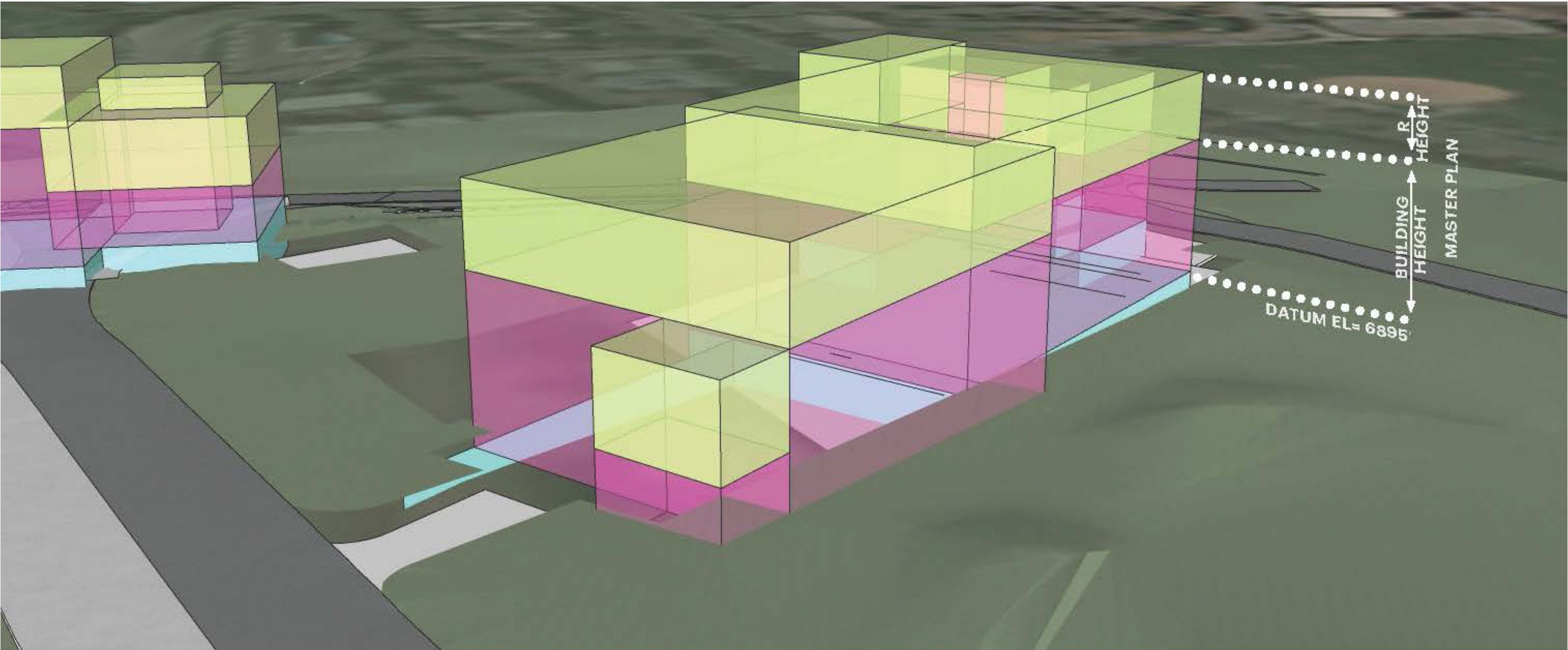
	Allowable Area (GSF)	Proposed Design (GSF)
Gross Residential SF	93,000	57,238
Res. Support & Commercial and Accessory Uses (10%)	9,300	1,688
Resort Accessory Use	-	-
Retail/Commercial	-	21,148
Total Area	102,338	80,074

PARCEL D - 1998 BUILDING MASSING & HEIGHT

As noted above, the 1998 master plan proposed Parcel D as three interconnected masses telescoping from its center to low, three story elements at both ends framing the view corridor of the Mountain. Each section stepped down at least once with the contours moving from southwest to northeast. The building steps varied from three to five stories in height sitting on top of a parking structure. The tallest portion of the building were located at the center of the site to limit mass and shadow impacts. The building height was measured vertically from the established datum elevation of 6895 feet to the ridge height rather than finished grade, resulting in higher building on Empire Avenue than documented in the volumetric diagram below.



PARCEL D - 1998 BUILDING MASSING & HEIGHT

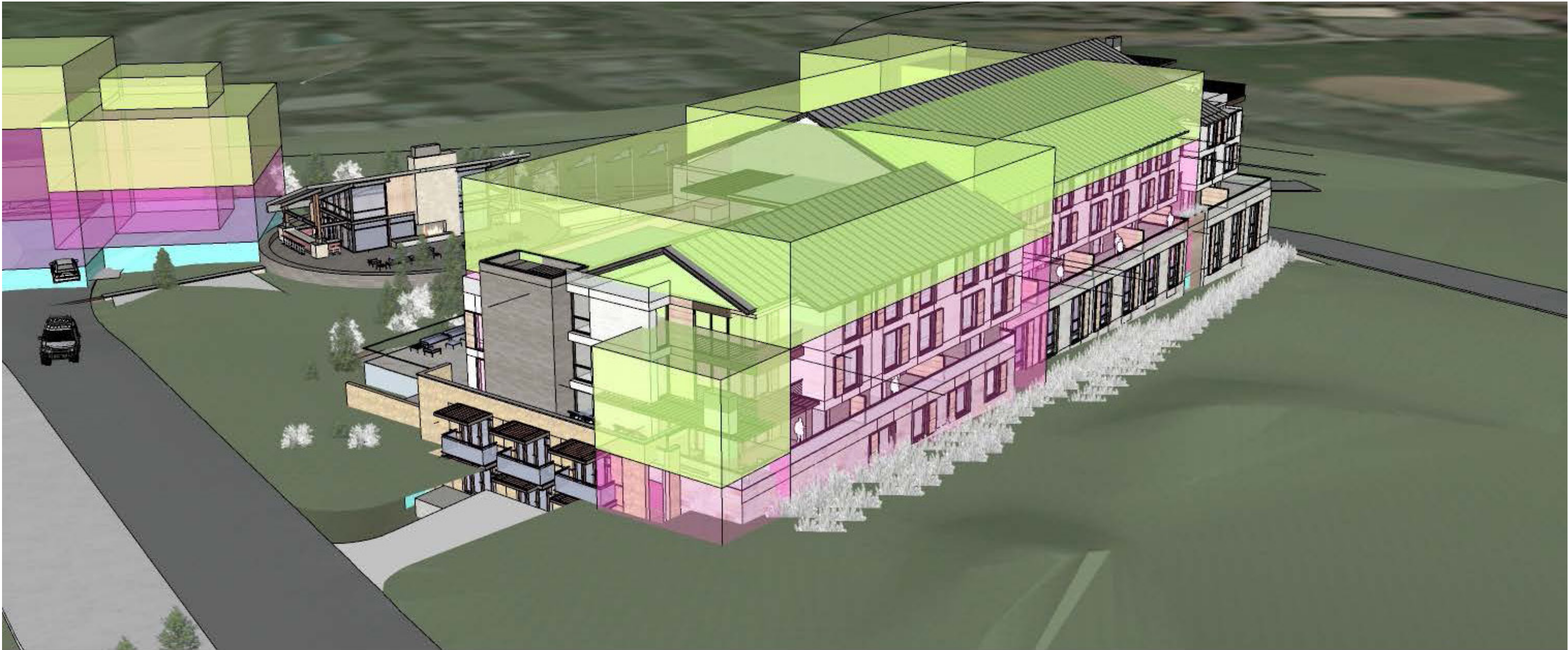


- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

1998 PARCEL D VOLUMETRIC DIAGRAM

PARCEL D - PROPOSED BUILDING MASSING & HEIGHT

The current Parcel D Design is composed of two interconnected masses that step down in plan and elevation as they approach Lowell and Empire Avenue to mitigate shadow impact. The building height varies from three to four stories relating to the neighboring residential buildings while the north elevation facing the open space is a single story. The stepped massing helps transition the building mass to the community space while preserving a wider view corridor of the mountain. The open space to the north sets the building mass away from Silver King Drive eliminating shadow impact. The current building height and massing are generally consistent with the 1998 master plan as demonstrated in the volumetric overlay below. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.

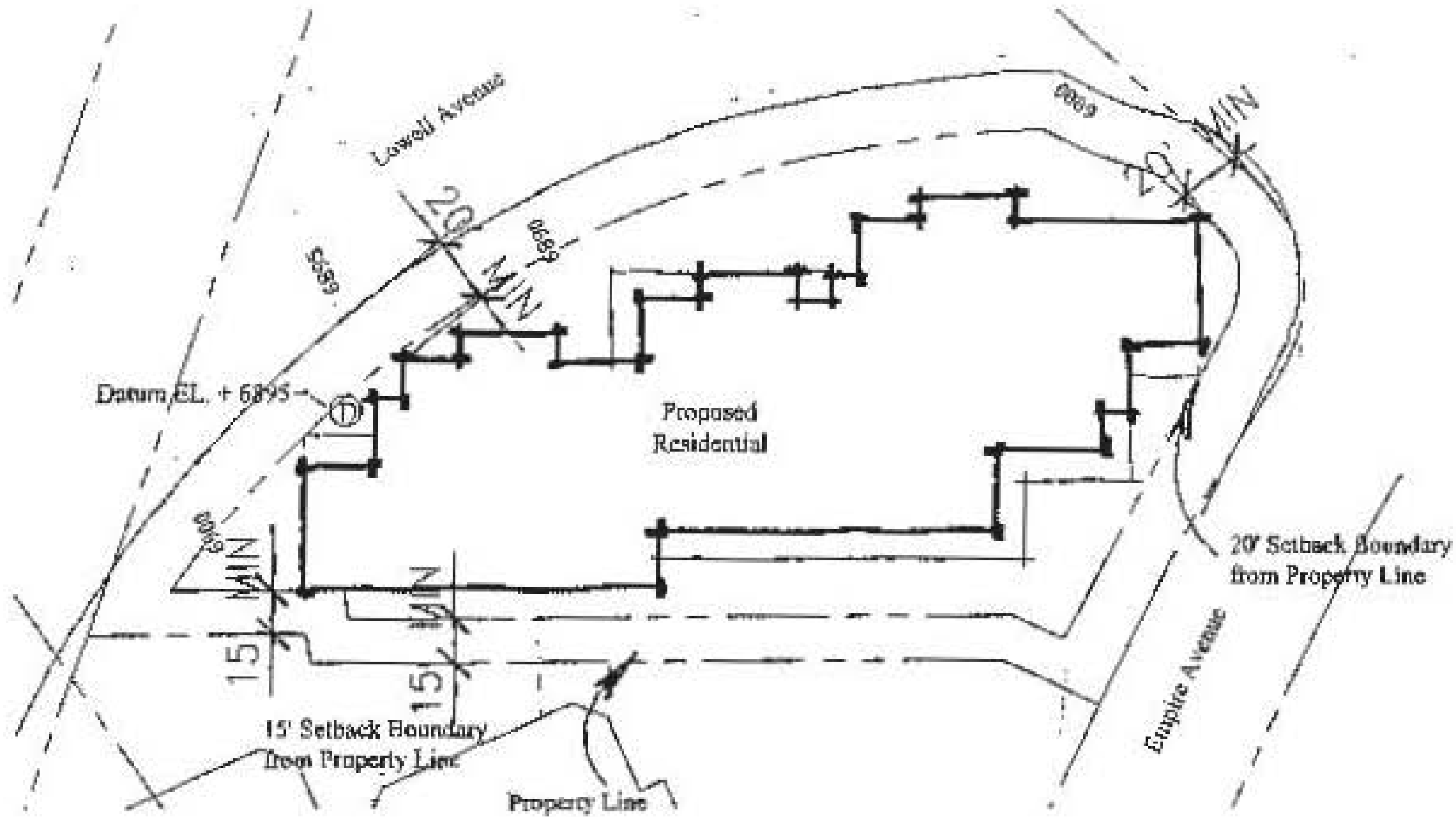


- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

PARCEL D VOLUMETRIC OVERLAY

PARCEL D - 1998 OPEN SPACE

Due to the proposed Lowell Avenue realignment, the 1998 master plan building footprint occupied a majority of the Parcel leaving very little open space. Furthermore, Parcel D proposed reduced 20'-0" setbacks along Empire and Lowell Avenue and 15'-0" at the south property line adjacent to another residential building.



PARCEL D - PROPOSED OPEN SPACE

The current master plan provides 1.2 acres of open space that establishes a strong relationship with the plaza on Parcel C extending the view corridor of the Mountain to the corner of Empire Avenue and Silver King Drive. The continuous open space creates a strong sense of arrival and resort identity from the very first impression. The open space houses a multipurpose pavilion to support a variety of community events year-round including the Park City Farmers Market currently hosted on the Parcel D parking lot.



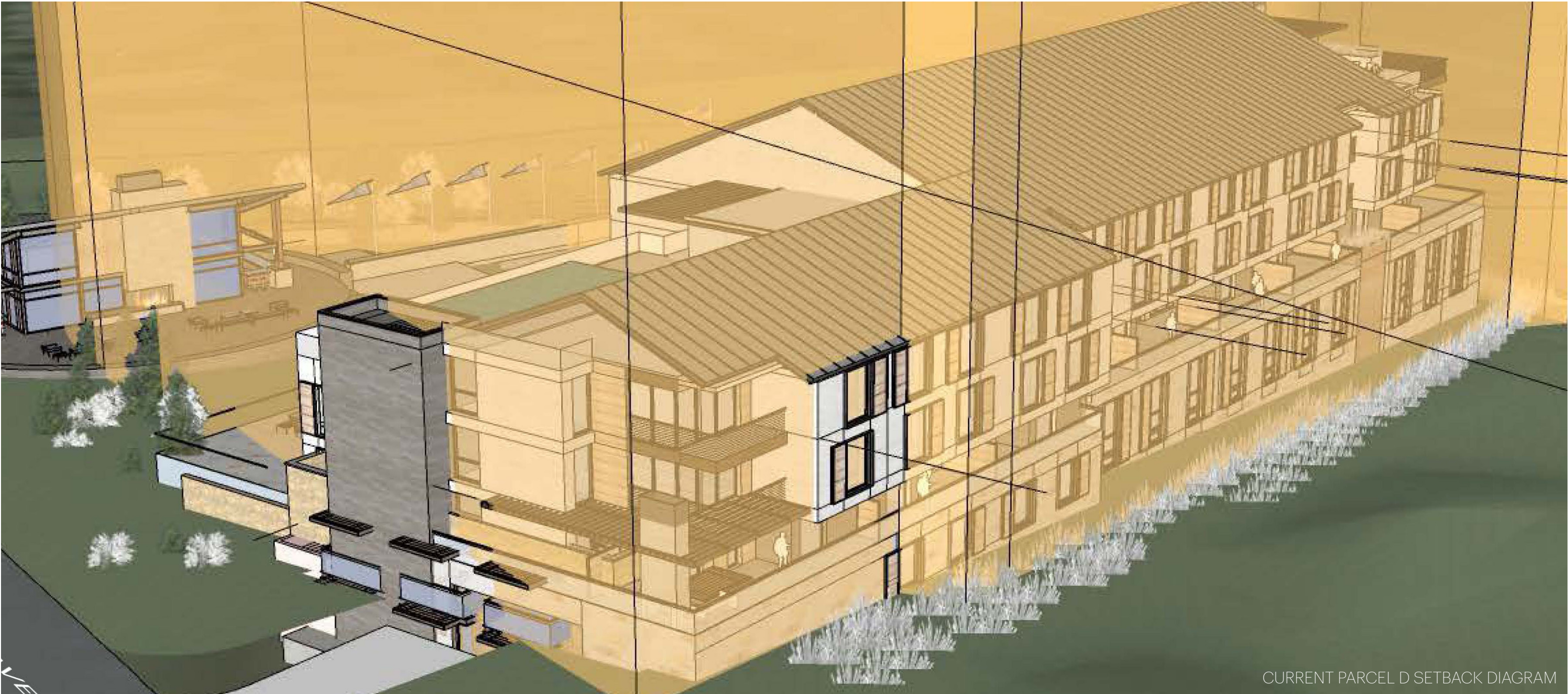
PROPOSED PARCEL D OPEN SPACE

PARCEL D - 1998 SETBACK EXCEPTION

As illustrated above, the 1998 master plan received setback exceptions of 20 feet along Empire and Lowell Avenue and 15 feet along the south property boundary where the project is neighboring the adjacent Silver King condominiums. Current minimum zone setback is 20 feet making the originally approved setback of 15 feet no longer compliant by the Park City Land Management Code.

PARCEL D - PROPOSED SETBACK EXCEPTION

The current Parcel D design provides meaningful and expanded public space and sidewalks promoting public access, pedestrian connectivity and arrival to the resort. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within a context of limited building heights and envelope, an exception to the setback standards is required. The project is seeking 20-foot setback exceptions in isolated instances along Empire and Lowell Avenue that would allow the massing to step down as intended by the original master plan while providing architectural variation and interest. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.



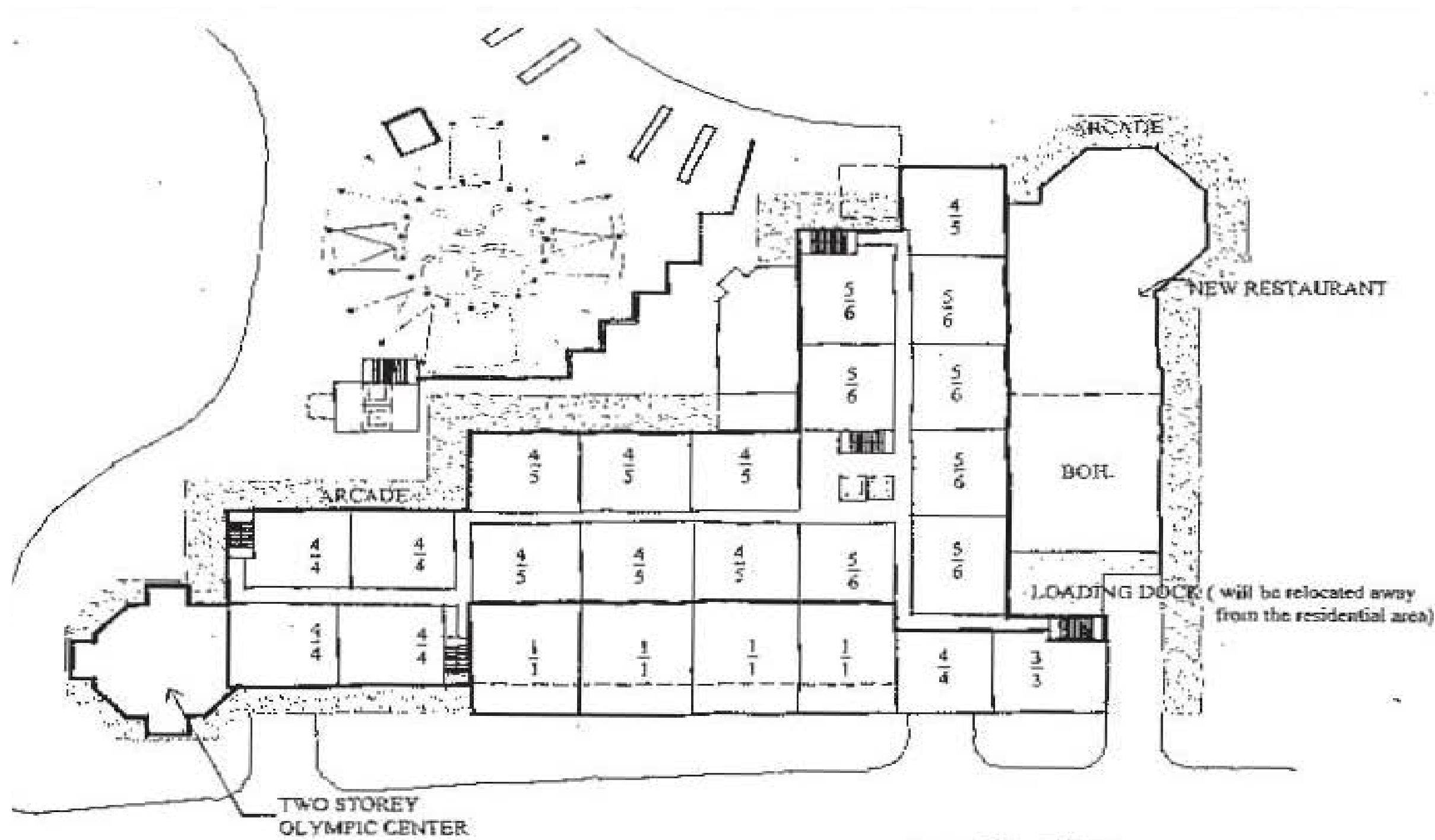
CURRENT PARCEL D SETBACK DIAGRAM



PARCEL E COMPARISON

PARCEL E - 1998 PROGRAM

In conjunction with Parcel C, the 1998 master plan utilized Parcel E to define the skier plaza and frame the resort’s primary view corridor. Programmatically, Parcel E housed a three-story underground parking structure with a three to six-story residential building on top and a single commercial level on the plaza side. The plaza program included skier services, covered arcades, parking garage elevators and outdoor spaces to encourage year-round activity. The 1998 master plan proposed realignment of the Lowell Avenue resulting in the increased Parcel E footprint and much higher density of 91 residential units compared to the current plan.



1998 PARCEL E PLAN

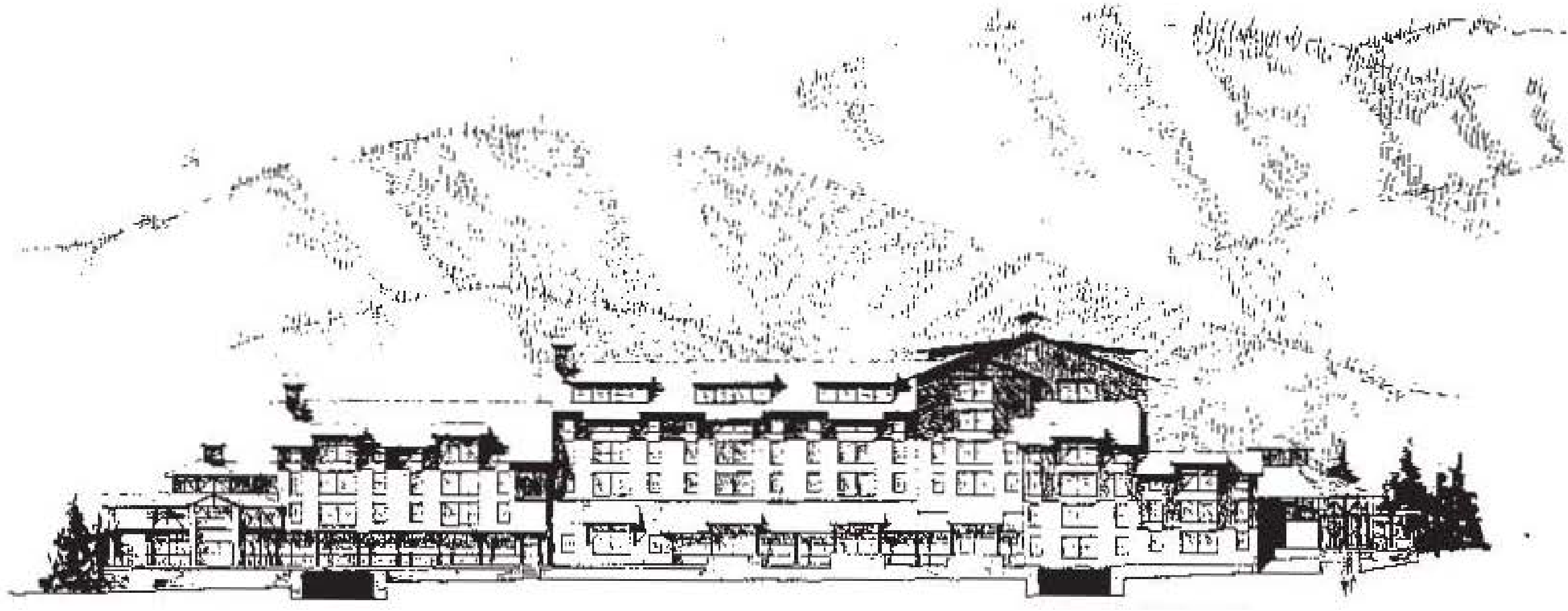
PARCEL E - PROPOSED PROGRAM

While programmatically similar, the current master plan provides much smaller residential program with 46 units resulting in a nearly 40% total density reduction compared to the 1998 master plan as demonstrated in the table below. The residential program sits on top of the three-story parking structure that serves the day skiers, ski club and residences. The commercial program includes plaza level retail and a private ski club to activate the plaza as well as resort’s new medical clinic and support.

	Allowable Area (GSF)	Proposed Design (GSF)
Gross Residential SF	141,000	89,519
Res. Support & Commercial and Accessory Uses (10%)	14,100	12,798
Resort Accessory Use	32,000	3,530
Retail/Commercial	-	10,602
Total Area	187,157	116,449

PARCEL E - 1998 BUILDING MASSING

The increased footprint and density enabled by the proposed Lowell Avenue realignment allowed the 1998 master plan to propose substantially larger massing. The large building mass stepped up in segments toward the ski hill and was broken down into six distinct components to prevent the appearance of a monolithic structure. The massing along Silver King Drive varied from one to four-story elements to limit the shadow and bulk impact terminating with a two-story architectural pavilion at the Lowell Avenue intersection that, along with its counterpart on Parcel C, created a gateway to the resort.



1998 PARCEL E NORTH ELEVATION

PARCEL E - PROPOSED BUILDING MASSING

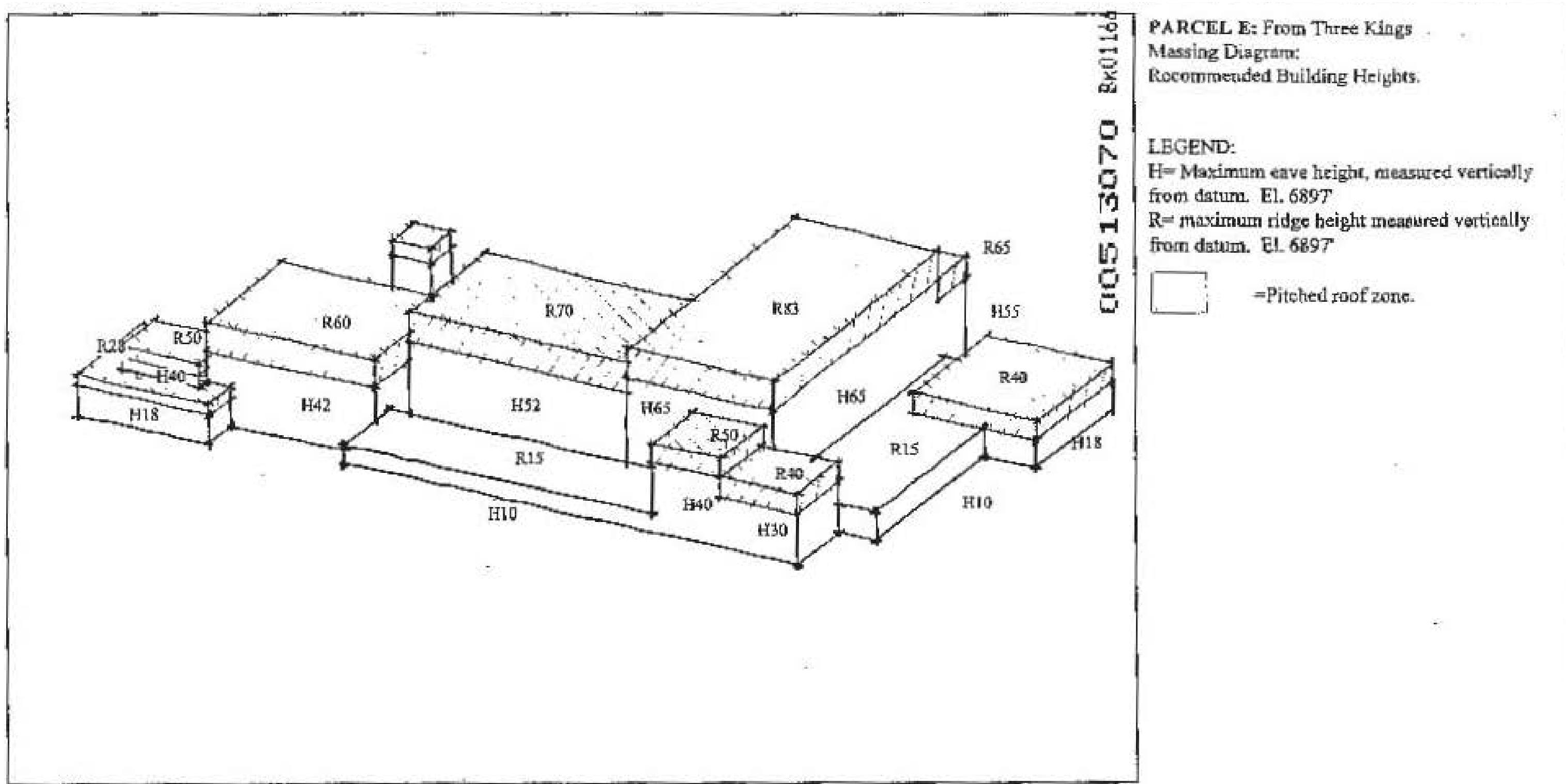
Challenged by the reduced site footprint, the current master plan proposes a much lower density to maintain similar building heights to those approved in the 1998 master plan. The six-story massing is located at the center of the site while stepping down to two-story elements at the plaza, Lowell Avenue and Sunflower condominiums to mitigate the visual and shadow impacts and establish a relationship with the surrounding context. While stepping is limited at Silver King Drive due to the reduced parcel footprint, the vertical and horizontal modulation reduces the perceived building scale and creates architectural interest and variation.



PROPOSED PARCEL E SILVER KING PERSPECTIVE

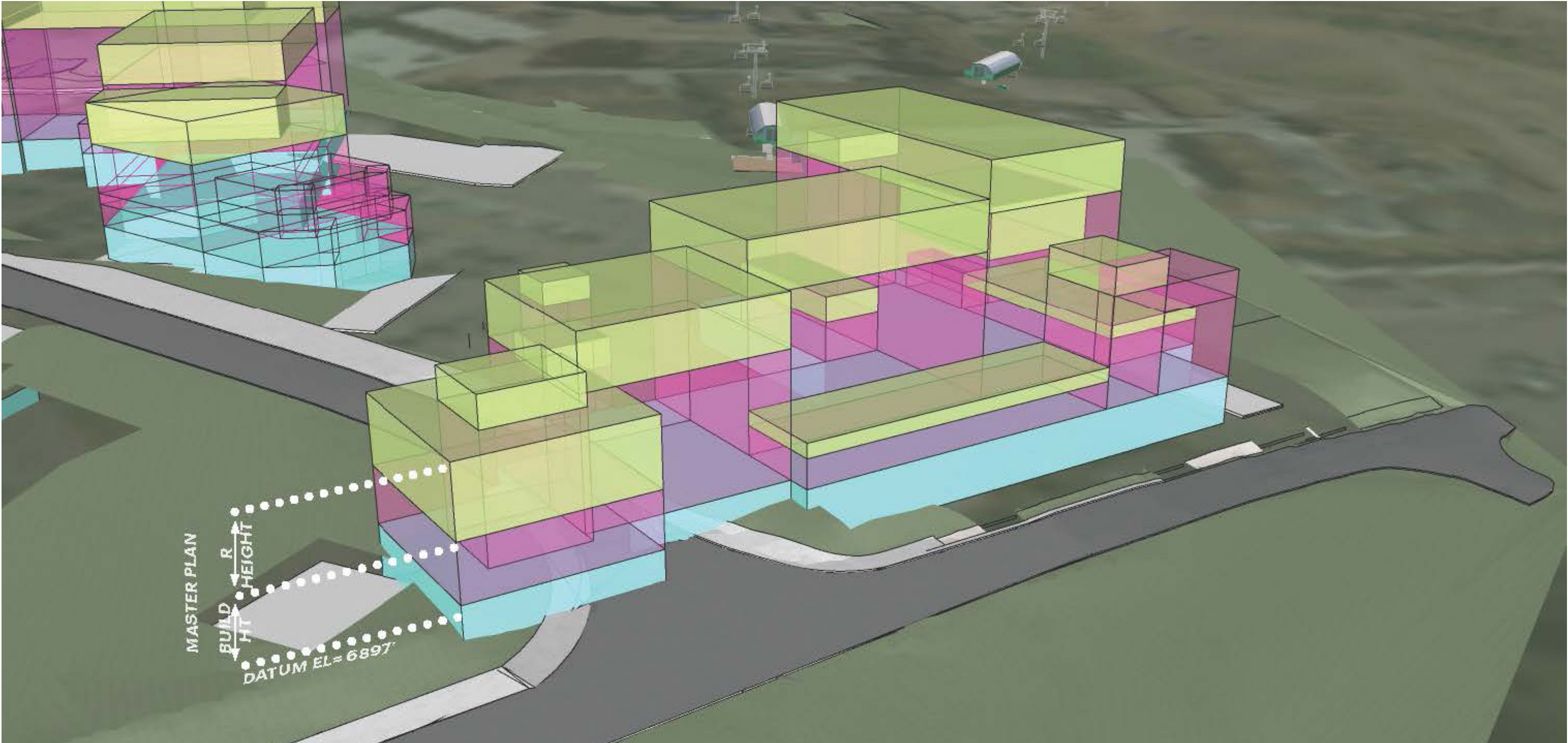
PARCEL E - 1998 BUILDING HEIGHT

The 1998 master plan proposed three to six-story buildings that varied in height from 40 to 83 feet in height. The building height was measured from the established datum elevation of 6897 feet rather than finish grades as demonstrated in the volumetric diagram below. The difference between the established datum elevation and existing grade added another story along Silver King Drive.



1998 PARCEL E VOLUMETRIC DIAGRAM

PARCEL E - 1998 BUILDING HEIGHT



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

1998 PARCEL E VOLUMETRIC DIAGRAM

PARCEL E - PROPOSED BUILDING HEIGHT

The current master plan proposes similar building height range as proposed in the 1998 master plan. However due to the reduced parcel footprint referenced above, the current building heights vary across the site, specifically along Silver King Drive as demonstrated in the volumetric overlay below. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.

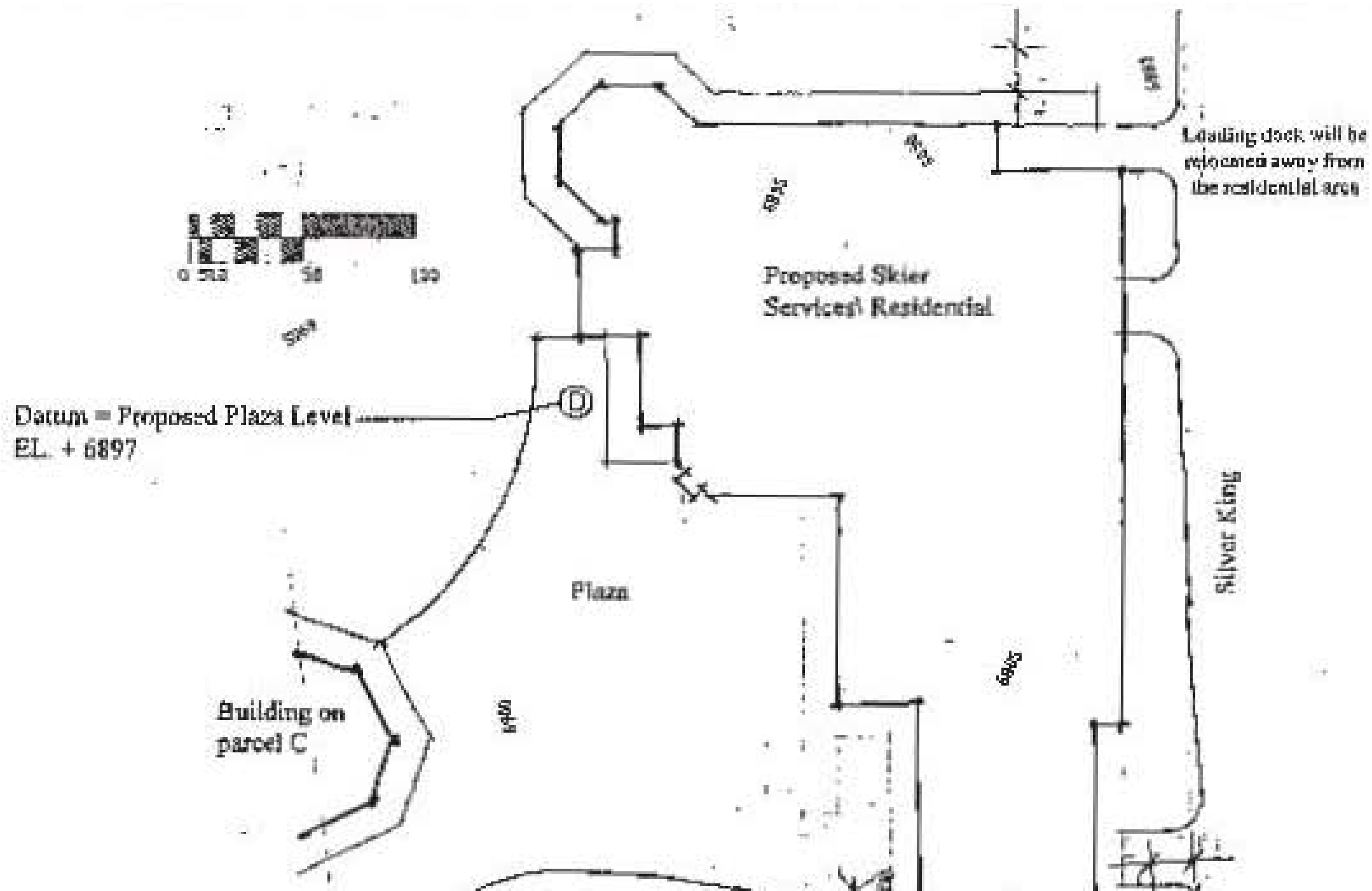


- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

PARCEL E VOLUMETRIC OVERLAY

PARCEL E - 1998 SETBACK EXCEPTION

Despite the enlarged parcel footprint, the 1998 master plan appears to have been granted setback exceptions at the corner of Lowell Avenue and Silver King Drive as well as the west boundary line adjacent to the Sunflower condominiums.



1998 PARCEL E SETBACK DIAGRAM

PARCEL E - PROPOSED SETBACK EXCEPTION

The current master plan is challenged by a much more compact footprint compared to the 1998 master plan resulting in significant density reduction as noted above. Despite the reduced footprint, the current master plan maintains similar building heights as the 1998 master plan while providing a significant amount of open space, plazas and sidewalks promoting public access and pedestrian connectivity. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within a context of limited building heights and envelope, an exception to the setback standards is necessary. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.



CURRENT PARCEL E SETBACK DIAGRAM

	1998 Plan (SF)	Proposed Design (SF)	% Change	Parking Above Grade (SF)	Total Mass Above Grade (SF)	% change	1998 Residenital Units	1998 Parking Stalls	Units February Application	Units January 2021	Skier Stalls	Res./Com. Stalls
Parcel B												
Gross Residential SF	294,000	215,200	-27%				191	Not Stated	56 + 73 Emp./Aff	56 + 73 Emp./Aff	760	87
Res. Support and Com. And Acc. Uses (10%)	29,400	18,150	-38%									
Resort Accessory Use	-	-										
Retail/Commercial	-	2,100										
Total Parcel B	323,400	235,450	-27%	113,500	348,950	8%						
Parcel C												
Gross Residential SF	159,000	143,463	-10%				101	*	249	250	0	183
Res. Support and Com. And Acc. Uses (10%)	15,900	53,967	239%									
Resort Accessory Use	18,000	17,000	-6%									
Retail/Commercial	-	6,520										
Total Parcel C	192,900	220,950	15%	3,208	224,158	16%						
Parcel D												
Gross Residential SF	93,000	57,238	-38%				60	66	39	40	0	95
Res. Support and Com. And Acc. Uses (10%)	9,300	1,688	-82%									
Resort Accessory Use	-	-										
Retail/Commercial	-	21,148										
Total Parcel D	102,300	80,074	-22%	15,265	95,339	-7%						
Parcel E												
Gross Residential SF	141,000	89,519	-37%				91	*	46	46	440	123
Res. Support and Com. And Acc. Uses (10%)	14,100	12,798	-9%									
Resort Accessory Use	32,000	3,530	-89%									
Retail/Commercial		10,602										
Total Parcel E	187,100	116,449	-38%	-	116,449	-38%						
Total Development	805,700	652,923	-19%	131,973	784,896	-3%	443	1800*	141 condos	143 condos	1200	488
Total Residential SF	687,000	505,420	-26%						+73 Emp./Aff unit	+73 Emp./Aff units		
Total Res. Support and Com. And Acc. Uses (10%)	68,700	86,603	26%									
Total Resort Accessory and Commercial Use	50,000	60,900	22%									
Res. Support and Com. And Acc. Uses as a % of Development												
		13%										
* In the 1998 Plan set day skier parking is predominantly located on Parcels C & E, totaling 1309 stalls. It is not noted where the additional 600 Resort parking stalls would be located												

From: [Trent Davis](#)
To: [Alexandra Ananth](#)
Cc: [Trent Davis](#)
Subject: PEG Base Area Development
Date: Friday, January 15, 2021 12:11:39 PM

Hello Alexandra,

Feel free to contact me with any questions. Please distribute to the Planning Commission and enter this letter into the record. Thanks

To Alexandra and Planning Commissioners:

In conversation with PEG Development we understand that three options are being proposed for the Transit Center. Two of the options entail moving the Center to the Northern lots. One option is to keep the Transit Center in its existing location. Moving the Center will disenfranchise the existing base from the rest of the project and has financial impacts on all the properties located at the base. We continue to encourage PEG and the Planning Commission not to move the Transit Center from its current location. If it is to be moved, a Cabriolet needs to be installed to move guests from a Northern Transit Hub to the existing base area.

There has been discussions about a bridge from Lot B parking structure to the existing base. This should only be considered if the exit point is the area around the existing Transit Center location, as having a bridge that exits on the upper plaza cuts off access to the lower plaza's.

My office overlooks the magic carpets of PCMR. Everyday I see skiers trying to make their way up the ski hill on the West side of The Lodge, This is a steep grade and I see skiers slipping and falling. There is not any exit area's until you get to the Village Loft and even then you have to make your way around the fenced, ski school staging area. This is not an option. We would prefer to see proper sidewalks up to the existing base on the East sides.

Improvements still need to be made to the PEG plan to allow for the area to considered "One Village" with the free flow of pedestrians from the Northern lots up to the existing base. What is the reason heated sidewalks are not being considered? Where is snow storage to take place as I do not see any on the current plans?

Other issues that PEG needs to address and are of concern:

- The road easement to the existing parking structure and The Lodge. In addition to providing pedestrian sidewalks on both sides of this road, PEG needs to provide an area for Uber and private shuttle to drop off and pick up and a turn around so they do not have to back out. Reminder, most vans cannot fit in the parking garage due to height. Who will be responsible for the maintenance, repairs and snow removal, insurance of this easement? The road should be expanded in width so cars waiting to enter and exiting the parking structure do not block traffic coming and going from The Lodge. There are multiple utilities that service The Lodge that must be relocated. Previously PEG committed to providing the shuttle turn around areas and parking, but this does not appear on the most current plans.
- The existing Transit Center easement? Who is responsible for modifications and

updating?

- Needed expansion of the sidewalk from the Transit Center to the entrance of the P-1 level of the parking garage
- Who is going to pay for the new Lodge signage as it will be blocked in multiple locations. Is there a master signage plan?
- The re-alignment from the entrance road to the parking structure with Shadow Ridge Drive. This intersection does not align. Previously PEG committed to realigning the road but it does not appear on any plans.
- Replacement of Transit Center sidewalk with proper waterproofing of the garage Post Tension ceiling that both the sidewalk and a portion of the Transit Center bus drop off road sit on top of.
- Proposed traffic patterns could possibly cut off access to Lodge dumpster rooms and delivery vehicles. How is this to be addressed?
- Master lighting plan?
- Landscaping plan? Concerned about the both sides of the access road from to the parking garage.
- Who is responsible for removing trash from the ground and common trash cans, snow removal, and maintenance in the plaza areas of the new development?

Sincerely

Trent Davis

Village Venture / Resort Center Limited

tdavis@compass-management.com

IMPORTANT WARNING: This email (and any attachments) is only intended for the viewing and use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. No unauthorized distribution, transmission or re-disclosure is permitted. Failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email and delete this message from your computer.

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Tuesday, January 12, 2021 7:26 PM
To: rschmidt@pegcompanies.com; stan@cooperwynn.com
Cc: Alexandra Ananth
Subject: Two Additional Requests - PCMR

Robert & Stan,

I've had multiple follow up calls after today's meeting and have just a couple of other items that keep coming up.

- As Parcel B has substantially changed from the presentation in November, would you be willing to email over a complete set of plans in the next day or so?
- It was mentioned that when comparing to the 1998 CMP, Parcel D & E are significantly different and Parcel C somewhat different as Lowell Ave is not being re-routed. Any insight you can provide as to why this isn't being pursued would be appreciated. We understand it allows for an additional open space area on Parcel D and extension of the view corridor upon arrival, yet it significantly decreases the footprint for Parcel E which impacts the ability for stepping and potentially reducing building height. Re-routing may also assist in funneling traffic away from Three Kings as a cut through.

Thanks again for your time; I appreciate any response you can provide.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Tuesday, January 12, 2021 6:06 PM
To: rschmidt@pegcompanies.com; stan@cooperwynn.com
Cc: mrdougblee@aol.com; Alexandra Ananth; nhlazenby@hotmail.com; sherieharding@gmail.com; bvhutah@gmail.com; jstafsholt@msn.com
Subject: PEG Meeting Today

Robert & Stan,

Thank you again for holding the informational meeting and allowing public input today on the re-design of the parcels. I sincerely appreciate your willingness to share your progress with the community and am pleased we seem to be making progress.

No surprise, I'm a note taker so wanted to just share a quick list (clearly doesn't include everything) of what I picked up on as a few requests from the public. My thought is if any of it can be provided to Planner Ananth prior to her packet going out on Friday, it may prevent the repeat of the same questions and/or requests during next Wednesday's Planning meeting saving us all time. The items are brief with little explanation, please let me know if you would like more detail.

1. Parking programming for each parcel (correlates to building height & massing)
2. Parcel B Elevation from Lowell viewpoint and Manor Way viewpoint - similar to that of Parcel B Elevation at 14th Street
3. Volumetrics & setback overlay for Parcel D from Empire viewpoint
4. Volumetrics & setback overlay for Parcel B from Lowell viewpoint
5. Accurate/to scale drawings for each parcel & overall project with existing structures including Snowflower, Three Kings Condos, Shadow Ridge, Silver King, residences along Empire, existing base area on west side of Lowell, etc.
6. Drawings of each parcel at street level from various vantage points

Based on the information provided today that three circulation plans will be presented next Wednesday, we're hopeful it will provide some clarity on the pedestrian connectivity between all parcels and the existing resort area and address concerns surrounding the transit center as mentioned by many participants today. As the plan currently does not increase day-skier parking stalls, it will be imperative to upgrade the transit center and system without "orphaning" the existing resort area. I'm also hopeful Planner Ananth includes some information on each of the plans in her packet so we have an opportunity to look it over and digest it prior to the Planning meeting.

Lastly, with regards to Parcel B and parking: We realize the elevation at Empire and Shadow Ridge is 6920 and therefore, while hidden by landscaping or a berm in the 1998 plan, there was parking on this corner. However, based on your drawings, there is an additional level of parking at 6,952 elevation which is obviously above ground at Empire and Shadow Ridge, but also clearly above ground at Lowell and Manor Way. We are asking PEG to review the overall site plans and see if there isn't an alternative location for this level of parking **below grade** on another parcel. This would lower the overall building height on Parcel B and also spread the day-skier parking more evenly between the north and south ends of the project which would in turn reduce the number of vehicles required to potentially circulate the entire resort to access parking.

Thank you again for holding the meeting and your consideration of this email. I hope we can continue to have a positive dialogue.

Sincerely,
Deb Rentfrow

Alexandra Ananth

From: Charlie Hemphill <rocketma2@yahoo.com>
Sent: Wednesday, January 6, 2021 12:05 PM
To: Alexandra Ananth
Subject: Public Notice
Attachments: Park City.pdf

Ms Ananth:

I've sent this to the planning commission general email but received no response.

I am a condo owner of unit 317 at the Silver King resort, 1485 Empire Ave. I received a public notice postcard regarding PL-20-04475.

However it is addressed to a Kevin Haas which is not me. I don't know who that is and it is not who I purchased the unit from.

My mailing address is shown correct. Please check your Owner list and correct.

Regards,

Charles Hemphill

By the way, I am opposed to exempting setbacks and building height. I'm also concerned with the loss of parking.

The Honorable Marietta S. Robinson
4935 Bear View Drive
Park City, Utah 84098

VIA EMAIL (planning@parkcity.org)
Park City Planning Commission
P.O. Box 1480
Park City, UT 84060

Re: Park City Mountain Base Area Development – MPD Modification

Dear Commissioners and Staff:

I am writing to add my strong personal objections to PEG Development's new proposed Park City Base Area Lot Redevelopment Master Plan Study that so greatly exceeds the carefully negotiated 1998 Park City Mountain Resort Development Agreement under which PEG and Park City have been operating. I am a member of Responsible Resort Area Development ("RRAD") and RRAD's attorney, Nichole DeForge has done a masterful job in her letters sent over the past several weeks in articulating why PEG should be held to the strict contractual terms of the Development Agreement just as the Planning Commission would be if it now, at this late date, sought to substantially alter the original agreement. PEG's proposed changes would violate the most basic principles of contract law.

Park City holds a very dear place in my heart as it does for so many who live here.

I practiced law for over thirty years in Michigan, was appointed by President Obama as commissioner of the U.S. Consumer Product Safety Commission where I served from 2013-2018 and served as a 2019 Harvard Advanced Leadership Initiative Fellow. Currently, I am Professorial Lecturer in Law at George Washington Law School in Washington, DC.

I started coming regularly to Park City in the early 1990s and purchased a house here in 2005 where I spend as much time as possible. While I understand that growth is inevitable, some of the development that has been allowed in the Park City area in recent years has really been heartbreaking. It is hard to believe that anyone but the developers are enriched in any way by the massive development at the Canyons. Park City proper should not follow a similar path. It would be a travesty to allow PEG to breach a negotiated contract to enrich themselves monetarily at the very steep cost of ruining our quaint town.

The decisions being made by this Planning Commission will affect generations for decades to come and should be made with the utmost care and attention to what this town has been, is and will be to so many who love it. Thank you for your service.

Sincerely,

Marietta S. Robinson

Alexandra Ananth

From: Jessica Nelson
Sent: Thursday, December 17, 2020 9:49 AM
To: Alexandra Ananth
Subject: FW: Micro Anaerobic Digester

Jessica R. Nelson
Planning Analyst
She/Her/Hers
(435) 615-5061

Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

From: Thea Leonard [<mailto:thea@parkcityandy.com>]
Sent: Wednesday, December 16, 2020 6:32 PM
To: planning
Cc: Luke Cartin; Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine
Subject: Micro Anaerobic Digester

What is preventing staff/Planning Commission from requiring this? Why leave this up to the developer?
Does it make the most energy-efficiency sense to convert biogas to electricity? Or could they commit the biogas directly to the snowmelt?
Is there capacity within the Renewable Utility for this project? If their responsibility expires in 5 years but the capacity of the Solar Utility doesn't cover the use, they are off the hook, aren't they?
How do you make sure they are judicious with snowmelt systems and other outdoor heating such as fire pits, etc?
Given you have provided for "phasing" of the PV systems, shouldn't there be a requirement that the PV system "per building" should be installed before they get the CO on the specific building.

Thea Leonard
435-901-3374
thea@parkcityandy.com

From: noreply@granicusideas.com
Sent: Wednesday, December 16, 2020 5:26 PM
To: Jessica Nelson; maymary1@msn.com; Alexandra Ananth
Subject: New eComment for Planning Commission

New eComment for Planning Commission

Moir Howard submitted a new
eComment.

Meeting: Planning Commission

Item: 4.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.
This Hearing Will Focus on
Sustainability. PL-20-04475. *Public
Input will be taken via e-comments*
(A) Public Hearing, No Action Will Be
Taken

eComment: Sustainability: My
comments/questions below quoted
paras. Had to delete bits to fit word
quota. Page 5 • Requires renewable
energy to be produced on site to cover
the facility's annual need (no off-site
credits). • The site is not large enough
to accommodate all the on-site
renewable energy required. PEG is
committed to 8% of the site's energy
demands be supported by on-site
renewable energy systems with the
remainder of the site's energy

demands supported by RECs. We are unable to balance annual delivered energy with on-site renewable energy simply because the site is not large enough to accommodate all the on-site renewable energy required. Problem isn't that the site isn't large enough - it is that they are trying to put too much on it. 8% is a measly figure! Page 12 Utilization of a "dark roof" to increase solar radiation roof absorption (high absorption coefficient >0.40) thereby keeping the building enclosure "warmer" Could this not have a detrimental effect in summer? Limit exterior glazing so that the overall building window-to-wall ratio (WWR) does not exceed 35%. Lighting•Reduce baseline lighting allowance for interior lighting by 50% through the use of high-efficiency LED lighting with occupancy-based controls and daylight harvesting. The less windows, the less ability to "harvest" daylight and makes for an uglier building. Page 17 Parcel roof areas will be reserved to integrate on-site photovoltaic arrays to supply up to 8% of the site's energy demands. Areas not utilized will be planned to be PV ready so that additional panels can be installed in the future Why not install them during construction and get that 8% number up? Page 18 How much noise is generated by a "modular micro-anaerobic digester" and exhaust system? Will it impact close neighbours?

[View and Analyze eComments](#)

This email was sent from
<https://granicusideas.com>.

[Unsubscribe](#) from future mailings



From: deb <der0813@aol.com>
Sent: Wednesday, December 16, 2020 4:53 PM
To: Alexandra Ananth
Subject: Fwd: Planning Commission Submission

Please include the following in the public input for this evening's meeting; it is over 2000 characters so it had to be emailed.

Sustainability: The Community's Vision, General Plan and Adopted Resolutions

In Park City's **Vision 2020** Report, five pillars were identified, one of which was Environmental Leadership which entails protecting, enhancing and supporting our natural world and local ecosystems so we can all thrive. The following four specific goals were identified: Net-zero carbon, Zero waste energy, Community education and Natural environment. With regards to the proposed development at PCMR Base area, net zero carbon and zero waste energy are the most pertinent.

In review of the **2014 General Plan**, the following is provided as a general strategy: "Park City will be "greener". This doesn't mean that wishy-washy light tone green that most communities are striving to attain. This means that dark "green" color..." It goes on to say "We will hyper-focus on the color "green" that makes us consider the environment before we consider the "green" dollar bills that may be singularly focused." The 2014 General Plan on numerous occasions references the 2009 Vision Report and one of the four Core Values Natural Setting which included environmental aspects of our community. It clearly states Natural Setting must be taken into account when analyzing how a project will effect Park City's system and specifically for Environmental Impact: How will the proposed activity demonstrate responsible environmental stewardship?

Additional Guidelines within the General Plan include:

5A Encourage development practices that decrease per capita carbon output, decrease vehicle miles traveled, increase carbon sequestration, protect significant existing vegetation and contribute to the community emission reduction goals.

5B Encourage efficient infrastructure to include water conservation, energy conservation, renewable resource technology, decreased waste production, green public transit, and increased road and pathway connectivity.

Strategies from the General Plan include:

5.1 Incorporate environmental considerations as an integral part of reviewing future development and redevelopment projects...

5.7 Require proper infrastructure, such as dedicated parking and charging stations, to support electric and alternative fuel automobiles within new development and redevelopment.

5.8 Encourage energy efficiencies in construction including: infill, preservation, adaptive reuse, and redevelopment.

6.12 Support innovative technology in water conservation, storm-water management, and sustainable snow making.

Resolution 28-2017 adopted a net-zero energy performance requirement for all buildings and facilities using funds allocated by Park City by 2022. Key points included in the resolution include:

- The resolution concludes buildings and facilities with efficiency measures and on-site renewables incorporated during the design phase of a facility does not significantly increase the cost of the facility.

- New and renovated buildings and facilities must produce the same amount or more renewable energy as the facility uses on an annual basis utilizing the measurement of annual energy consumption minus annual on-site energy production.

- Carbon emissions are to be tracked and building EUIs of 25.

It is understood, PEG is not receiving funds allocated by Park City which therefore renders this Resolution inapplicable.

Resolution 32-2018 was adopted the following year and does require the private sector to achieve such standards by 2030. As this project will take 5-7 years to complete, it follows PEG should have to meet Resolution 32-2018. A few of the key reasons for passing this resolution include:

- Our community has expressed deep concern for the environment

- Local governments and community based efforts are nimble and more directly able to address the impacts of Climate Change

- Our Community has come out with strong support, asking the city to address this issue for the entire community

- We have a disproportionately sized carbon footprint due to our mountain climate, large homes, visitor travel and complex infrastructure. This is not sustainable utilizing our current energy sources.

Current LMC Section 15-6-6(L) requires PEG's development to incorporate best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.

In summary, the environment was important to our community in 2009 and remains of utmost importance to our community in 2020. Consequently, the Planning Commission must be sure any development approved meets or exceeds the resolutions and codes pertaining to the environment.

Thank you for considering this information.

Deb Rentfrow

From: noreply@granicusideas.com
Sent: Wednesday, December 16, 2020 2:21 PM
To: Jessica Nelson; maymary1@msn.com; Alexandra Ananth
Subject: New eComment for Planning Commission

New eComment for Planning Commission

Deborah Rentfrow submitted a new eComment.

Meeting: Planning Commission

Item: 4.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.
This Hearing Will Focus on
Sustainability. PL-20-04475. *Public
Input will be taken via e-comments*
(A) Public Hearing, No Action Will Be
Taken

eComment: PEG committed to on-site
renewable energy up to 6% previously
and now stating up to 8%. Where did
the 2% improvement come from?
Does the 8% factor in the modular
micro-anaerobic digester which is still
in the evaluation of feasibility stage? If
so, this is misleading. PEG states
multiple times the site is not large
enough to provide more renewable
energy. Wouldn't they be able to
commit to a higher percentage if the
buildings weren't so large and

demanding so much energy in the first place? PEG's energy consumption on this project will be more than the rest of the entire town's; shouldn't they be required to supply an amount more in line with their total consumption? PEG acknowledges Park City does not have a policy in place for REC's. Does Park City not have a policy because they see it as a loophole enabling someone to simply "buy" their way out? PEG previously reported EUI's would be in the 30-50 range depending on parcel. Now they are down to an average of 25 for all parcels with the hotel still over 30. What changes did PEG make to their plans to report this improvement and have their calculations been verified? Are they factoring in the digester which they are still only considering? What are the consequences for failure to reach an average of 25 EUI's? Under Renewables, PEG re-iterates they are looking into the modular micro-anaerobic digester and then displays the EUI table. Does the EUI table reflect the purchase of the digester? If so, this is misleading as they haven't committed to it at this point. EUI's will be different than what is shown in table. Has PEG considered Geothermal or ground source heat pumps as a possibility? Why are they allocating roof areas for photovoltaic panels at initial construction, yet not utilizing them from the start? PEG does not fully address the requirement of a Mandatory recycling program (LMC 15-6-5(G)(7) for Commercial and Multi-Unit Dwellings. Thank you for requesting PEG fully answer each of the above questions.

[View and Analyze eComments](#)

This email was sent from
<https://granicusideas.com>.

[Unsubscribe](#) from future mailings



From: noreply@granicusideas.com
Sent: Wednesday, December 16, 2020 12:35 PM
To: Jessica Nelson; maymary1@msn.com; Alexandra Ananth
Subject: New eComment for Planning Commission

New eComment for Planning Commission

Lisa Paul submitted a new eComment.

Meeting: Planning Commission

Item: 2) PUBLIC COMMUNICATIONS

eComment: My family has had a second home at the base of PCMR for 36 yrs. I don't believe the PEG proposal is in line with the municipal code 15-6-6. I also think any proposal should follow the 1998 DA. It was put into place for a reason, so that the development of the base area would be appropriate for the area. PEG doesn't even come close to the spirit of the 1998 DA. Where is the Mountain View corridor? Where are the pathways for people to walk through, not around a massive building on the B lot. Also, the D building's highest end needs to be towards the mountain, not the residences. There should not be a parking garage entrance to building D on empire right by a round about . The mass and height of the buildings brings in a big city feel, not a PC vibe. There have to be safe bridges or underground walkways on 14th , 15th and to the resort from the B building at least. This will be safer and keep the

flow of traffic moving. I have great concern that the shadowing of these building will block the sun to the neighboring homes completely. The traffic and parking is going to be awful. There has to be some sort of provisions to help the neighborhoods deal with the overflow parking into their parking lots and traffic. Just because the developer doesn't want to go to the expense of underground garages, isn't a reason to change that from the 1998 DA. This wasn't developed before because it was a different owner, not because it wasn't feasible. We want a developer that wants to follow PC's vision , not their own just to make money. How about a bigger bus depot, more buses, and all electric buses. We have an opportunity to make this base area great or an eyesore forever. It needs to be practical to pedestrians, cars, emergency personnel, and enhance the experience, or people will go elsewhere. What if the project isn't completed? Where is the landscaping? If PEG was really listening, they would make bigger changes . Please protect the base area and do us proud.

[View and Analyze eComments](#)

This email was sent from
<https://granicusideas.com>.

[Unsubscribe](#) from future mailings



Alexandra Ananth

From: Deborah <glidefar16@yahoo.com>
Sent: Wednesday, December 16, 2020 11:10 AM
To: Alexandra Ananth
Cc: Bruce Erickson; sarah.hall@parkcity.org; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine
Subject: Re: Base Area Development

Dear Planning Commission:

I am writing to you in regard to this evenings Sustainability Review for PEG's Base Area Development. I have thoroughly read all documents submitted by PEG and the planning committee.

My concerns remain:

- 1) 8% onsite renewable energy is such a small number because the project has such great density and is unsustainable to Park City's current and future standards.
- 2) Purchasing Renewable Energy Credits to offset the lack of efficiency is a poor start for a new build. How long will the REC's be purchased? 5 years and then done?
- 3) The PC General Plan and Environmental Mitigation is vital to our future as residents and property owners in this town. It is the reason we have all invested our lives to be here- Clean Air and Water, Conservation of our natural resources and building a sustainable future.
- 4) Years ago the amount of available water seemed to be of great concern. Can you comment on the projection for Park City to remain a viable place to live with enough water for local residents before new massive density is approved for additional tourism? Will the rebuild of the Spiro Water Works add additional resources or just maintain and improve present water quality?
- 5) The inclusion of this 'Digester' is a nice gesture... but its not part of PEGS plans to date, just a suggestion under review to make it look like they are trying.... Let's learn about the byproducts of this Digester that the neighbors will have to endure, ie. odor, gases, noise, safety and moving the food waste around the area without attracting rodents and others.
- 6) Recycling of waste is essential to be built into the design of each building to make it viable for the tourists to utilize starting with proper storage and hired staff to move the trash for pickup. If it's not easy- the future guests will not participate.
- 7) Night Sky protection is essential for all Park City residents to continue to enjoy our neighborhood. Four glowing highrise structures will kill the ability to enjoy the dark skies. The moon sets behind the mountains above the First Time lifts and is a treasured natural delight year round. The 86' proposed building heights will obliterate the moon set. Please don't let this happen.
- 8) Where does the impact on the environment from the construction phase get factored into this review. How many diesel trucks running for how many hours and how many miles will be needed to create this massive project in front of our residential and rental properties? How is it suitable for this massive project to be allowed to enter now after all of us have invested and settled in the area.... It seems unfair to disrupt the area to this extent. Perhaps a smaller project would suit the entire city and remember to make the Base Area accessible for all families of all economic status. Support our local population to enjoy the Vail Resort for future generations.

Thank you for your consideration,
Deborah Hickey
Silver King Condominium Owner

From: noreply@granicusideas.com
Sent: Tuesday, December 15, 2020 8:37 PM
To: Jessica Nelson; maymary1@msn.com; Alexandra Ananth
Subject: New eComment for Planning Commission

New eComment for Planning Commission

Sherie Harding submitted a new
eComment.

Meeting: Planning Commission

Item: 4.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.
This Hearing Will Focus on
Sustainability. PL-20-04475. *Public
Input will be taken via e-comments*
(A) Public Hearing, No Action Will Be
Taken

eComment: PEG is committed to 8%
energy demand produced on site with
the remainder of the site's energy
demands supported by RECs. The
key word in a REC is RENEWABLE.
RECs represent electricity generated
by renewable energy sources such as
solar or wind power facilities. Clearly,
nuclear power is NOT renewable
energy. Flaring of methane gas is
NOT an eligible REC and burning
methane reflects a carbon footprint.
Be aware that the State of Utah may

allow such activities to be considered
RECs, which is outside of Park City's
sustainability goals.

[View and Analyze eComments](#)

This email was sent from
<https://granicusideas.com>.

[Unsubscribe](#) from future mailings



December 15, 2020

VIA E-MAIL (planning@parkcity.org)

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

Re: Park City Mountain Base Area Development—MPD Modification

Dear Commissioners and Staff:

I am writing on behalf of the community group, Responsible Resort Area Development ("RRAD"), a non-profit organization comprised of dozens of Park City residents, business owners, and homeowners.

Legal Framework

Given the confusion expressed by the Planning Commission and staff at the last meeting regarding the legal standard that governs the pending application, we wish to reiterate the proper legal framework for considering the application. As City Attorney Mark Harrington confirmed at the last meeting, the 1998 Development Agreement ultimately governs this project. The Development Agreement is effectively a contract between the developer and the City. It allows the developer to develop the property in strict accordance with the conditions of approval. The original master plan and exhibits ("CMP") were attached as exhibits and are part of that contract as well.

The original developer exercised its rights under the Development Agreement when it constructed a hotel on one of the five parcels that were the subject of the Development Agreement. In doing so, it triggered ongoing performance obligations and requirements under the Development Agreement, some of which were never performed, including construction of employee housing. Because the original developer did not timely complete construction on the remaining four parcels, the approvals of those plans expired. That means the Planning Commission is not bound to approve any of the variances that were approved before—and cannot approve them now if they do not comply with the current LMC. But the Planning Commission still must enforce the conditions for development of the remaining parcels that were included in the Development Agreement and the CMP.

ATTORNEYS AT LAW

215 South State Street, Suite 1200
Salt Lake City, UT 84111-2323
Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

Having commenced construction under that contract, and availed itself of the benefits of the contract, the developer cannot now wash its hands of the contract and the conditions imposed for construction of the remaining parcels on the site—simply by not timely completing construction. It is important to keep in mind that the City made certain concessions to the developer in exchange for certain concessions from the developer in the Development Agreement. Now is the time to enforce the deal that was already made and that the developer already took the benefit of—not to give the developer an even better deal than it made before and failed to comply with.

Finally, because the building height and setback variances that were approved in the Development Agreement have now expired, the Planning Commission may only approve new variances in strict compliance with the LMC and the conditions already imposed in the Development Agreement. The developer has failed to demonstrate that the legal requirements for granting any such variances are met here.

Corrections of Misstatements Made in November Meeting

At the end of the last Planning Commission meeting, the developer was given substantial additional time to address questions and concerns that had been raised by the Planning Commission and the public. Because the public comment period had already closed, RRAD was not given an opportunity to respond. It therefore wishes to briefly address some of the misstatements and misconceptions that were raised then.

- Maximum Square Footage. The developer wrongly claimed that the proposed development does not exceed the maximum square footage and density allowed under the Development Agreement. It apparently makes that argument by ignoring the excess 100,000 square feet of above-grade parking that it has added to the project and claiming that none of the parking area needs to be included in the density calculations. However, the Development Agreement repeatedly states that all parking must be underground and below grade. For example, the MPD states that "The Park City Mountain Resort Large Scale Master Plan includes the addition of skier parking in underground structures." And further that total day skier parking of 1,800 spaces will be underground. The CMP (which is incorporated by reference in the DA) states that the intent of the Master Plan is to minimize the visual impact of the garages by constructing their bulk substantially below existing and future finish grades. Therefore, only below-grade parking can be excluded from the square footage calculations. In approving the Development Agreement, the City surely did not anticipate or permit unlimited additional above-ground parking that was reflected nowhere in the CMP and expressly prohibited under the Development Agreement. Yet, by the developer's argument it would be entitled to build 805,977 square feet of commercial and residential space plus unlimited parking areas. That is simply not what the agreement allows.

ATTORNEYS AT LAW

215 South State Street, Suite 1200
Salt Lake City, UT 84111-2323
Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

- Above-Grade Parking. A major contributing factor to the perceived excessive height and bulk of the proposed project is the addition of extensive above-grade parking contrary to the Development Agreement, particularly at Building B. In the current plan, Building B houses 50% of the overall project parking spaces and 65% of the day skier spaces. In the 1998 Plan, Building B housed only 31% of the overall project spaces and 35% of the day skier stalls. In the November Planning Commission meeting, the developer stated that the elevation levels of the highest parking levels in the proposed plan are virtually identical to the 1998 plan. That is not true. For Building B, the highest parking level in the current plan is at elevation 6952' versus elevation 6940' in the 1998 Plan, which is over one floor shorter than the current plan. The Development Agreement requires parking to be located below grade and also requires certain aspects of Building B (such as the 14th Street Pedestrian and View Corridor) to be maintained. The developer should be required to comply with the Development Agreement and move parking below grade, re-allocate parking to other parcels (such as Parcel D), and comply with all other site plan requirements of the Development Agreement. Town residents should not suffer because the developer is no longer willing to comply with the Development Agreement that it already took advantage of in building out Parcel A.
- 14th Street View and Pedestrian Corridor. The Development Agreement (through the CMP which is incorporated by reference) required the developer to maintain the important and iconic view corridor on 14th Street. The CMP stated that "the concept design should establish a pedestrian and view corridor to the resort center from 14th Street." Further, the CMP required "the creation of new view corridors from 14th Street to the Resort Center and from Parcel B to the existing Silver Mill tower/mountain access route so as to reinforce Parcel B's relationship to the community and the existing Resort Center facilities." MPD Finding #9 stated that "specific design guidelines, building volumetrics and site planning were required in order to "maintain significant view corridors." MPD Finding #3 stated that "volumetrics provide massing transitions to ... important view corridors." This is consistent with LMC 15-6-5(G)(1) which requires that units be clustered in the "least visually sensitive portions of site."

Although the Planning Commission initially seemed to recognize the importance of these requirements to maintain both the view and pedestrian corridors, by the end of the meeting it seemed to have lost sight entirely of the view corridors while focusing solely on pedestrian access. Although pedestrian access through 14th Street is critical to the project, merely providing pedestrian access by underground tunnel or some other means does not satisfy the legal requirements of the Development Agreement and the LMC. The view corridors must also be maintained. Yet, the current plans for Parcel B do precisely the opposite. Not only do they entirely obscure the 14th Street view corridor, they do so with a five- to eight-story building that is the largest, longest, most massive and bulky

ATTORNEYS AT LAW

215 South State Street, Suite 1200
Salt Lake City, UT 84111-2323
Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

ATTORNEYS AT LAW

215 South State Street, Suite 1200
Salt Lake City, UT 84111-2323
Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

development on the whole site. The buildings cover the entire parcel from Manor Way to Shadow Ridge without any break in massing at all. Preservation of the 14th Street view corridor is therefore not only legally required but would also result in a desperately needed breaking up the massing on Parcel B.

- Traffic on Empire. In its most recent plans for Parcel B, the developer has proposed eight additional townhomes along Empire Avenue with as many driveways and curb cuts. Comments were made at the end of the meeting that these additional driveways and curb cuts should not be an issue because there were already driveways and curb cuts for the residences across the street that caused no traffic issues. Of course, that comment overlooks the fact that the developer's plans call for virtually all of the traffic leaving the resort center to exit via Empire Avenue. The tremendous increase in traffic during peak hours will be very problematic even for the existing residences and driveways, not to mention the new residences with driveways and curb cuts that will now be directly across the street on a narrow residential road.
- Setbacks. At the hearing, comments were made by several commissioners and by the developer suggesting that 20' perimeter setbacks could be approved if architectural interest and variation were merely "achieved as a result." That is not the legal standard. Such setback reductions can only be approved if they are "necessary to achieve architectural interest and variation." This is a much higher standard that cannot be met simply because the developer may struggle to pack in all approved density on a given parcel. Furthermore, perimeter setbacks below 20' cannot be allowed under the LMC under any circumstance. Yet, the current plans show perimeter setbacks less than 20' throughout the development.

Sustainability Concerns

RRAD also wishes to address several issues and concerns with the developer's recently submitted sustainability proposals:

- The developer has failed to include a mandatory recycling program in its sustainability plans as required by LMC 15-6-5(G)(7). A recycling program is required for all projects that contain Commercial and Multi-Unit Dwellings. Under the LMC, access must be within the MPD area and conveniently provide necessary circulation for pick-up vehicles. It must accommodate materials including glass, paper, plastic, cans, cardboard or other household/commercial recyclable and scrap materials generated by tenants, residents, users, operators or owners of such MPD. Centralized trash and recycling containers must be located in a completely enclosed structure with a pedestrian door and a truck door or gate. The enclosed structure must be designed with materials that are compatible with the principal structures in the MPD.

ATTORNEYS AT LAW

215 South State Street, Suite 1200
Salt Lake City, UT 84111-2323
Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

- The developer initially stated that it would only commit to using "up to 6%" on-site renewable energy. It now claims that it will use "up to 8%." First, the qualifier "up to" is too indefinite and results in no standard at all. Second, it is unclear where the purported 2% improvement came from. If it is the result of the modular micro-anaerobic digester referenced in the report, the developer has hedged that it is merely evaluating the feasibility the digester and has specifically stated that it is not committing to use it at all. The Planning Staff should request more detail as to what the developer is claiming and committing to in connection with its alleged "up to 8%" on-site energy consumption, as well as the specific calculations used to support the claimed numbers.
- The developer claims multiple times in its report that the site is not large enough to provide more renewable energy and attempts to excuse itself accordingly. In reality, the problem is self-created. It is a function of the developer attempting to squeeze density onto each parcel than it allegedly can support through renewable energy. The site is not too small—the development is too dense and too large. In fact, the project will consume more energy than is currently consumed by the entire town. The developer must be required to supply an amount of renewably energy more in line with its total consumption.
- The developer previously reported that the EUIs for the development would be in the range of 30-50 depending on parcel. Now it claims to have reduced the EUIs to an average of 25 for all parcels, with the hotel still over 30. It is unclear what could possibly account for this substantial claimed reduction. The Planning Staff should require the developer to delineate what precisely it is proposing to do to reach such targets and to provide its supported calculations. To the extent that the reductions are the result of the digester, the developer needs to commit to using that equipment rather than simply raising it is as a possibility that it could later reject. The Planning Commission must also ensure that whatever standard the developer claims to be able to meet is actually met and that consequences are imposed for any failure to do so.
- As noted above, under the "Renewables" section, the developer reiterates that it is simply looking into the possibility of using a modular micro-anaerobic digester. Immediately following that statement, the developer includes the EUI table. It is unclear whether the calculations in the EUI table already contemplate use of the digester, which the developer has not actually committed to use. The Planning Staff should require clarification on this point from the developer.
- The developer references the "Hotel food service waste generation" as part of the Modular Micro-Anaerobic Digester section in its proposal. Condition of Approval #11 states that all commercial food service operators within the project will utilize the digester. Does this mean that multiple digesters will be

ATTORNEYS AT LAW

215 South State Street, Suite 1200
 Salt Lake City, UT 84111-2323
 Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

purchased and located on multiple parcels, or will lines between parcels be installed? If only one unit, will it be located on Parcel C where the most commercial food waste will be generated? If so, how will COA #11 be met?

Therefore, RRAD again respectfully requests that the Planning Commission and Staff hold the developer to the requirements of the LMC and the Development Agreement. Thank you for your consideration of RRAD's concerns.

Sincerely,

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

Nicole M. Deforge

cc: client; alexandra.ananth@parkcity.org

ATTORNEYS AT LAW

215 South State Street, Suite 1200
Salt Lake City, UT 84111-2323
Tel: 801.531.8900 Fax: 801.596.2814
www.fabianvancott.com

Alexandra Ananth

From: planning
Sent: Monday, December 14, 2020 11:18 AM
To: Alexandra Ananth
Subject: FW: Park City Base Plan

Jessica R. Nelson
Planning Analyst
She/Her/Hers
(435) 615-5061

Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

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

From: Timothy Herbst [<mailto:bin@herbstmail.net>]
Sent: Monday, December 14, 2020 11:12 AM
To: planning
Subject: Park City Base Plan

To The Planning Commission:

When we bought our Unit A303 at the Lodge at Mountain Village condos this last summer we were aware of development plans near the property, but all public releases suggested the Transit Center adjacent to us would remain in place. Now we learn that Park City is proposing to relocate this amenity quite a distance from us, from the ski slopes, and from everything else in the existing base area. If an additional stop or center is for any reason required in the new location so be it, but to remove the existing Center would constitute a taking from our property value with no planned compensation. Moreover, the added inconvenience for large numbers of owners, guests and visitors would serve to encourage even more of them to bring a car to town rather than rely on public transportation. This would certainly benefit the car rental companies down in Salt Lake City, but would only add to the chronic traffic problems of Park City. We strongly oppose such a foolish change.

--

Timothy J. Herbst, Manager
Waterfall Holiday Properties, LLC
2115 E. Vaughn St.
Tempe, AZ 85283-3343
480-839-8827
bin@herbstmail.net

Alexandra Ananth

From: Sherie C Harding <sherieharding@gmail.com>
Sent: Monday, December 14, 2020 8:56 AM
To: Alexandra Ananth
Subject: Soil Contamination Potential PC Mt. Base Area
Attachments: Soil Contamination Potential Questions.pdf; Soil Contamination Potential PCMR.pdf

Dear Alexandra,

A number of professionals convened to examine the potential for soil and water contaminants in excavated material from the Base Area Parking Lots. We present the attached report, maps, and a list of concerning questions to you.

Wednesday's Planning Commission meeting will address sustainability of the Base Area project. We wish to express community concern about possible health risk during soil disturbance .

We hope this report is timely and helpful to the process. I emailed this report to each Planning Commission member. We look forward to a response to our inquiries. Please call if questions (435-901-9443).

Sincerely,
Sherie

--

Sherie C. Harding
PhD, Paleontology-Ichnology
Department of Geology and Geophysics
University of Utah
Salt Lake City, UT 84112-0102

Soil Contamination Potential
List of Questions

- 1) Why is soil sampling and testing data kept from the Planning Commission and from the public?
- 2) Was sample siting, collection, and analyses done according to requirements?
- 3) Which metals and toxins were investigated?
- 4) What depths were sampled?
- 5) Shouldn't Park City's careful and comprehensive Soil Ordinance provide guidance to Park City Base Area soil investigation?
- 6) Did PEG's soil testing follow Park City's defined protocol?
- 7) Should samples be collected to the proposed excavation depth?
- 8) Should compliance requirements apply throughout Park City to homeowners and developers alike?
- 9) With >300,000 cubic yards of soil slated for disturbance, relocation, and/or hauling from the Park City Base Area, shouldn't Park City residents know about potential contaminants?
- 10) How much contaminated dust will be associated with this excavation?
- 11) How much of this dust will be spread throughout Park City during transit?
- 12) Since a Phase II ESA was required at the Park City Base Area, does it not indicate potential environmental contamination?
- 13) Did PEG, and/or their contractor, conduct Phase II sampling as promulgated by the US EPA, and as described in the PCMC Soil Ordinance?
- 14) How do you collect soil samples in a paved area where asphalt and base material extend to depth?
- 15) Are there, in fact, no environmental concerns?
- 16) Who is the judge of potential environmental concerns?
- 17) Which soils are designated for mountain storage and which for transport?
- 18) What is the basis for their differentiation?
- 19) How will PEG report analytical results from their soil samples, as acknowledged at the 10-28-2020 Planning Commission meeting?
- 20) What analyses were done?
- 21) Who from the city will monitor data management practices to determine if issues occurred?
- 22) Where is the repository for trucking of contaminated soils?
- 23) Why is current data not shared with the Planning Commission and the public?
- 24) How will PEG/Vail prevent surface-water contamination in the Source Protection Zones for Park City's drinking water supply?
- 25) May we have a copy of the developer's plan to protect Park City's drinking water?
- 26) How will dust be controlled during excavation at Park City Base Area Parking Lots?
- 27) How are our Codes enforced?
- 28) Many questions remain unanswered about potential soil and water contamination at the Park City Base Area?

**Soil Contamination Potential
Park City Mountain Base Area**

Sherie C. Harding, PhD, Geology, sherieharding@gmail.com

Thomas R. Gadek, PhD, Chemistry

Keith J. Droste, Mining Consultant

Dana Williams, Park City Mayor, 2002–2014

Introduction: What is the potential for lead, heavy metal, and non-metal toxin contamination in the soil proposed for excavation at the Park City Base Area Parking Lots? Lead exposure is a human health risk that can occur from contact with lead in air, dust, soil, & water.

Planning Commission Meeting, 10-28-2020: During the meeting, the Planning Commission asked PEG Companies about soil samples. Robert Schmidt answered that, soil sampling was done (8 to 10 samples) and Phase I and Phase II completed. "There are no recognized environmental concerns." Geotech did the sampling.

In follow up requests for the sample data, no further information was available. Stan Kozlowski (Real Estate Broker for CooperWynn) responded, "We will be releasing the soils data on each site at the building permit stage per city requirements." Planning Department did not respond to my email request for sample data. Why is soil sampling and testing data kept from the Planning Commission and from the public? Was sample siting, collection, and analyses done according to requirements? Which metals and toxins were investigated? What depths were sampled?

Soil Ordinance PCMC, 2007: In 2007, Park City Municipal Corporation (PCMC) published the Soil Ordinance Area Environmental Management System. The ordinance was developed in a cooperative effort with the Utah Department of Environmental Quality (UDEQ) and the United States Environmental Protection Agency (USEPA). PCMC agreed to the implementation of an Environmental Management System (EMS) that further protects human health and the environment within the Soils Ordinance Area. Compliance with the ordinance includes sampling, 6-inch cap of acceptable cover, and subsequent testing that shows <200 ppm lead. Shouldn't Park City's careful and comprehensive Soil Ordinance provide guidance to Park City Base Area soil investigation?

The sampling protocol described in the Soil Ordinance is specific. For a property seeking compliance, composite samples are procured. The samples are then submitted under a chain-of-custody to Chem Tech-Ford Laboratory (State Certified) and analyzed for total lead. After receiving the final lab report supporting lead levels <200 ppm, the property is compliant, and a Certificate of Compliance is sent along with a sampling narrative, results report, and site map. Blood lead level testing is available to affected residents. Did PEG's soil testing follow Park City's defined protocol? Should samples be collected to the proposed excavation depth? Should compliance requirements apply throughout Park City to homeowners and developers alike?

Soil Ordinance standards address soil disposal. Soils being disposed of must be characterized for arsenic and lead. Soil characteristics that exceed limits must be disposed of in a permitted facility. § "Exercise caution when disturbing or developing on soils that may have the potential of containing contaminants from previous mining operations" (General Plan, 2014). With >300,000 cubic yards of soil slated for disturbance, relocation, and/or hauling from the Park City Base Area, shouldn't Park City residents know

about potential contaminants? How much contaminated dust will be associated with this excavation? How much of this dust will be spread throughout Park City during transit?

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): Commonly known as Superfund, liability is imposed on responsible parties. A duly diligent effort to research the environmental hazards is incumbent upon the parties involved. **Phase I**, an environmental site assessment (ESA), identifies potential, existing, or historic evidence of environmental contamination. Standards for performing a Phase I site assessment have been promulgated by the US EPA. If there is evidence of potential contamination, then a **Phase II ESA** is required. Since a Phase II ESA was required at the Park City Base Area, does it not indicate potential environmental contamination?

Phase II Environmental Site Assessment (ESA): Representative soil and groundwater samples are obtained according to sampling protocol. Samples are transferred by standard chain-of-custody to certified laboratories for analyses (Metropolitan Consulting Engineering, Forensics, 2014). Did PEG, and/or their contractor, conduct Phase II sampling as promulgated by the US EPA, and as described in the PCMC Soils Ordinance? How do you collect soil samples in a paved area where asphalt and base material extend to depth? Are there, in fact, no environmental concerns? Who is the judge of potential environmental concerns?

Historical data: Historical soil sampling and analytical data were published (Nackowski, 1967; Utah Geological Survey, 1968) from a geochemical soil sampling program in the Park City district, Utah. Widely spaced sample intervals were completed to determine if these geochemical data would reflect mineralized trends. The sampling program was for exploration purposes rather than to identify health lead toxicity. However, the samples were analyzed by X-ray Spectroscopy for total Cu, Pb, Zn and Mn. Total lead is commonly reported by the UDEQ and USEPA in their sampling programs.

Soils sampled in the Park City mining district often contain minor quantities of mill tailings or other mined products containing unrecovered lead bearing minerals. The Silver King mine was a significant source of galena (PbS) and the more soluble oxide form of lead, cerussite (PbCO₃), which is bioavailable and is a substantial risk to human health. Lead mineralization occurred in the Three Kings mine located near the Base Parking Lots. Minola mine, located in Treasure Hollow, also may contribute to elevated lead in surface soil.

The historic soil samples were collected 6 to 8 inches from the surface. Cu-Pb-Zn showed anomalously high results in an alluvial basin down grade from the Silver King, Three Kings, and Minola mines.

Pertinent results follow (Attachment 1 map):

Sample Line 3,

sample site 3.06 = 714 ppm Pb, halfway up north wall Thaynes Canyon

sample site 3.07 = 496 ppm Pb. Thaynes Canyon above King Con lift

sample site 3.08 = 144 ppm Pb, south wall Thaynes Canyon

Sample Line 5,

sample site 5.05 = 3,234 ppm Pb, Millennial trail, McCloud Creek

sample site 5.06 = 1,517 ppm Pb, Olympic Welcome area

sample site 5.07 = 271 ppm Pb, between Snow Flower buildings

sample site 5.08 = 298 ppm Pb, lower Treasure Hollow

Sample Line 7,

sample site 7.06 = 301 ppm Pb, above rail trail at Prospector Condominiums.

The ppm lead results are wide ranging, most exceed the 200-ppm toxic limit for lead. Park City residents are justifiably concerned about contaminated soils and dust at the Park City Base Area Parking Lots during excavation and transport. Which soils are designated for mountain storage and which for transport? What is the basis for their differentiation? How will PEG report analytical results from their soil samples, as acknowledged at the 10-28-2020 Planning Commission meeting? What analyses were done? Who from the City will monitor data management practices to determine if issues occurred? Where is the repository for trucking of contaminated soils?

Source Protection Zone – The Base Parking Lots and the proposed mountain-side dump sites for excavated soil lie within Source Protection Zones for Park City’s drinking water supply (Attachment 2) The Utah Department of Environmental Quality, Division of Drinking Water has a Source Protection Plan, R309-605 of the Utah Administrative Code. Park City’s drinking water Source Protection Zone was developed after a hydrogeological evaluation. No activities are allowed in the Source Protection Zone that jeopardize the purity of the drinking water source. Reporting is required according to a standard format identified by the DDW. Public notification is required. How will PEG/Vail prevent surface-water contamination in the Source Protection Zones for Park City’s drinking water supply? May we have a copy of the developer’s plan to protect Park City’s drinking water?

Park City Municipal Code (PCMC) – Title 15 Land Management Code (LMC): Title 15-1-A Statement of Purpose, § “To promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City.” **Title 15-1-G**, § “To prevent Development that adds to existing Geologic Hazards, erosion, flooding, degradation of air quality,” **Title 11-15-1 Area** applies to the Soils Ordinance Boundary area with strict requirements that should be extended to the Park City Base Area. **Title 11-15-6 Dust Control**, § “The contractor is to control the emissions of dust from beginning of construction to end.” How will dust be controlled during excavation at Park City Base Area Parking Lots? How are our Codes enforced?

Conclusion

Many questions remain unanswered about potential soil and water contamination at the Park City Base Area? The public’s exposure to lead, heavy metals, and non-metal toxin contamination from soil disturbance is a major concern, largely because it is likely, and it is unknown. The historic soil sample data indicates a range of concerning total lead levels in surface soil. Galena (PbS) weathers at the surface to the more soluble oxide form. It is known that the oxidized form of lead, including the lead mineral, cerussite, is bioavailable and is a substantial danger to human health. It is ill-conceived to put any soil on the mountain where weathering, wind, and water elevates exposure to hikers and bikers, where wind and water distribute toxins into neighborhoods. The Park City Base Area Parking Lots are down grade from the Silver King mine, the Minola mine, and the Three Kings mine, all probable sources of lead. There is high potential risk to human health and safety.

References

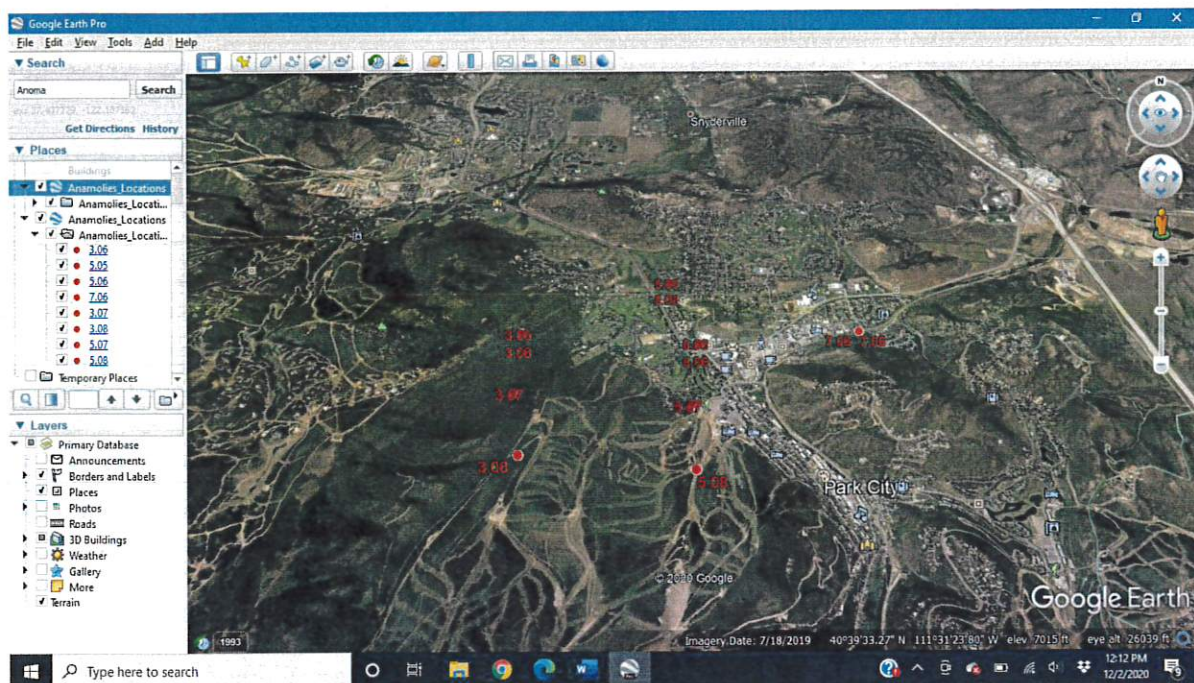
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (Superfund), 1980
- Metropolitan Consulting Engineering, Forensics, 2014, environmental audits & site assessments during commercial & industrial property transfers
- Nackowski, MP, CA Mardirosian, and JM Botbol, 1967, Trend surface analysis of trace chemical data, Park City district, Utah, Economic Geology Vol. 62, pp 1072–1087
- Park City General Plan, 2014
- Park City Municipal Code, Title 11-15-6 Dust Control

A report prepared for the Park City Planning Commission, December 2020

- Park City Municipal Code, Title 15-1 Land Management Code (LMC) Adopted by Ord. 00-25 on 3/30/2000
- Park City Municipal Corporation (PCMC), 2007, soils ordinance area environmental management system, Annual Report, Jeff Schoenbacher, Environmental Coordinator
- Utah Department of Environmental Quality, Division of Drinking Water, Drinking Water Source Protection Plan, R309-605 of the Utah Administrative Code, 2005
- Utah Geological Survey, 1968, Trend surface analysis of trace chemical data, Park City district, Utah, Guidebook to the geology of Utah, Number 22, Park City District, Utah, SLC, pp 66

Attachment 1

Google Earth screen shot – shows 8 sample sites in red (Nackowski, 1967), GIS location (personal communication G. Douglass, UGS).



Attachment 2

Source Protection Zone Park City area



SPZones Map.pdf

Exhibit H

Master Planned Development Process

The regulatory process and requirements for Master Planned Developments are outlined in [LMC § 15-6, Master Planned Developments](#).

The purpose of the MPD Chapter is to describe the process and criteria for review of Master Planned Developments (MPDs) in Park City. The Master Planned Development provisions set forth Use, Density, height, parking, design theme and general Site planning criteria for larger and/or more complex projects where the MPD process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this section is to result in projects which:

- A. complement the natural features of the Site;
- B. ensure neighborhood Compatibility;
- C. strengthen the resort character of Park City;
- D. result in a net positive contribution of amenities to the community;
- E. provide a variety of housing types and configurations;
- F. provide the highest value of open space for any given Site;
- G. efficiently and cost effectively extend and provide infrastructure;
- H. provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood;
- I. protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; and
- J. encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
- K. Encourage opportunities for economic diversification and economic development within the community.

The Planning Commission is the primary review body for MPD's. The Planning Commission shall approve, approve with modifications, or deny a requested MPD with written findings of fact, conclusions of law, and in the case of approval, conditions of approval. All MPD applications shall be reviewed for consistency with the goals and objectives of the Park City General Plan.

To approve an MPD, the Planning Commission is required to make the Findings outlined in [LMC § 15-6-6\(A-O\)](#) as follows:

- A. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
- B. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
- C. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;

- D. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
- E. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
- F. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
- G. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
- H. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
- I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
- J. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
- K. The MPD has been noticed and public hearing held in accordance with this Code.
- L. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
- M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
- N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- O. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

Appeals of Planning Commission action shall be conducted in accordance with [LMC § 15-1-18](#).

Once the Planning Commission has approved an MPD, the approval is put in the form of a Development Agreement (DA). The DA must be ratified by the Planning Commission, signed by the Mayor and the Applicant, and recorded with County. Minor administrative modifications are allowed. Construction is required to commence within two (2) years.

After an MPD is approved the developer must subdivide individual parcels, and seek Conditional Use permits if required by the Planning Commission at the time of the MPD approval.